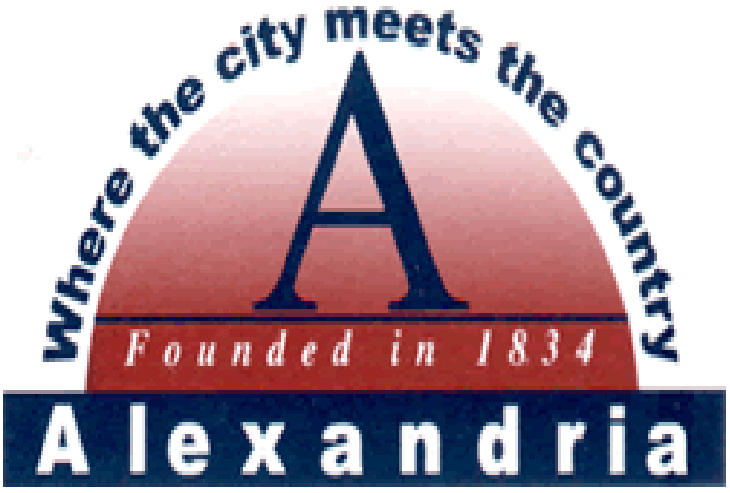
FINAL DRAFT

City of Alexandria

Comprehensive Plan



August 2004

FINAL DRAFT

City of Alexandria

Comprehensive Plan

Prepared For:
The City of Alexandria
Planning Commission
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August
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Alexandria is a city committed to preserving its historical past without losing sight of where the city should and will be headed in the future. While surrounded by rural landscapes, Alexandria's location in Northern Kentucky insures that residents benefit from nearby big city amenities while enjoying the quality of life of a well-planned, close knit community. The continued success and controlled growth of the city will be achieved with ongoing quality leadership and the cooperation of all citizens. In this way, Alexandria will remain "where the city meets the country".

CHAPTER ONE

Kentucky Planning and Zoning Statutes (KRS 100) require that the Planning Commission of each planning unit prepare a Comprehensive Plan. This plan serves as a guide for public and private actions and decisions in order to assure the development of various land uses in the most appropriate relationships. A principle element of the Comprehensive Plan is the establishment of a statement of goals and objectives. This chapter of the plan serves as a guide for the preparation of the remaining elements of the plan. In addition, the goals and objectives provide the planning commission and its staff with the direction necessary to prepare a plan that accurately represents the wishes of the community.

The following statement of goals and objectives is intended to provide direct guidance for decisions made by the planning commission and city council as related to future physical development of the city's planning area. These statements are presented in two levels of specificity. Goals are very broad and abstract ideals that the community desires. Objectives are more specific and concrete concepts which, when achieved, contribute to goal attainment. KRS 100.193 requires the planning commission to adopt the goals and objectives and to submit them to the legislative bodies of each governmental unit included in the planning area for their adoption. The City of Alexandria Planning Commission and Alexandria City Council adopted the following goals and objectives as follows:

Planning Commission: 1/20/04
Alexandria City Council: 2/5/04

OVERALL GOAL:

Promote a sustainable natural and man-made environment that balances environmental protection and preservation with the physical, social and economic needs of the population for the long-term benefit of both.

ENVIRONMENT

GOAL: To protect and enhance the quality of the natural environment while permitting appropriate development on suitable lands. Also, to promote the most efficient and reasonable use of the area's physical resources by ensuring that short-term use of our environment will be to the long-range benefit of all.

OBJECTIVES:

1. Require appropriate drainage facilities for all new development in order to avoid flooding, erosion and additional post-development runoff.

2. Ensure the reduction of soil erosion by requiring appropriate erosion and sediment control measures during construction.

3. Minimize air, water, soil, light and noise pollution by encouraging the preservation of open spaces, green areas and requiring adequate landscape buffers and berms. When appropriate, request the dedication of park areas.

4. Develop a planting manual and list of suitable street trees for Alexandria and encourage their use where appropriate.

5. Ensure appropriate handling and treatment of water, sewage and solid waste.

6. Require all developers to identify and map developmentally sensitive areas, or lands containing wetlands, steep topography and scenic areas during the site planning process. Minimum standards shall be established for the creation of open space/greenway corridors and the preservation and restoration of these areas.

7. Encourage conservation through the reduction, reuse, recycling and composting of solid waste.

8. Recognize federal, state, and local regulation of the environment.

ECONOMIC DEVELOPMENT

GOAL: To encourage and promote the development of a stable and diversified economic base that fosters employment opportunities for all citizens of the City of Alexandria.

OBJECTIVES:

1. Adopt an economic development strategy to increase economic diversity and create better employment opportunities in order to ensure that the city is a vital part of a strong local and regional economy.

2. Participate in regional economic efforts and encourage recruitment of non-polluting, self-supported and diversified industry in designated areas when adequate infrastructure is available.

3. Encourage the development of aesthetic entrances to the City of Alexandria in order to promote economic development.

4. Capitalize on the area located within the Old Town District by fostering small businesses, encouraging the continuation of investment in the area, and the creation of additional parking opportunities.

5. Promote the development of a pedestrian friendly atmosphere within the City of Alexandria by requiring the maintenance of existing walkways, benches and green spaces and requiring these amenities in all new development where appropriate.

6. Encourage small business development, entrepreneurship and growth by providing adequate areas for commercial development and professional offices, and encouraging support services and technical assistance for small businesses.

7. Facilitate condensed, high quality commercial development by discouraging sprawl created by linear shopping areas.

8. Enhance the City of Alexandria as a tourist destination through the promotion of the Alexandria Fair and Horse Show and the cultivation of tourist attractions.

9. Encourage the development of tourist related facilities such as lodging, restaurants and entertainment facilities.

10. Encourage reinvestment in the community.

HISTORIC PRESERVATION

GOAL: To recognize and preserve the historic and cultural resources of the City of Alexandria.

OBJECTIVES:

1. Encourage the identification, maintenance and protection of all significant historic buildings, structures, fences, archeological resources and other features through education and where appropriate designation of local historic districts and places.

2. Support the efforts of local organizations such as the Campbell County Historical Society and Kentucky Heritage Council to inform residents and visitors of the unique historic and cultural features of the community through promotional and interpretive activities.

3. Encourage efforts to preserve the heritage of the city as a crossroads community.

4. Promote the City of Alexandria as a regional historic attraction through the revitalization and the preservation of the historic features of Alexandria's Old Town District.

HOUSING

GOAL: Promote decent, safe and sanitary housing for the citizens of Alexandria in existing and new development.

OBJECTIVES:

1. Encourage the development of single-family residential neighborhoods while allowing limited multi-family residential neighborhoods in appropriate places.

2. Encourage property owners to maintain and rehabilitate (when necessary) the community's existing housing stock and neighborhoods while preserving structures of architectural significance.

3. Adopt and enforce city policies and applicable regulations to address littered lots, substandard and dilapidated structures to improve the utility and appearance of such structures and lots.

4. Encourage and support efforts to construct and maintain affordable housing for elderly, handicapped and other disadvantaged persons in areas where there is convenient access to recreation, commercial activity and other services.

5. Encourage development of retirement community housing and assisted living facilities with appropriate services for the elderly.

6. Encourage quality and diversity of design by developing subdivisions and housing which is compatible with existing land uses, transportation patterns, and the spatial arrangement of existing housing and neighborhoods while avoiding "cookie-cutter" subdivisions.

7. Promote residential development with amenities, such as aesthetically pleasing, decorative street lighting, sidewalks, green space and recreational facilities such as golf courses, ball fields, tennis courts and swimming pools.

8. Provide for the fair, equal and uniform enforcement of building codes.

COMMUNITY FACILITIES AND SERVICES

GOAL: To ensure that adequate community facilities and services are available and provided in an efficient manner to conserve human and natural resources.

OBJECTIVES:

1. Coordinate the rehabilitation, development and expansion of community facilities with land development activities by requiring, at the time of development, infrastructure sufficient to accommodate projected growth.

2. Encourage inter-local and regional cooperation and coordination in the provision of regional community services.

3. Adopt creative ways of funding the expansion and improvement of public services and facilities in order to ensure that costs are fairly distributed. Cooperative funding agreements between the private and public sectors shall be encouraged to fund future utility extensions.

4. Seek a balanced approach between annual increases in revenue and annual improvements for all services and facilities.

5. Encourage an overall combination of land uses (residential, commercial, industrial, public, etc.) that yields a balance between the public revenues generated from those uses and the public expenditures required to support those uses.

6. Ensure adequate water, sewer, solid waste services and other utilities are provided in an efficient, safe and environmentally sound manner.

7. Encourage the extension of natural gas in all areas.

8. Require the dedication of easements and rights-of-way to meet future infrastructure needs when development or redevelopment occurs.

9. Redevelop and encourage the extension of existing sidewalks and alternative pedestrian systems to create linkages between existing and proposed developments.

10. Require developers to conduct impact studies where existing infrastructure, services and the public school system are not adequate. Developers shall be encouraged to phase construction to ensure that the provisions of these available services are adequate to support their developments.

11. Require developers to provide adequate facilities such as sidewalks, proper drainage, utilities and landscaping in new developments. Encourage innovative street lighting in all new developments.

12. Encourage efficient public safety services including police, fire and ambulance by coordinating the addressing of all new development during subdivision review.

13. Maintain the low crime rate of the city through education, enforcement and other social programs.

14. Encourage and support affordable local health facilities, nursing homes and child care establishments.

15. Encourage the elimination of overhead utilities in the Old Town District of Alexandria and new developments.

16. The City of Alexandria, while recognizing the need to provide essential utilities to its citizens, shall require that all proposed cellular towers, antennas and other wireless facilities (wireless facilities) be developed in a manner which retains the integrity of neighborhoods and the overall character, property values and aesthetic quality of life of the community at large. Future development policies for the location of wireless facilities within the city shall:

a. Ensure that wireless facilities are constructed in practical locations by allowing facilities that minimize the impact to residential neighborhoods,

b. Minimize the number of wireless facilities by requiring the use of existing structures and co-location when feasible,

c. Ensure that there is a minimal impact upon the visual environment by requiring adequate screening and/or aesthetically pleasing design,

d. Protect the public health, safety and welfare by requiring that the wireless facilities are adequately secured and encouraging the timely maintenance of the structures. In addition, require provisions for the removal of abandoned facilities.

TRANSPORTATION

GOAL: To develop and maintain an accessible, safe and efficient multi-modal transportation system that effectively addresses regional and local development patterns.

OBJECTIVES:

1. Promote the coordination between local, county and regional jurisdictions for transportation improvements.

2. Minimize air quality impacts from existing transportation systems and proposed improvements.

3. Provide a balanced multi-modal transportation system by increasing public transit opportunities and encouraging citizens to walk or bicycle whenever possible by providing safe sidewalks, street crossings, bike paths and other alternatives to vehicular transportation.

4. Study and implement ways to improve traffic flow in the commercial areas and along all streets within the City of Alexandria.

5. Encourage the provision of additional parking within Old Town Alexandria with appropriate locational signage.

6. Require all developers to provide adequate off street parking, rights-of-way and paved travel surfaces that meet city specifications.

7. Limit the number of direct access points along arterial streets by encouraging the use of frontage roads and other access management techniques.

8. Highway commercial uses shall be in close proximity to highway interchanges for maximum convenience and economy to the travelling public, while minimizing the

impact to the community in terms of traffic congestion, local commuting patterns and access.

9. Encourage new residential developments to provide interconnections between sections of their developments and with adjacent developments to promote safe and easy transportation access and a sense of neighborhood interaction. Street extensions shall be developed where needed and feasible. The interior street system shall also coordinate with and continue the evolving multi-modal transportation system (pedestrian, bicycle facilities and mass transit stops).

LAND USE

GOAL: To designate adequate land uses in appropriate locations that encourage quality design while minimizing the adverse impacts of development.

OBJECTIVES:

1. Promote development patterns that follow guidelines for planned growth, respect urban service areas, and frame development with open space.

2. Identify, establish and maintain open space and greenway corridors to enhance the natural environment, increase linkages between various recreational opportunities and protect environmentally sensitive areas.

3. Provide guidelines for residential development that stresses flexibility and creativity in neighborhood design, focuses on neighborhood character, landscaped streets, open spaces, the human scale and walkability.

4. View development issues in terms of promoting overall quality of life. Mixing of residential and other land uses shall be encouraged, but only in appropriately planned and designed neighborhood developments.

5. Balance developmental needs with the preservation and protection of the city's existing assets and character.

6. Prohibit development in physically restrictive areas.

7. Require adequate preventive measures to minimize environmental degradation during construction in all areas.

8. Require quality development and land use through fair, equal, and uniform review processes, land use designations, subdivision regulations and other activities relating to planning.

9. Keep existing infrastructure efficient by promoting restoration and redevelopment of property already in commercial areas. New commercial, multi-family housing and other high-density land uses should be near similar existing uses.

10. Promote aesthetically pleasing commercial development with appropriate access, signage and landscaping.

11. Encourage effective site placement, architectural and landscape design for commercial and industrial uses to facilitate aesthetically pleasing developments while eliminating adverse impacts to adjacent land uses. Nuisances such as smoke, dust, noise, light and odor shall be kept at a minimum. Site development and enforcement of such nuisances shall be carefully coordinated and require the necessary approvals of other regulatory agencies.

12. Revise and enforce sign regulations that enhance the natural environment and minimize visual clutter.

13. Encourage coordination and cooperation between the planning commission and various other government entities.

CHAPTER TWO

The analysis of current and future population trends serves as a fundamental basis for many planning decisions. The size of the population, its composition, and spatial distribution can significantly impact future social, economic and physical land use needs. An examination of the current and future population size as well as composition also serves as a reference point to predict the future demand for additional facilities and services.

PAST POPULATION TRENDS

It is necessary to examine past population trends to understand future projections. In order to put these trends into context it is important to understand population shifts as they have affected the state as a whole. As documented in the *Atlas of Kentucky*, the mean center of population in the United States has shifted westward since the first national census in 1790. In fact, the mean population center for the United States was located in extreme Northern Kentucky in 1880. Since the first census, the population of Kentucky has never declined but has experienced periods of slow growth as shown in Figure 2-1.

One of the most significant trends affecting population growth in Kentucky occurred between 1980 and 1990. During this time, the state's population increased by less than one percent (0.8%). This increase is extremely low compared to the national average increase of 10% during this same period. Lack of economic opportunities in the state relative to other states in the 1980's contributed to Kentucky's slow growth. During this period, many people sought employment in other states, mostly in the Sun Belt.

In 2000, the state's population totaled 4,041,769 which was a 9.63% increase from the year 1990. As of July 2002, the Kentucky State Data Center (KSDC) estimated that the state had a population of 4,092,891, an increase of 1.3% since 2000. KSDC also estimates that Kentucky will continue to grow between 8% - 9% through the year 2030. According to the KSDC middle population growth projections, released in July 2003, it is estimated that Kentucky will have a total population of 5,006,887 by 2030.

Population

Figures 2-2 and 2-4 depict the change in population for Campbell County and the City of Alexandria. Figures 2-3 and 2-5 show population trends in the Northern Kentucky region as well as for the various cities within Campbell County.

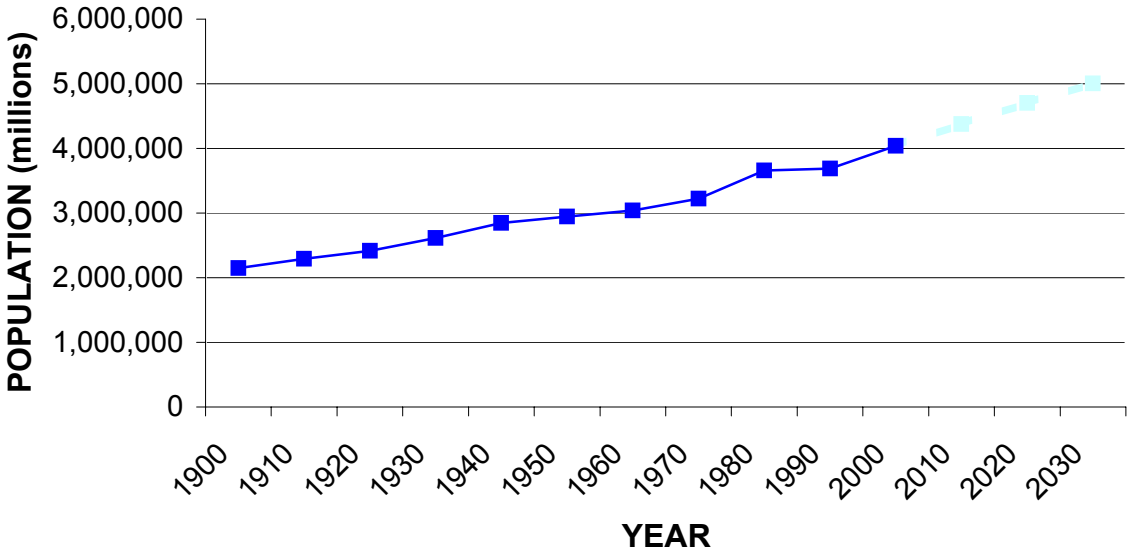
Figure 2-2 shows the change in population in Campbell County from 1950 to 2000. The chart also details population projections into the year 2030. From 1950 to 1960, the county experienced a substantial increase (14%) in population, followed by a period of minimal growth (2%) between 1960 and 1970. The population then decreased by almost six percent (-5.86%) from 1970 to 1980. This decrease in population is attributed to out-migration from the state overall. From 1980 to 1990, the county had a slight increase (.66%) in population. In 2000, the population of Campbell County was 88,616, a 5.66% increase from 1990. As of July 1, 2002, the State Data Center estimates that the population of the county is 88,604 which is a slight decrease from the 2000 Census.

In a regional context, Campbell County's population has experienced more fluctuation and has grown at a slower rate than Boone or Kenton Counties. During the period between 1970 and 1980 , the county lost population while Kenton County maintained a minimal growth rate and Boone County's population increased. In addition, Campbell County only experienced a less than one percent (.6%) change in population during the period from 1980 to 1990 while Kenton County grew at a rate of 3.6% and Boone County at 25.6%. All three counties grew between 1990 and 2000, with Boone County having the largest increase (49.3%) in population. Campbell County had the second largest increase (6.64%) of the three counties. This compares with a 9.63% increase in the population for Kentucky overall during this same period.

In contrast to the county, the population trend for the City of Alexandria, the third largest city in Campbell County, has been one of steady growth. Figure 2-3 shows the census population for Alexandria for the years 1960 to 2000. The chart also depicts estimated population projections for the city in ten year increments up to the year 2030. From reviewing Figures 2-4 and 2-5, it can be seen that the population of the City of Alexandria has consistently increased over the past forty (40) years while the population for Campbell County cities have fluctuated and even lost population.

Alexandria experienced its greatest increase (191.7%) in population from 1960 to 1970. Significant increases in population continued during the years between 1970 and 1980 when the city grew by 23.2%. From 1980 to 1990, the

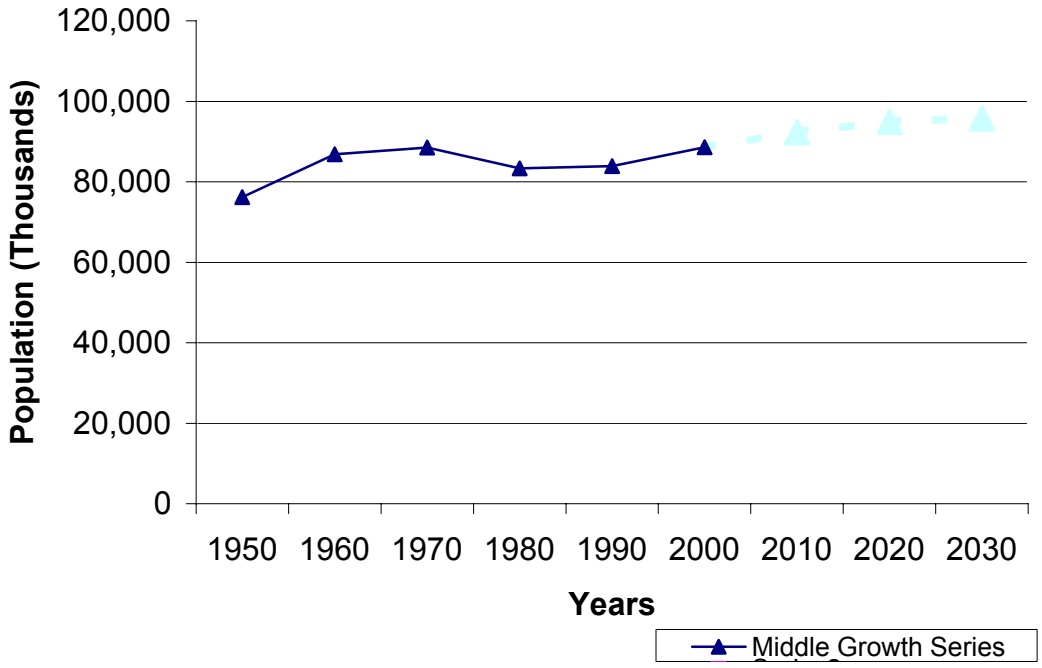
FIGURE 2-1
Kentucky Population Trends



YEAR	POPULATION	% CHANGE
1900	2,147,174	-
1910	2,289,905	6.65%
1920	2,416,630	5.53%
1930	2,614,589	8.19%
1940	2,845,627	8.84%
1950	2,944,806	3.49%
1960	3,038,156	3.17%
1970	3,220,711	6.01%
1980	3,660,324	13.65%
1990	3,686,891	0.73%
2000	4,041,769	9.63%
2010	4,374,591	8.23%
2020	4,700,825	7.46%
2030	5,006,887	6.51%

Source: U.S. Census Data and University of Louisville, Urban Research Institute, Kentucky State Data Center, Population Forecasts, Middle Growth Series (released August 2003).

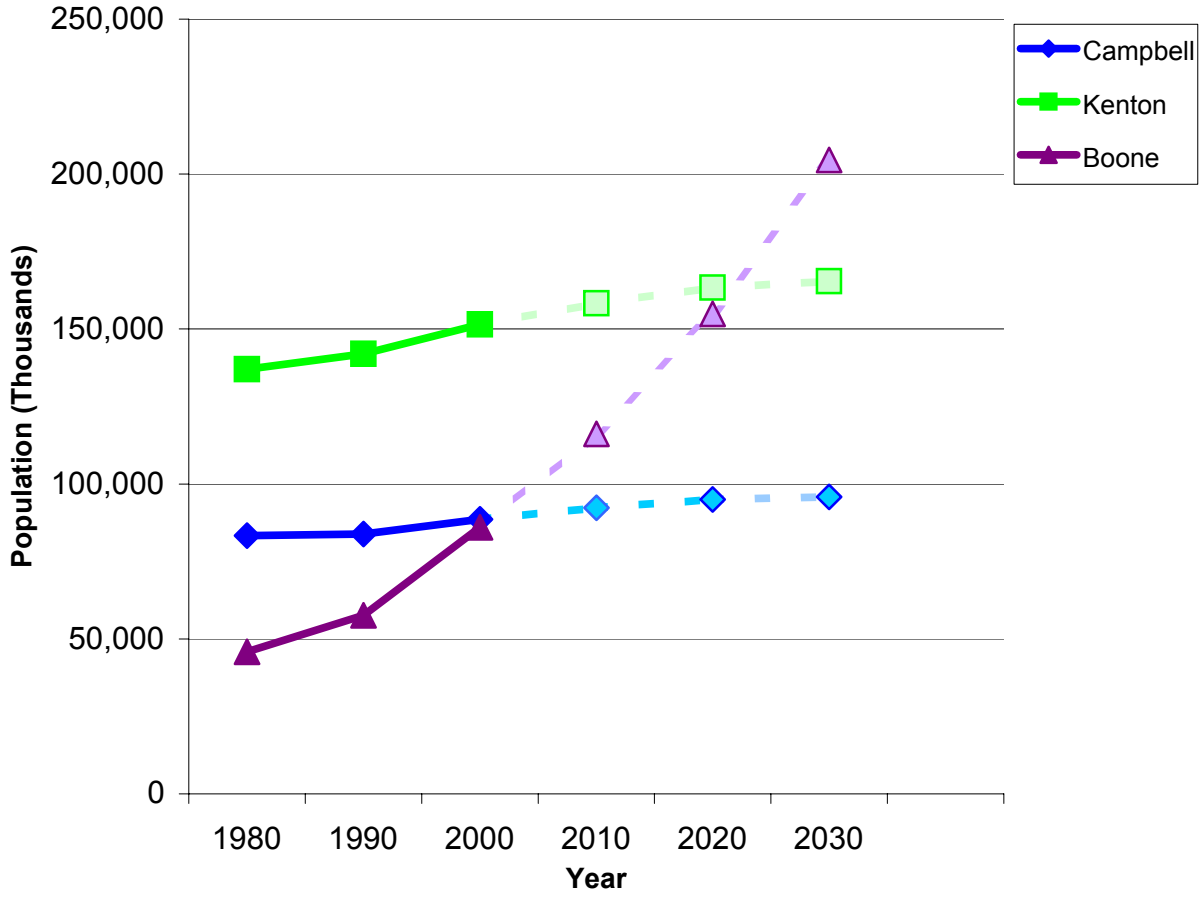
Figure 2-2
Campbell County Population



YEAR	POPULATION	% CHANGE
1950	76,196	
1960	86,803	13.92%
1970	88,501	1.96%
1980	83,317	-5.86%
1990	83,866	0.66%
2000	88,616	5.66%
2010	92,315	4.17%
2020	94,962	2.86%
2030	95,862	0.94%

Source: 1950-2000 Census, University of Louisville Urban Research Institute, Kentucky State Data Center, Population Forecasts, Middle Growth Series (Released August 2003)

Figure 2-3
Northern Kentucky Population Trends



				KSDC Estimates		
County	**1980**	**1990**	**2000**	**2010**	**2020**	**2030**
Campbell	83,317	83,866	88,616	92,315	94,962	95,862
Kenton	137,058	142,031	151,464	158,304	163,311	165,443
Boone	45,842	57,589	85,991	116,181	154,885	204,591

Source: 1980-2000 U.S. Census Bureau, University of Louisville Urban Research Institute, Population Forecasts, Middle Growth Series (Released August 2003)

city's population increased by 18.1%. Alexandria's second largest increase (48.2%) in population occurred from 1990 to 2000. This large increase is attributed to in-migration. On July 1, 2002, the Kentucky State Data Center estimated that the city had a population of 8,274.

For many Campbell County cities, the decreases in population from 1980 to 1990 were caused by out-migration and slowed economic development. However, Campbell County cities near major arterial routes continued to grow in population due to their location and suburban character. Figures 2-5, 2-6, and 2-7 detail the change in population of incorporated cities in Campbell County from 1980 to 2000. During the period between 1980 and 1990, nine out of fifteen (60%) of the county's incorporated cities lost population. From 1990 to 2000, seven out of fifteen (47%) of the county's incorporated cities lost population. As a whole, Campbell County cities gained population while the unincorporated areas lost population. This reverses the trend from 1980 to 1990 where residents were moving out into the unincorporated portions of the county. It is estimated that the loss in population from the unincorporated areas is not due to out-migration but can be attributed to aggressive annexation efforts by Campbell County cities.

In July 2002, the Kentucky State Data Center estimated that Campbell County was the 8th largest county in the state in terms of population size. Out of a total of 422 cities in Kentucky, Alexandria ranked 43rd in terms of population size. Other Campbell County cities were ranked as follows:

Table 2-1
Ranking of Campbell County Cities in Terms of Population Size

	2000 Rank	2002 Rank
Newport	19th	21st
Fort Thomas	22nd	24th
Alexandria	**43rd**	**43rd**
Highland Heights	56th	58th
Bellevue	58th	60th
Dayton	63rd	71st
Cold Spring	88th	77th
Southgate	95th	94th
Wilder	116th	112th
Silver Grove	190th	192nd
Crestview	305th	306th
Melbourne	310th	311th
Woodlawn	365th	366th
Mentor	394th	395th
California	419th	419th

Source: Population Division, U.S. Census Bureau (Release Date: July 10, 2003)

FUTURE PROJECTIONS

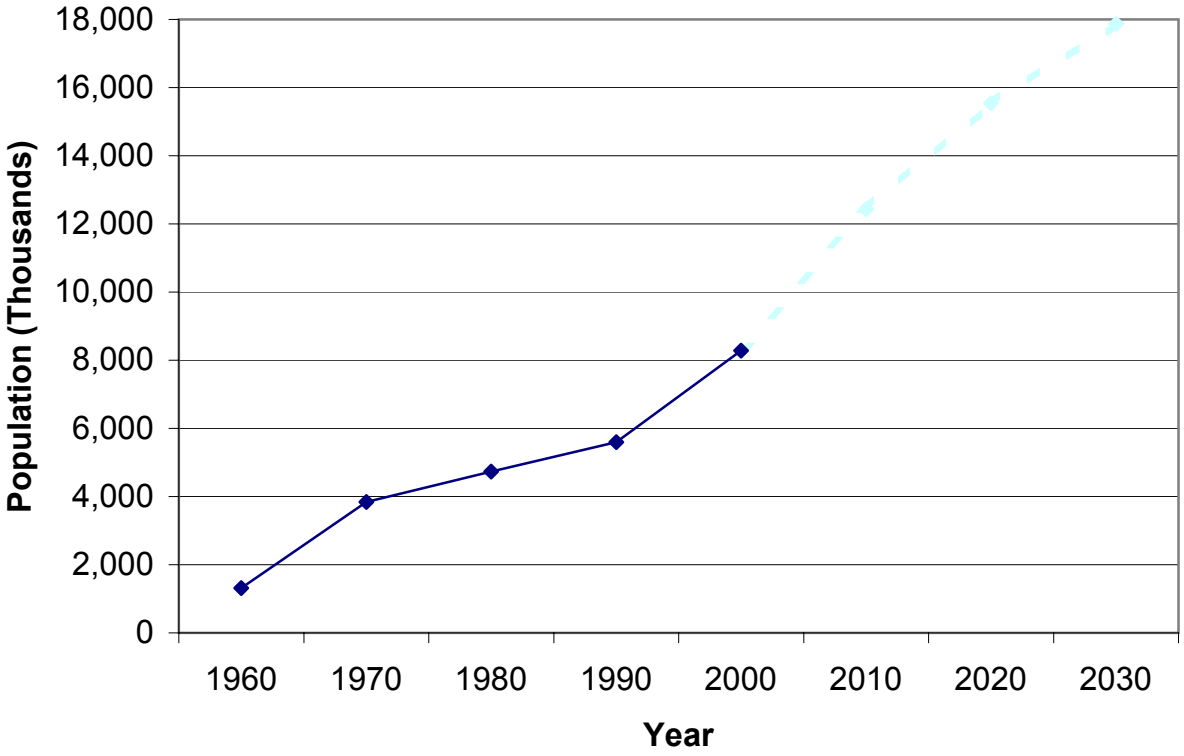
Population projections are derived from statistical analysis that consider both recent and historic population trends. Typically population forecasts for counties such as Campbell County are generally accurate while those for cities like Alexandria are generally considered less reliable due to the possibility of annexation which can significantly alter the population of an area in a short period of time.

Population projections for Campbell County are shown on Figure 2-2. These projections are issued by the University of Louisville Urban Studies Institute which produces projections of Kentucky state and county resident populations by age and sex. The projections used for the development of the comprehensive plan were released on August 5, 2003 and replace all previous forecasts produced by the Institute. They are the latest official population forecasts since the 2000 U.S. Census and are revised periodically.

Although, three (3) alternative series of projections are provided (low, middle, and high), the middle series is preferred and generally recommended for planning purposes. Forecast assumptions for future fertility, survivorship, and migration are derived from the range of cohort rates shown for the components during the 1990-1995 and 1995-2000 periods. For each series, there are county migration rates by age and sex. Fertility assumptions, measured by age-specific birth rates, were derived for each county. Lower birth rates were used in the low projections, and higher birth rates were used in both the middle and high projections. Projections of future population growth were derived from detailed analysis of county-level demographic components of change such as births, deaths, and migration and are based on a cohort-component method. State projections are obtained by summing the county projections. For each county, resident population birth cohorts by sex and five-year age groups through the age of eight-five (85) and above are projected forward in five-year age intervals. Age-sex cohorts are aged forward from a beginning age (x) to an ending age (x+5) by adjusting for migration and survivorship. Resident live births over the five-year period are derived from the projected size of the female populations and county-level-age-specific birth rates.

As can be seen in Figure 2-2, Campbell County's population is projected to continue to grow over the next thirty (30) years. The institute has estimated that a 4% rate of growth will continue into the year 2010 and then slightly slow to 1-2% from 2010 to 2030. From these projections it can be seen that Campbell County is being influenced by the same population trends experienced by the United States

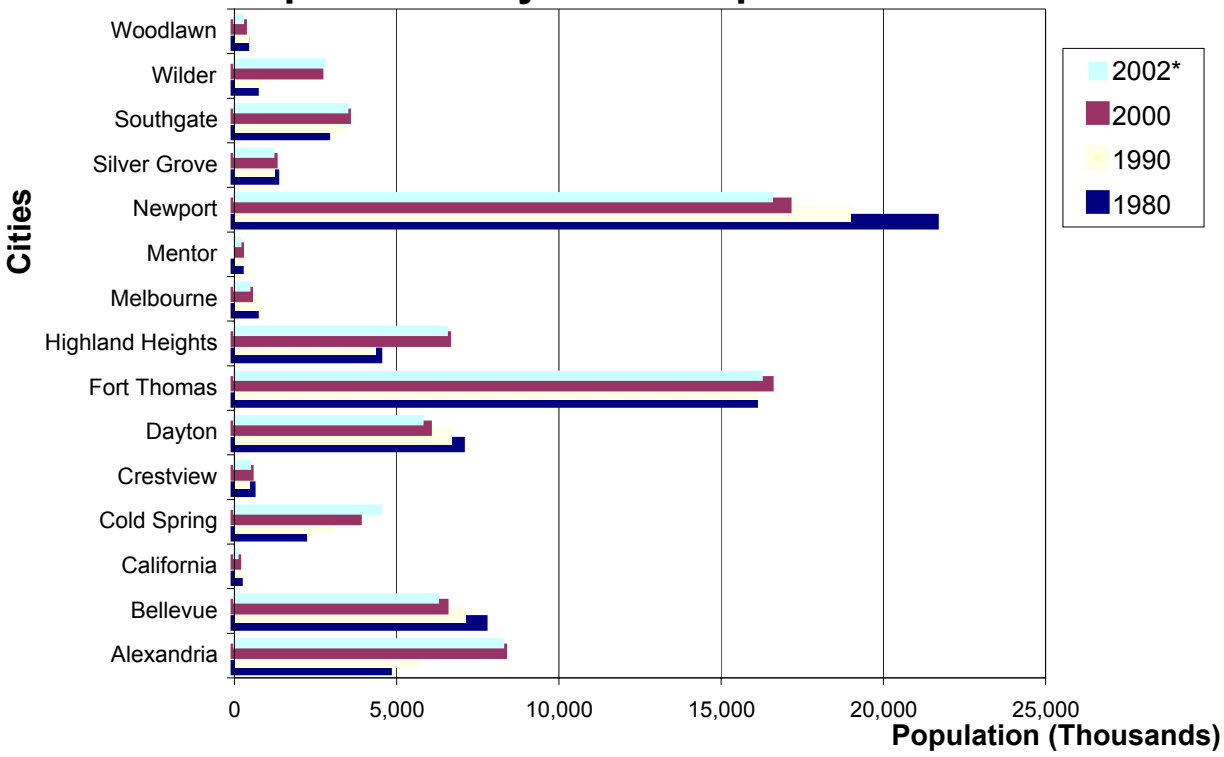
Figure 2-4
City of Alexandria Population



Year	Population	% Change
1960	1,318	
1970	3,844	191.7%
1980	4,735	23.2%
1990	5,592	18.1%
2000	8,286	48.2%
2010	12,429	50.0%
2020	15,537	25.0%
2030	17,868	15.0%

Source: 1960-2000 Census, University of Louisville, Urban Studies Institute, County Population Forecasts, Middle Growth Series (Released August 2003)

Figure 2-5
Campbell County Cities Population Trends



Area	Population 1980	1990	2000	2002*	1990-2000 Number	%Change
Campbell County	83,317	83,866	88,616	88,604	4,750	5.7%
Unicorporated area	13,257	16,007	15,207	15,551	-800	-5.0%
Alexandria	**4,735**	**5,592**	**8,286**	**8,274**	**2,694**	**48.2%**
Bellevue	7,678	6,997	6,480	6,267	-517	-7.4%
California	135	130	86	85	-44	-33.8%
Cold Spring	2,117	2,886	3,806	4,506	920	31.9%
Crestview	528	356	471	473	115	32.3%
Dayton	6,979	6,576	5,966	5,790	-610	-9.3%
Fort Thomas	16,012	16,032	16,495	16,238	463	2.9%
Highland Heights	4,435	4,223	6,554	6,534	2,331	55.2%
Melbourne	628	660	457	454	-203	-30.8%
Mentor	169	169	181	179	12	7.1%
Newport	21,587	18,871	17,048	16,560	-1,823	-9.7%
Silver Grove	1,260	1,102	1,215	1,198	113	10.3%
Southgate	2,833	3,266	3,472	3,467	206	6.3%
Wilder	633	691	2,624	2,767	1,933	279.7%
Woodlawn	331	308	268	261	-40	-13.0%
Total Cities	**70,060**	**67,859**	**73,409**	**73,053**	5,550	8.2%
Total Unicorporated	**13,257**	**16,007**	**15,207**	**15,551**	-800	-5.0%

Source: 1980-2000 Census, 2002 Kentucky Data Center Population Estimates for Cities

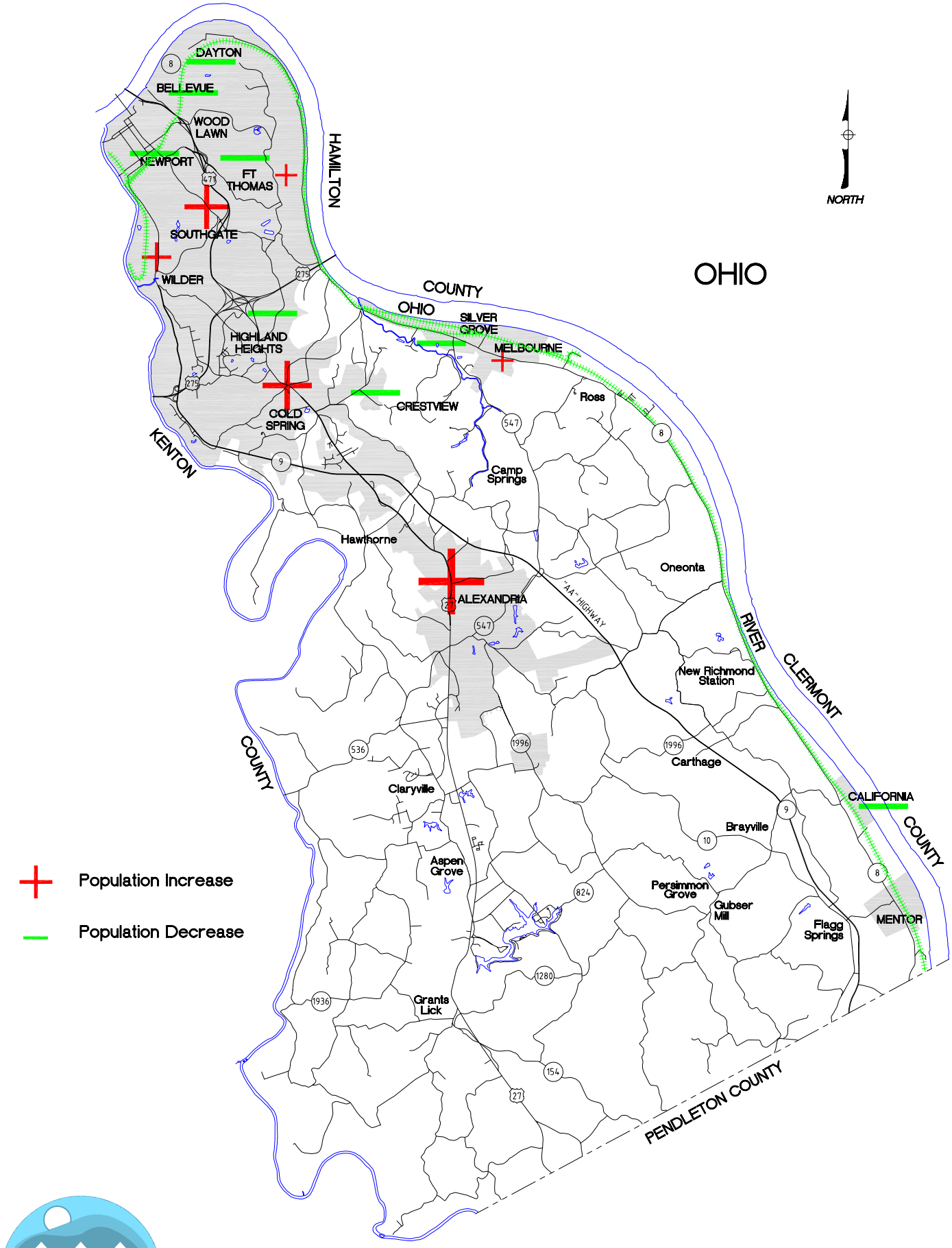


FIGURE 2-6
POPULATION MAP 1980-1990
CAMPBELL COUNTY, KENTUCKY

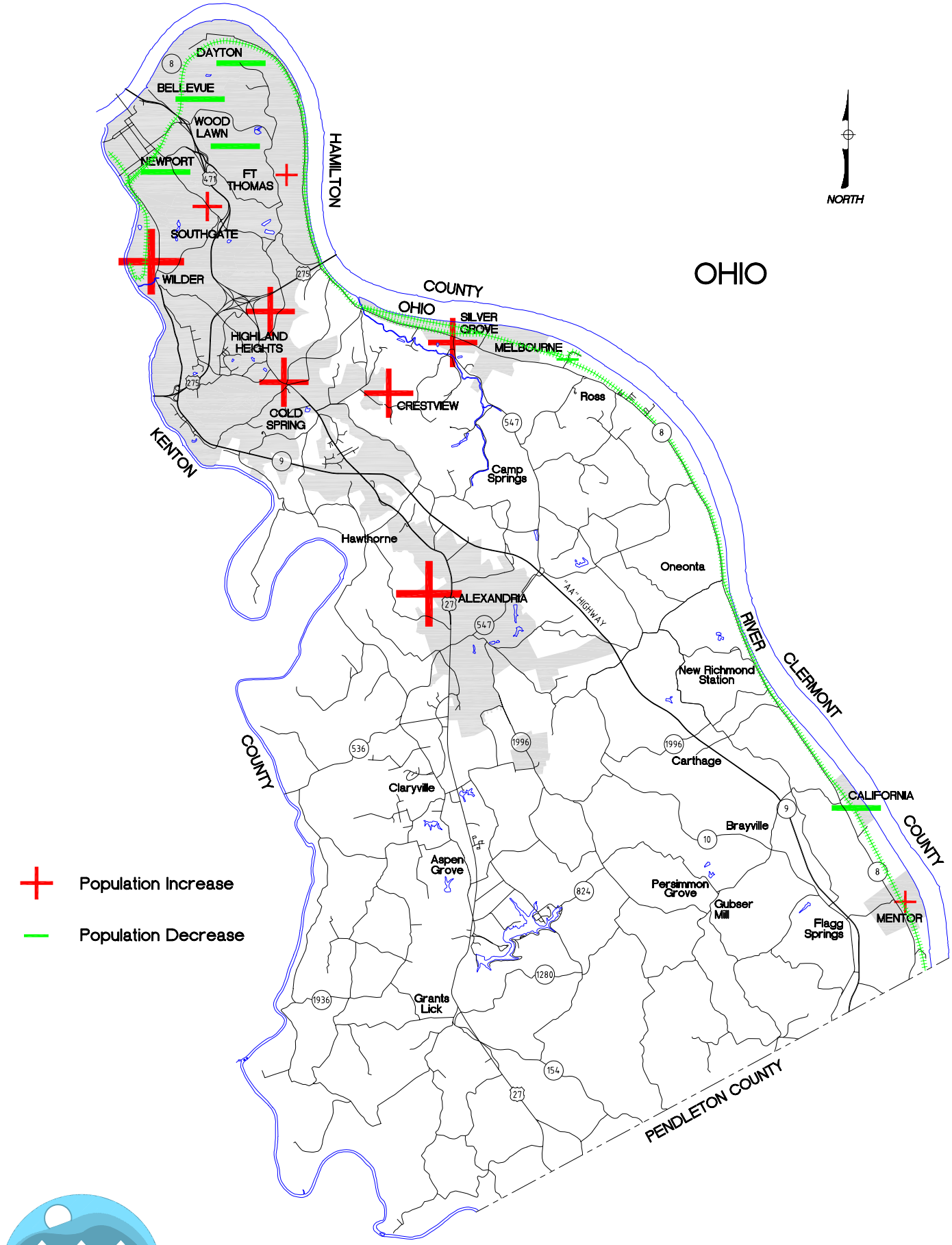


FIGURE 2-7
POPULATION MAP 1990-2000
CAMPBELL COUNTY, KENTUCKY

overall. We are entering a period of little or no growth and the birth rate is lower than in earlier periods. Although the death rate has declined, more deaths are occurring, as there are more elderly persons in the population. In essence, the number of deaths is approaching the number of births. In Kentucky, the birth rate is lower than the national average and the death rate is higher than the national average. As a result, it is projected that by the year 2030, the number of deaths in Kentucky will exceed the number of births. This also indicates that migration has become an increasingly important factor in population projections. From 1990 to 1995, Campbell County had 6,333 births and 4,016 deaths. Migration rates have been typically negative for the county. In the period from 1980 to 1986 there was a negative migration rate (-4,400 persons). However, due to a strong local and regional economy, Campbell County experienced a positive net migration rate from 1990 to 1995. This positive net migration resulted in an overall population increase of 1,559 persons during this period. However, in 2000 the number of births was 6,246 and deaths 4,158. The migration rate during the time period was -1214.

The Kentucky State Data Center (KSDC) does not issue population projections for cities. City populations are projected as a proportion of the county's population. Figure 2-3 shows population projections for the City of Alexandria based upon the middle growth population projections for Campbell County. Since 1970, the number of residents within the City of Alexandria has increasingly accounted for a greater percentage of the county's population. In 1990, Alexandria's population accounted for almost 7% of the county's population. This percentage increased to 9.3% in the year 2000. As the city is currently annexing large tracts of developing land adjacent to city limits, it is estimated that the rate of population as a percentage of the county's population will continue to increase by 2-4 % for each ten year period. Using this method, projections suggest that the city's population of will continue to grow at a greater rate than the county and account for a greater proportion of the county's population in the future. Based upon these assumptions, it is estimated that the population of the city will reach 12,429 by the year 2010 and 15,537 by 2020. Therefore, it is estimated that the city will more than double in size by the year 2030 if annexation and development continue to occur at the current rate. In 2030, it is estimated that 18.64% of Campbell County's population will reside in the City of Alexandria.

POPULATION DISTRIBUTION

Prior to the year 2000, the U.S. Census classified a county's population as either "urban", "rural farm", or "rural non-farm" (suburban). These classifications were based upon the location of an individual's home and the amount of income earned from agricultural activities. According to the 1990 Census, Campbell County was 82.4% urban, 16% rural non-farm, and 1.2% rural farm. In a regional context, Campbell County was more urban than Boone County or the State of Kentucky. However, Kenton County was the most urbanized with 92.6% of its population living in urban areas. Alexandria, being an incorporated city, was considered to have 100% urban population.

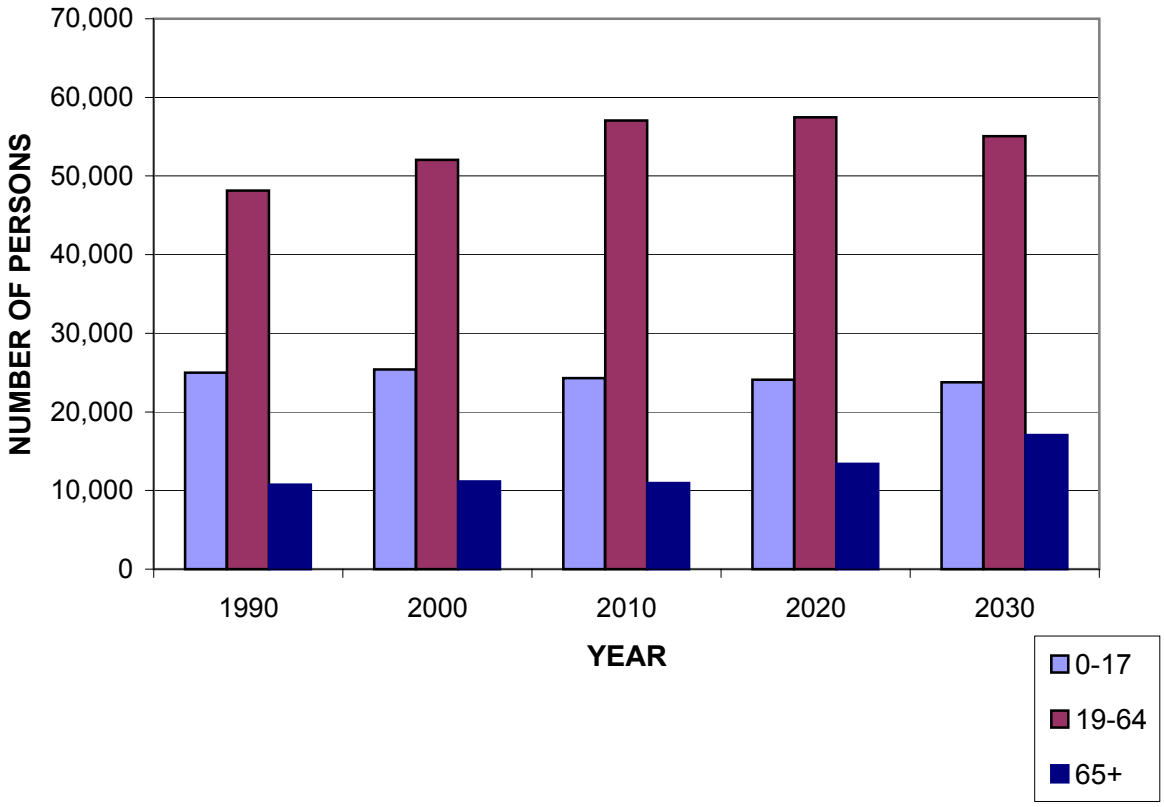
In the year 2000, the Census only had two classifications referring to population distribution; "urban" and "rural". Under this classification system, the State of Kentucky was considered to have a population that was 55.7% urban and 44.3% rural. All three (3) Northern Kentucky Counties exceeded the state's percentage of residents living in urban areas. In 2000, 84.3% of Campbell County's population was classified as "Urban". Comparatively, Kenton County reported the highest percentage (92.6%) with Boone County the lowest percentage (75.3%) of residents living in rural areas.

AGE & SEX CHARACTERISTICS

A population pyramid shows the proportion of a population by sex and age group. Age groups are broken into five (5) year increments up to the age of 85. Those 85 and older are typically shown as one group. A population pyramid for a growing population is in the shape of a true pyramid, wide on the bottom and tapering smaller at the top. A large base of young and working aged persons support a smaller number of elderly persons. An inverted pyramid, with fewer younger persons than older persons, indicates that the population is declining.

The figures shown on page 2-14 show the population pyramids for Campbell County for the years 2000, 2010, and 2020 as developed by the University of Louisville Urban Studies Institute (released August 2003). These figures depict changes in the population composition in Campbell County from 2000 to 2020. During this time period, the number of school aged children (0-19) continues to decline while those in the workforce age toward retirement. The number of elderly

FIGURE 2-9
CAMPBELL COUNTY POPULATION BY AGE GROUP



AGE	1990	2000	2010	2020	2030
0-19	24,989	25,387	24,311	24,101	23,752
19-64	48,132	52,064	57,055	57,478	55,048
65+	10,745	11,165	10,949	13,383	17,062
Total	83,866	88,616	92,315	94,962	95,862

Source: University of Louisville, Urban Studies Institute, Projections of Total Resident Populations by Age and Sex and Components of Change: Middle Series

persons and those aged 20 to 30 remain fairly constant over the twenty year period. Therefore, the median age of Campbell County residents will gradually increase over the next twenty years with the majority of workers entering retirement age.

There are slightly more females than males in the population overall. In 1990, Campbell County's population distribution was 47.8% male and 52.2% female. In the year 2000, the percentage of males increased slightly to 48.2% while females accounted for 51.8%. As the population ages, the percentage of females to males gradually increases from age 60.

RACIAL CHARACTERISTICS

Although the county has become more racially diverse since the 1990 Census, Campbell County and the City of Alexandria have a relatively homogeneous racial composition with the majority of the population categorized as "White" as shown in Figure 2-10. In 2000, Campbell County had a total population of 88,616 with 87,942 persons (99.2%) considering themselves as one race and 674 persons (.7%) considering themselves as two or more races. Of the persons considering themselves as one race, 85,636 (96.6%) of the total population were White. Black or African American persons accounted for 1.6% of the population. A very small percentage of the population (.2%) was categorized as American Indian and Alaska Native, .5% were Asian, and less than 1% Native Hawaiian and Other Pacific Islander. The number of persons categorized "some other race" comprised .3% . Persons considering themselves to be Hispanic accounted for .8% of Campbell County's population.

In 2000, the City of Alexandria had a total population of 8,286 with 8,258 persons (99.6%) considering themselves as one race and 28 persons (.3%) considering themselves as two or more races. Of the persons considering themselves as one race, 8,188 (98.8%) of the total population were White. Persons considering themselves Black or African American, American Indian, and Native Hawaiian or Pacific Islanders accounted for less than one percent of the population. A very small percentage of the population (.5%) was categorized as Asian. The number of persons categorized as "some other race" comprised .3% Persons

considering themselves to be Hispanic accounted for .7% of Alexandria's population.

Minority populations are expected to increase as a percentage of the United States population overall. As a high level of migration into the county is anticipated for the foreseeable future, it can be expected that minority populations in Campbell County and the City of Alexandria will increase during the planning period.

HOUSEHOLDS AND FAMILY

The basic reporting unit, in terms of demographic data, is the household. The household is also the most prevalent living arrangement in American society. A household can either be classified as a family household or a non-family household. A family household is comprised of two persons or more who are related by blood, legal adoption, or marriage.

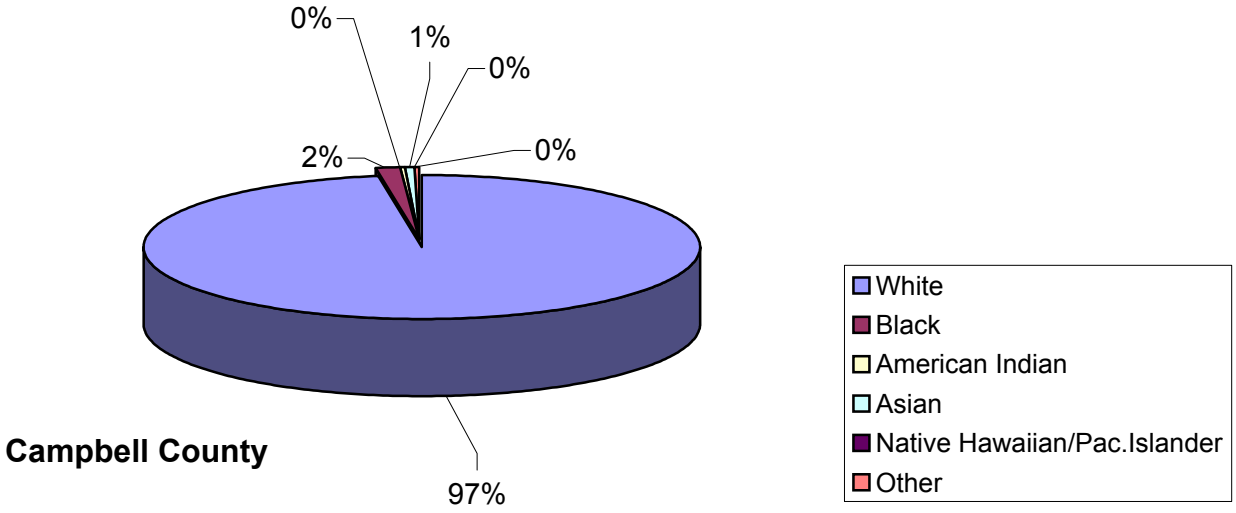
In 1990, Kentucky had 2.60 persons per household. However, by the year 2000, the number of persons per household had declined to 2.47. As can be seen from reviewing the table below, the number of persons per household in Campbell County exceeded that of the State of Kentucky and Boone County. Alexandria had the second highest number of persons per household of incorporated cities in Campbell County.

Table 2-2
Persons Per Household

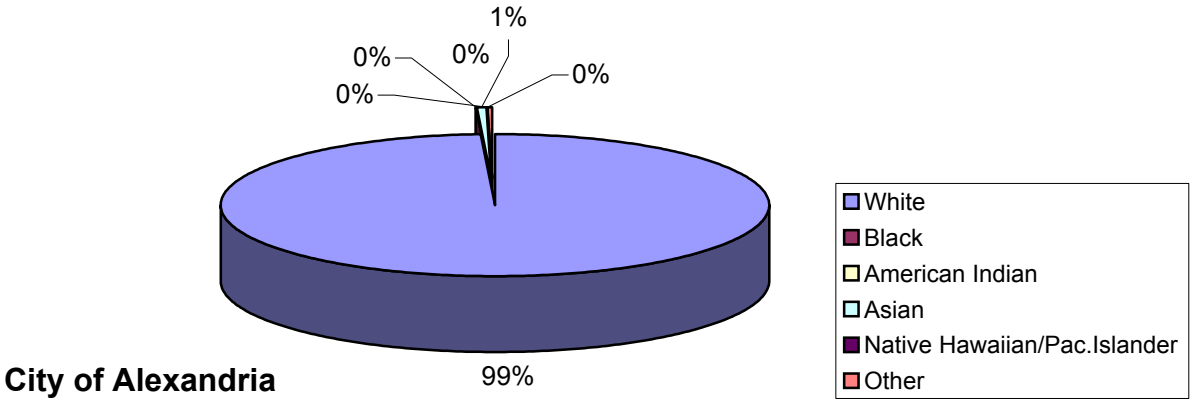
Jurisdiction	Number of Persons Per Household
Kentucky	**2.47**
Campbell County	**2.49**
Boone County	2.44
Kenton County	2.52
Alexandria	**2.87**
Bellevue	2.35
California	3.31
Cold Spring	2.59
Crestview	2.84
Dayton	2.69
Fort Thomas	2.39
Highland Heights	2.16
Melbourne	2.54
Mentor	2.59
Newport	2.38
Silver Grove	2.56
Southgate	2.17
Wilder	2.26
Woodlawn	2.73

Source: 2000 U.S. Census

FIGURE 2-10
CAMPBELL COUNTY POPULATION BY RACE 2000



Campbell County



City of Alexandria

	CAMPBELL COUNTY		CITY OF ALEXANDRIA	
OF ONE RACE	**NUMBER**	**%**	**NUMBER**	**%**
White	85,636	96.6%	8,188	98.8%
Black	1,394	1.6%	2	0.0%
American Indian	152	0.2%	2	0.0%
Asian	475	0.5%	38	0.5%
Native Hawaiian/Pac.Islander	13	0.0%	0	0.0%
Other	272	0.3%	28	0.3%
Total	87,942		8,258	

Source: 2000 U.S. Census

Campbell County and the City of Alexandria are experiencing the same trend as Kentucky and the U.S. overall as household sizes continue to shrink. It is anticipated that this trend will continue in the future as the population continues to age and as family sizes continue to remain small.

EDUCATIONAL LEVEL

The educational level of an area's population must be considered when analyzing the ability of those in the local workforce to obtain and sustain meaningful and well-paying employment in the future. In today's economy, the fastest growing professional occupations require at least a bachelor's degree and are concentrated heavily on professional specialty occupational groups. The following table compares U.S., Kentucky, Northern Kentucky Counties, and Campbell County Cities in terms of the percentage of the population which are high school graduates and persons with bachelor's degrees and higher for persons 25 years and older.

TABLE 2-3

EDUCATIONAL LEVEL OF POPULATION

Location	% High School Graduates or Higher	% of 25++ with Bachelors or above
USA	80.4%	24.4%
Kentucky	74.1%	17.1%
Campbell County	**80.8%**	**20.5%**
Boone County	85.1%	22.8%
Kenton County	82.1%	22.9%
Alexandria	**87.1%**	**21.9%**
Bellevue	81.2%	12.5%
California	72.5%	11.8%
Cold Spring	89.9%	28.5%
Crestview	90.0%	21.2%
Dayton	69.2%	5.2%
Fort Thomas	89.3%	**37.0%**
Highland Heights	80.5%	22.6%
Melbourne	79.6%	31.0%
Mentor	83.8%	12.6%
Newport	65.3%	10.8%
Silver Grove	73.6%	10.7%
Southgate	89.5%	30.7%
Wilder	**93.6%**	35.8%
Woodlawn	90.7%	13.7%

Source: 2000 U.S. Census

In 2000, 80.8% of Campbell County's population completed high school with 20.5% of 25 year olds or older having a bachelors degree or higher. These percentages were higher than the state overall but lower than that for Boone and Kenton Counties. The City of Alexandria exceeded the county's and state's averages with 87.1% completing high school, and 21.9% of those aged 25+ with a bachelor's degree . Of Campbell County cities, Wilder had the highest percentage (93.6%) of those graduating high school, while Fort Thomas had the highest percentage (37%) of population with a bachelor's degree or above.

SUMMARY

The following statements summarize the findings of the population chapter:

1. Campbell County's population growth is expected to continue at a moderate rate until the year 2020. It is estimated that a total of 95,862 persons will reside in the county by the year 2030.

2. The City of Alexandria will continue to experience rapid population growth due to its suburban context, desirable location near two arterial routes, and the city's aggressive efforts to annex adjacent developing property. It is estimated that the city will more than double in size by the year 2030 when it is projected that the city will have a population of 17,868.

3. The areas of greatest population growth in Campbell County are anticipated to occur in the cities of Southgate, Wilder, Cold Spring, and Alexandria and unincorporated areas near I-275, along the "AA" Highway and U.S. 27. Most future development will occur in an "urban" context as Campbell County cities continue to annex new development.

4. The population within Campbell County and the City of Alexandria is expected to become increasingly diverse as in-migration into the region continues over the planning period.

5. The number of Campbell County residents living in urban areas will continue to increase as household sizes continue to shrink.

CHAPTER THREE

An analysis of the structure and vitality of a community's economy is fundamental to develop a strategic plan for economic development and for future land use planning. Studies of the structure of the existing local economy identify the important economic activities within the community. The extent of economic activity and the population supported by such activity influences future economic development. The health and growth of the local economy is a key determinant of how rapidly land will be converted to various uses and can be gauged by its stability and balance. Stability is the ability to withstand fluctuations in the regional and national economies. Balance is the degree to which diversification allows the local economy to withstand fluctuations in a particular sector of the economy.

This chapter of the comprehensive plan focuses upon Campbell County but also contains information on the Campbell County labor market for comparative purposes. The Campbell County labor market includes the six (6) Kentucky Counties of Boone, Campbell, Gallatin, Grant, Kenton, Pendleton, three (3) Ohio Counties of Butler, Clermont, and Hamilton, and Dearborn, IN.

EMPLOYMENT BY INDUSTRY

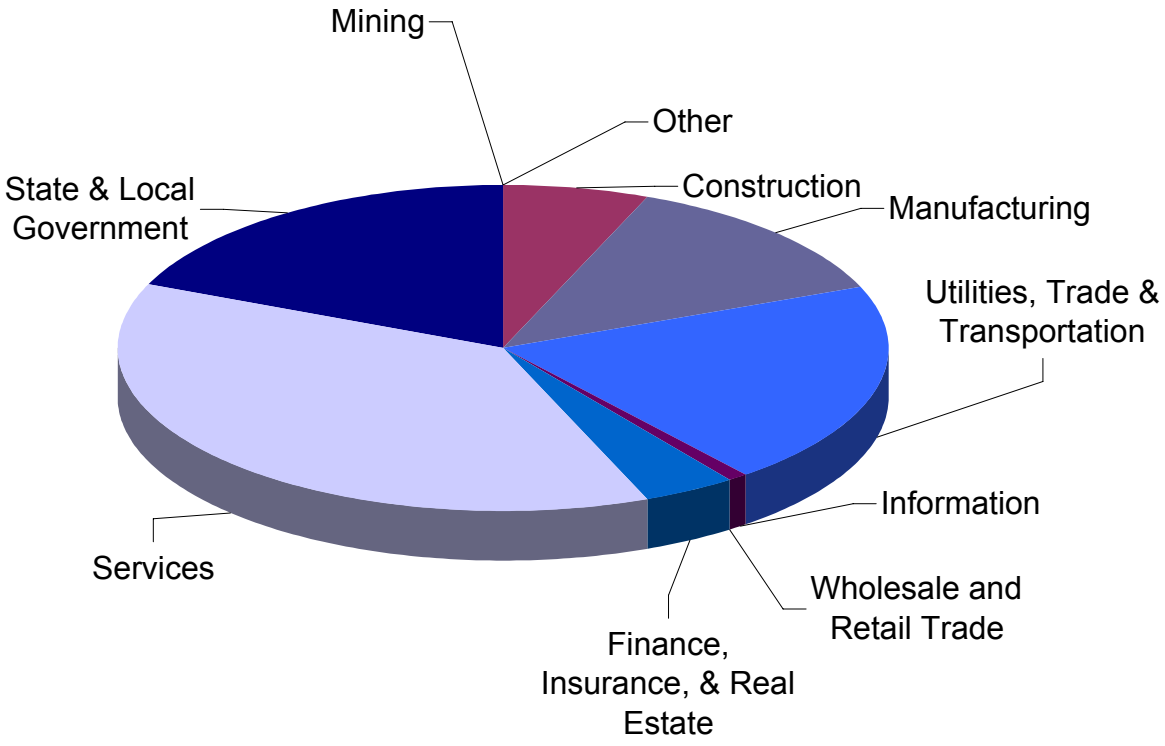
Employment information at the county level is available for industries covered by unemployment insurance. This generally includes all workers except self-employed individuals, unpaid family members, some student workers, agricultural workers, domestic workers, rail workers, employees of certain religious organizations and some government employees. A summary of employment in industries covered by unemployment insurance for Campbell County from 1990 to 2001 is shown in Figure 3-1.

Campbell County gained a total of 4,329 jobs, a 20.7% increase, from 1990 to 2001. As of 2001, the *Services* sector provided the largest number of jobs accounting for 37.5% of the jobs in the county covered by unemployment insurance. The sector providing the second largest number of jobs was *Utilities, Trade, and Transportation.* As the reporting method for these figures has been modified, it is difficult to attribute rising employment trends to one sector or another. In 1990 and 1995, categories included *Wholesale and Retail Trade* but did not include the *Information* sector. In 2001, the *Information* Sector was added and the *Wholesale and Retail Trade* sector jobs were broken into separate categories thus significantly increasing employment in the *Utilities, Trade, and Transportation* and *Services* sectors. Thus increased employment in a particular sector may not accurately reflect an actual gain in the number of jobs, but rather reflects the change in job categorization.

Manufacturing jobs are the highest paying with an average weekly wage of $813.02. This is evident in Figure 3-2 which shows average weekly wages by industry for the period of 1990 to 2001. As stated in the previous paragraph, the industries that ranked first and second in terms of the number of jobs created in Campbell County were *Services* and *Utilities, Trade, and Transportation*. Unfortunately, jobs in both of these sectors pay the lowest wages. In 2001, the *Utilities, Trade, and Transportation* sector paid the second lowest wages ($461.05). *Services* paid the third lowest wages ($478.06) and depends upon the recirculation of local dollars rather than bringing new dollars into the local economy. Figure 3-2 also shows that the overall average weekly wages in Campbell County increased by 53% from 1990 to 2001. However, the overall average weekly wages ($558.28) in the county are slightly lower than the average for the state overall ($571.30).

FIGURE 3-1
EMPLOYMENT TRENDS IN CAMPBELL COUNTY 1990-2001

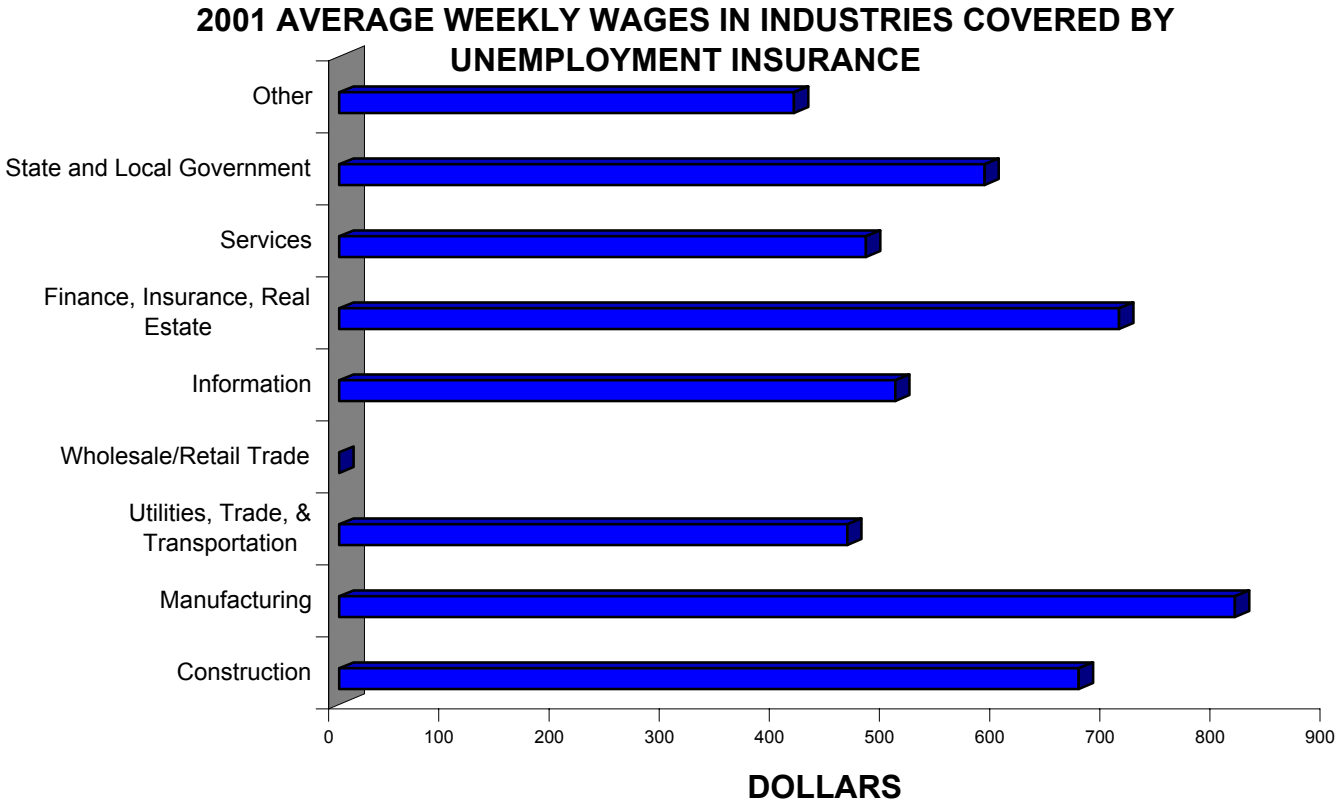
2001 EMPLOYMENT BY INDUSTRIES COVERED BY UMEMPLOYMENT INSURANCE



	YEAR			% CHANGE
INDUSTRY	**1990**	**1995**	**2001**	**1990-2001**
Mining	0	0	0	
Construction	1,291	1,373	1,543	
Manufacturing	2,921	3,711	3,239	
Utilities, Trade & Transportation	305	425	5,116	
Information	0	0	192	
Wholesale and Retail Trade	6,546	6,815	0	
Finance, Insurance, & Real Estate	733	790	947	
Services	4,944	5,565	9,446	
State & Local Government	4,002	4,270	4,688	
Other	130	151	30	
TOTAL	20,872	23,100	25,201	20.74%

Source: 2000, 2002 Kentucky Deskbook of Economic Statistics, Kentucky Cabinet for Economic Development.

FIGURE 3-2
AVERAGE WEEKLY WAGES IN CAMPBELL COUNTY 1990-2001



	YEAR			% CHANGE
INDUSTRY	**1990**	**1995**	**2001**	**1990-2001**
Mining	*	*	*	
Construction	440.19	512.56	671.27	
Manufacturing	561.8	717.24	813.02	
Utilities, Trade, & Transportation	487.84	513.86	461.05	
Wholesale/Retail Trade	223.62	254.6	0	
Information	0	0	504.57	
Finance, Insurance, Real Estate	446.31	614.77	707.89	
Services	386.82	463.71	478.06	
State and Local Government	384.62	467.48	585.63	
Other	186.05	258.85	412.72	
All industries	365.3	451.08	558.28	52.83%

Source: 2000, 2002 Kentucky Deskbook of Economic Statistics, Kentucky Cabinet for Economic Development.

MANUFACTURING

According to the Kentucky Cabinet for Economic Development, *2004 Directory of Manufacturers* (released February 12, 2004), there were a total of fifty-four (54) manufacturing firms in Campbell County in 2004. Of this number, three (3) are located just south of Alexandria city limits and employ approximately 647 persons. Table 3-1 lists each major manufacturing firm, the date the local facility was established, the firm's primary products, and the average employment (note: dates vary between companies). As shown in Figure 3-1, the manufacturing sector of the economy had an increase of 252 jobs (19.5%) from 1990 to 2001 in Campbell County. Therefore, vitality of this sector of the local economy is important as it provides a large number of jobs and has the highest average weekly wages ($813.02) of all jobs covered by unemployment insurance in Campbell County. Out of the Northern Kentucky Counties in the labor market area, Campbell County is ranked second in the amount of average weekly wages for the manufacturing sector of the economy. Kenton County had the highest average manufacturing wages at $828.68 per week. Boone County ranked the lowest of the three (3) counties with average weekly wages of $767.00 in the manufacturing sector of the economy.

WHOLESALE AND RETAIL TRADE

The U.S. Department of Commerce periodically conducts a census of sales in the retail, service industry, manufacturing and wholesale trade sectors. The latest such census was conducted in 1997. A subsequent update was conducted 2002 but has not been published yet. It is important to note that the Census, prior to 1997, utilized SIC Codes to delineate business types. However, in 1997 the U.S. Census Bureau adopted the NAICS categorizations of businesses. The adoption of this new classification system breaks time series since the data collected using the new definitions and codes are not identical to those used in previous economic census'. While some categories under NAICS correlate to the previously used SIC codes, many have no direct correlation. Although, time series data needs to be maintained for comparability, the U.S. Census Bureau has determined that accurate comparisons cannot be made until previous census' are reclassified. As of the writing of the comprehensive plan, this reclassification has not occurred. Therefore, this section will discuss the 1987 and 1997 Census findings without directly comparing them or discussing them in terms of overall economic trends.

In 1987, it was reported that there were sixty-five (65) wholesale establishments in Campbell County with sales of $165,915,000. In 1997, the number of establishments categorized as "wholesale" were reported as eight (8) with a sales of $21,993,000. The decrease in the number of establishments and sales in the wholesale sector can most likely be attributed to the change in the U.S. Census Bureau's classification, and not a decline of this sector of the local economy.

In 1987, there were 423 retail trade establishments in Campbell County with total sales of $374,773,000. This number decreased to 266 in 1997 with sales of $644,097,000. Although it appears, due to the U.S. Census reclassification, that the number of establishments decreased, the amount of sales reported in 1997 is shown to have increased by approximately 71.86%.

Table 3-2 provides Census information for retail trade establishments by type for 1997. Again, it is important to note that 1987 and 1997 cannot accurately be compared due to the reclassification of businesses from SIC to NAICS.

TABLE 3-2

RETAIL ESTABLISHMENTS WITH PAYROLL-1997

	Number	**Sales ($000)**
Motor Vehicles & Parts	33	$196,909
Furniture & Home Furnishings	12	$ 15,282
Electronic & Appliance Stores	8	D*
Bldg, Mtls & Garden Equipment	27	$ 39,759
Food & Beverage Stores	54	$172,721
Health & Personal Care Stores	23	D*
Gasoline Stations	38	$ 67,208
Clothing & Accessories	27	$ 19,213
Sports Goods, Hobby, Book, Music	6	D*
General Merchanise	9	$ 70,971
Miscellaneous Stores	21	D*
TOTAL	**266**	**$644,097**

Source: U.S. Bureau of Census, 1997 Economic Census

**It is important to note that the total sales/receipts for the service industry sector as a whole and some categories listed above cannot be reported at as data is withheld on some services in order to avoid disclosing data for individual companies.

TABLE 3-1
CAMPBELL COUNTY MANUFACTURING FIRMS 2004

LOCATION/ FIRM & ADDRESS	PRODUCT	DATE ESTABLISHED	EMPLOYMENT
ALEXANDRIA **			
Float-Hi Balsa Float Co. 5168 Licking Pike Alexandria, KY 41001	Fishing Floats	1959	7 (2002)
Hillshire Farm & Kahn's 401 Bob Huber Drive Alexandria, KY 41001	Sausage & Hot Dogs	1982	600 (2001)
Reis Concrete Products 4443 US Highway 27 Alexandria, KY 41001	Ready-Mixed Concrete & Pre-Cast Septic Tanks	1956	40 (2003)
BELLEVUE			
Adams Plastics Bellevue, KY	Injection Molding		
Kabtec Inc. 318 Fairfeld Avenue Bellevue, KY 41073	Plastic Laminated Sink Tops, Furniture and Cabinets	1950	6 (2003)
Liberty Plastics Molding Corporation 624 Colfax Avenue Bellevue, KY 41073	Plastic Injection Molds, Molding & Prototypes	1979	11 (2003)
Thompson Enamel Inc. 650 Colfax Avenue Bellevue, KY 41073	Powdered Glass Colors (Enamels) & Enameling Accessories	1997	19 (2003)
COLD SPRING			
Auto Vehicle Parts Co. 100 Homan Avenue Cold Spring, KY 41076	Distributor of Automobile Fasteners, Industrial Fasteners, Rubber Molding & Weather Strips	1916	75 (2003)
CCL Labels 300 Industrial Road Cold Spring, KY 41076	Flexographic, Letterpress, and Variable Image Printing for the Prime and Promotional Markets	1981	80 (2002)
Fabritec International 200 Industrial Road Cold Spring, KY 41076	Dry Cleaning Chemicals	1932	40 (2003)

***Firms listed are not within incorporated city limits of Alexandria.*

Fisher Special Manufacturing 188 Industrial Road Cold Spring, KY 41076	Automatic screw machine products	1905	70 (2003)
DAYTON			
Advertiser Printers Inc. 320 Clay Street Dayton, KY 41074	Commercial offset, letterpress & 6 color printing	1939	65 (2003)
Cobb Inc. 115 6th Street Dayton, KY 41074	Electronic prepress work & commercial typesetting	1937	28 (2003)
Eagle Machine & Tool 903 2nd Avenue Dayton, KY 41074	Machine shop, stamping, mill work, welding services		5 (2003)
Hasco Tag Co 1101 2nd Avenue Dayton, KY 41074	Agricultural identification equipment, marking devices, metal & plastic tags	1902	30 (2003)
Midwest Digital Printing Inc. 1202 2nd Avenue Dayton, KY 41074	Printing, film production, proof production	1986	17 (2000)
Otto Printing & Entertainment 200 Clark Street Dayton, KY 41074	Offset & letterpress printing; typesetting; glue; saddle stitch, spiral, perfect and comb binding	1988	20 (2003)
Patriot Signage Inc. 1001 2nd Avenue Dayton, KY 41074	Flexographic printed polyethylene signs	1991	40 (2003)
Willow Green Co Inc. 930 2nd Avenue Dayton, KY 41074	Household lamps & decorative accessories, wall art	1995	42 (2003)
HIGHLAND HEIGHTS			
BICC General 4 Tesseneer Drive Highland Heights, KY	Electric, automotive & telecommunication cable	1992	320 (2002)
NEWPORT			
Boden Skids & Pallets 111 Banstick Road Newport, KY 41076	Wooden skids, pallets, boxes, and crates	1973	5 (2003)

The Candy Factory 1020 Saratoga Street Newport, KY 41071	Candy & confections	1983	10 (2003)
Dixie Chili Inc. 733 Monmouth Street Newport, KY 41071	Chili	1929	25 (2003)
Fastemp Glass Co. Inc. 1110 Lowell Street Newport, KY 41071	Glass products for automobiles and other applications	1981	39 (2003)
Ferra-Stone Manufacturing Co. 518 Hodge Street Newport, KY 41071	Cast stone interior statues, air fresheners & incense products	1962	10 (2003)
Graphic Dimensions, Inc. 800 Brighton Street Newport, KY 41071	Continuous business forms, snap-aparts & laser cut sheets	1987	26 (2003)
Hi-Gear Co. Inc. 515 W. 7th Street Newport, KY 41071	Industrial sweeper parts	1978	14 (2003)
L & H Tool & Die Co. Inc. 534 W. 12th Street Newport, KY 41071	Machine shop: CNC machining, metal stampings, specialty machinery, tool & die	1948	10 (2003)
Louis Trauth Dairy LLC 16 E. 11th Street Newport, KY 41071	Fluid milk, cottage cheese, ice cream, fruit drinks, orange juice & ice cream mixes	1920	275 (2003)
Multi-Craft Litho Inc. 131 E. 6th Street Newport, KY 41071	Commercial offset printing, electronic pre-press and full service bindery-mail fulfillment & promotional products	1956	45 (2003)
National Band & Tag Co. 721 York Street Newport, KY 41072	Poultry & livestock plastic bands, metal & bar coded identification tags	1902	40 (2003)
Newport Steel Corp. 521 West 9th Street Newport, KY 41071	Steel pipes	1981	230 (2003)
Powder Kote Industries 1104 Lowell Street Newport, KY 41071	Custom powder paint coating serivce	1972	7 (2003)
River Metals Recycling 1220 Licking Pike Newport, KY 41071	Scrap metal recycling	1998	43 (2002)

Rolf Monument Co Inc 530 Hodge Street Newport, KY 41071	Monuments	1893	5 (2003)
Southern Graphic Systems 30 W. Fourth Street Newport, KY 41071	Color separation	1995	84 (2003)
Steinhauser Inc. 207 E. 4th Street Newport, KY 41071	Labels, self mailers, brochures	1905	38 (2003)
Wendling Printing Co. 111 Beech Street Newport, KY 41071	Offset printing and binding	1941	69 (2003)
MELBOURNE			
Agrico Chemical Corp Melbourne, KY 41059	Fertilizer		
Prestress Services Inc. Route 8 Melbourne, KY 41059	Precast & prestressed concrete products	1994	50 (2003)
SILVER GROVE			
Lafarge North America 101 West River Road Silver Grove, KY 41085	Gypsum wallboard	2000	150 (2003)
SOUTHGATE			
Eckert Welding & Erectors Inc. 2301 Alexandria Pike Southgate, KY 41071	Arc, gas, MIG, TIG & heliarc welding; steel fabricating & erecting	1946	6 (2003)
WILDER			
Barrett Paving Materials 7 Interstate Access Rd Wilder, KY 41076	Asphalt paving mixture	1971	15 (2002)
Bridge Technologies Ltd. 832 Licking Pike Wilder, KY 41076	Pre-cast concrete bridges & retaining walls	1994	14 (2001)
Car-Son Fabrication Co 106 North Street Wilder, KY 41076	Machine shop: plate, sheet & structural metal fabricating; arc, gas, MIG, TIG & heliarc welding & grinding; bars, angles & channels	983	9 (2003)

Ceramic Coating Co. 123 Banklick Road Wilder, KY 41076	Ceramic, chemical, glass, plastic, epoxy & protective coatings; coating service; chemical storage & processing equipment; reactors & pipe liners	1958	45 (2000)
Display Specialities Inc. 9 Beacon Drive Wilder, KY 41076	Retail display fixtures	1985	100 (2003)
Home City Ice Co. Inc. 5 Plum Street Wilder, KY 41076-9117	Packaged Ice	1994	11 (2003)
In Motion Inc. 1 Licking Pike Wilder, KY 41071	Machine shop, crane parts	1982	15 (2000)
Krauss Awning Co. Inc. 1019 Town Drive Wilder, KY 41076	Commercial & residential canvas & illuminated awnings; graphic work & radio wave sealed letters	1911	15 (2003)
Trophy Awards Inc. 1023 Town Drive Wilder, KY 41076	Trophies, plaques & corporate awards, gifts, promotional items, apparel	1985	15 (2003)
Valcom Enterprises Inc. 120 Center Street Wilder, KY 41076	Custom commercial interior & exterior metal & drywall partitions	1981	100 (2003)
W.B. Jones Spring Co. 140 South Street Wilder, KY 41076	Coiled wire springs	1913	15 (2003)
W.J. Baker Co. 120 South Street Wilder, KY 41076	Tubular metal products & spacers	1901	20 (2003)

Source: Kentucky Directory of Manufacturers, 2004

SERVICE INDUSTRY

In terms of employment, the service industry is one of the fastest growing sectors of the national economy. It is also the most difficult sector to analyze since services are not generally taxed and the majority are classified as small businesses. Until recently, the Department of Commerce conducted a Census of the Service Industry as a whole with several category listings using SIC codes. In 1997, this sector of the economy was broken into separate categories (NAICS codes) as shown below. Again, this reclassification makes it difficult to compare with earlier 1987 or 1992 data. The following is a list of sevice industries located in Campbell County, the number of establishments, and total sales or receipts for each.

TABLE 3-3

SERVICE INDUSTRY ESTABLISHMENTS WITH PAYROLL- 1997

CATEGORY	NUMBER	TOTAL SALES/RECEIPTS
Accommodations (7) and Food Service (162)	169	D*
Arts, Entertainment and Recreation	23	D*
Health Care and Social Assistance	117	$84,474,000
Professional, Scientific, and Technical Services	101	$29,975,000
Administrative & Support, Waste Management and Remediation Services	52	$43,892,000
Other (except public administration)	116	$41,054,000
TOTAL	**578**	

Source: U.S. Bureau of Census, 1997 Economic Census

**It is important to note that the total sales/receipts for the service industry sector as a whole and some categories listed above cannot be reported at as data is withheld on some services in order to avoid disclosing data for individual companies.

AGRICULTURE

Table 3-4 presents agricultural statistics for Campbell County. According to the U.S. Department of Commerce's Census of Agriculture, the number of farms in Campbell County has steadily declined since 1982. In 1982, there were 545 farms containing 43,467 acres of farmland and 9,288 acres of harvested cropland. The number of farms decreased to 503 in 1997 (-7.7%) with the number of acres of farmland increasing to 45,108 (3.7%) The number of harvested land has also increased to 11,098 (19.5%). Table 3-3 also presents statistics on major crop and livestock production in the county for 2001-2002. It is important to note that Campbell County ranked 52nd out of 120 counties in terms of Alfalfa Hay production.

According to estimates of the Kentucky Workforce Development Cabinet, Department for Employment Services, an average of 191 persons, representing less then 1% of workers, were employed in the agricultural industry in Campbell County in the year 2000. This is a decrease of twenty-one (21) workers or 9.9% from 1990.

TOURISM

The Kentucky Department of Travel Development analyzes the economic impact of Kentucky's tourism and travel industry. Two key areas analyzed at the county level are travel expenditures and tourism industry employment. Tourism and travel industry employment for Campbell County, the Northern Kentucky Region (13 county area), and Kentucky for the years 1991, 2001, and 2002 estimates are shown on Figure 3-3. Due to improvements to the Ohio riverfront and the development of Newport on the Levee, tourism and travel employment for Campbell County grew at a rate of 137.64% from 1991 to 2001. This increase in travel and tourism employment far exceeds the Northern Kentucky region which increased at a rate of 19.10% (mostly due to Campbell County), and the state overall where employment increased by 11.42%

Figure 3-4 shows travel expenditures for the same period. A huge increase (1,194.79%) in direct travel expenditures was experienced in Campbell County during the 1991 to 2002 time period. This dramatic increase caused Campbell County, which was ranked 57th out 120 counties in 1995, to be ranked 11th in terms of travel expenditures in 2002. Again, due to river front development, tourism expenditures far exceed that for the state and the Northern Kentucky region which increased 67.57% and 73.01%, respectively, during the same time period.

TABLE 3-4
CAMPBELL COUNTY AGRICULTURAL INFORMATION

YEAR	# OF FARMS	# OF FARM ACRES	HARVESTED CROPLAND
1982	545	43,467	9,288
1987	512	41,411	8,674
1992	533	43,447	10,280
1997	503	45,108	11,098

2001 CROPS	ACRES HARVESTED	YIELD	PRODUCTION	KY RANK
CORN FOR GRAIN (BU)	*	*	*	*
SOYBEANS (BU)	*	*	*	*
WHEAT FOR GRAIN (BU)	*	*	*	*
GRAIN SORGHUM (BU)	*	*	*	*
BURLEY TOBACCO (LBS)	155	2,335	361,900	95
DK FIRED TOBACCO (LBS)	*	*	*	*
DK AIR TOBACCO (LBS)	*	*	*	*
ALFALFA HAY (TONS)	1,300	5.4	7,020	52
ALL OTHER HAY (TONS)	10,000	1.6	16,000	87
BARLEY FOR GRAIN (BU)	*	*	*	*

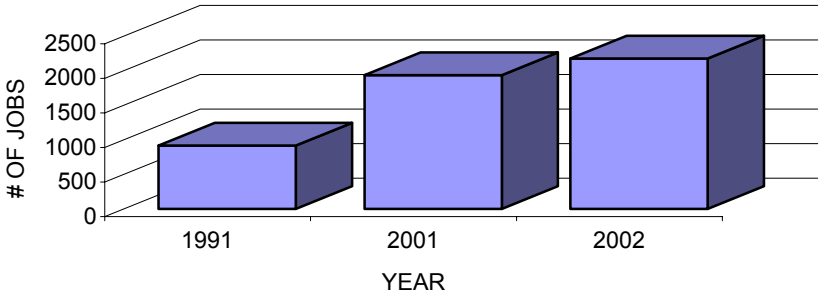
LIVESTOCK & MILK	NUMBER	KY RANK
JANUARY 1, 2002: ALL CATTLE & CALVES	8,700	79
JANUARY 1, 2002: BEEF COWS	4,000	84
2001 MILK PRODUCTION (000) lbs	*	*

2001 CASH RECIEPTS	DOLLARS	KY RANK
CROPS	$2,462,000	97
LIVESTOCK	$3,406,000	84
TOTAL CASH RECIEPTS	$5,871,000	91

** None or no estimate available*

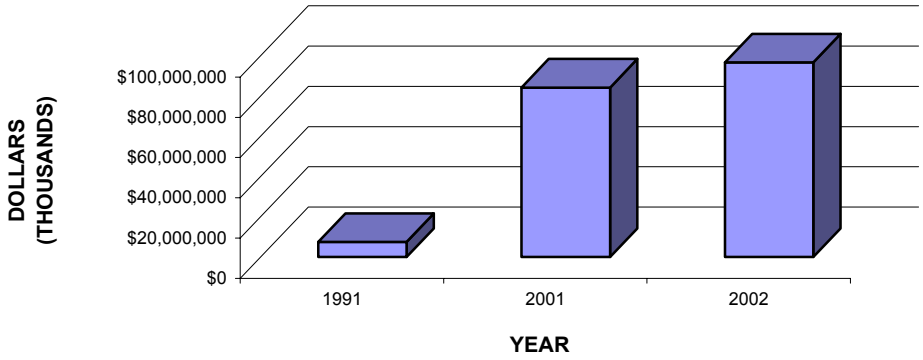
Source: 2001-2002 Kentucky Agricultural Statistics, Kentucky Agricultural Statistics Service. December 2002

FIGURE 3-3
TOURISM AND TRAVEL INDUSTRY EMPLOYMENT
CAMPBELL COUNTY 1991-2001



	1991	2001	2002	% CHANGE 1991-2002
CAMPBELL CO.	914	1,932	2,172	137.64%
N. KENTUCKY	13,012	14,841	15,497	19.10%
KENTUCKY	105,037	113,937	117,032	11.42%

FIGURE 3-4
DIRECT TRAVEL EXPENDITURES
CAMPBELL COUNTY 1991-2001



	1991	2001	2002	%CHANGE 1991-2002	STATE RANK
CAMPBELL CO.	$7,461,034	$84,165,189	$96,604,836	1194.79%	11
N. KENTUCKY	$417,107,290	$675,338,450	$721,620,364	73.01%	
KENTUCKY	$3,323,931,013	$5,293,531,538	$5,570,060,065	67.57%	

Source: Kentucky Department of Travel, Development Division of Marketing and Advertising
"Economic Impact of Kentucky's Tourism and Travel Industry 1991 and 1992, 2001 and 2002, 2002 Estimate"

CIVILIAN LABOR FORCE

The civilian labor force is defined as the sum of both employed and unemployed persons sixteen (16) years of age and older, excluding armed forces personnel and persons in penal and mental institutions, sanitariums and homes for the aged, infirm and needy. Persons "not in the labor force" include those not classified as employed or unemployed and include:

- retired persons;
- persons engaged in their own housework;
- persons not working while attending school;
- persons unable to work because of a long term illness;
- persons discouraged from seeking work because of personal or job market factors; and
- persons who are voluntarily idle.

The labor force characteristics of the State of Kentucky and North Kentucky Counties in the labor market area are shown on Table 3-5. In 2001, Campbell County had a total of 45,825 persons in the civilian labor force. Of this number 43,829 were employed and 1,996 unemployed. Comparatively, Kenton County had the largest civilian labor force (80,409) in the labor market area, while Boone County had the lowest unemployment rate (4.1%).

UNEMPLOYMENT

In 2000, there were 45,176 residents in the Campbell County labor force with 1,746 residents being unemployed accounting for 3.9% of the civilian labor force. As can be seen in Table 3-5, Campbell County had a 3.8% annual average unemployment rate in 2002, a .1% decrease from the 2000 U.S. Census. For comparative purposes, the unemployment rates for Campbell County, Labor Market Area, Kentucky and the United States from 1998 to 2002 are shown in Figure 3-5. This figure shows that the unemployment rate in Campbell County has been consistently lower than the state of Kentucky and the United States but the same or slightly higher than the average unemployment rate for the Labor Market Area. Historically Kentucky's unemployment rate has been higher than the national average. However, it is interesting to note that Kentucky's unemployment rate was lower than the U.S. rate overall from 1992 until 1996.

EMPLOYMENT OF CAMPBELL COUNTY RESIDENTS

The civilian labor force of Campbell County is employed in a wide range of industries (Table 3-6). This information is obtained from the 2000 U.S. Census and does not reflect the location of employment. As of 2000, there were 43,371 employed persons 16 and over. At this time, the majority of the Campbell County residents were employed in *Educational, Health, and Social Services* (18.9%) , *Manufacturing* (13.3%), and *Retail Trade* (11.5%). The industry with the lowest percentage of employment (0.4%) was the *Agriculture, Forestry, Fishing and Hunting, Mining* sector.

Employment statistics for the City of Alexandria are similar to Campbell County. In 2000, the top three employment industries for the City of Alexandria were: *Educational, Health, and Social Services* (23.1%) , *Manufacturing* (12.6%), and *Retail Trade* (8.9%). The industry with the lowest percentage (0.1%) of employment was the *Agriculture, Forestry, Fishing and Hunting, Mining* sector.

COMMUTING PATTERNS

Table 3-7 details the commuting patterns of Campbell County residents in 2000. At this time there were 42,820 workers who lived in Campbell County. Of this number, the majority (63.9%) of workers living in the county worked elsewhere. Of the 26,909 workers who work in the county, 61.7% commute into the county from other Kentucky Counties.

TABLE 3-7
CAMPBELL COUNTY
WORKERS 16 AND OVER BY
PLACE OF WORK

	#	%
Work and live in Campbell County	15,474	36.1%
Work in KY outside of County	10,341	24.2%
Work outside of KY	17,005	39.7%
Total working residents	**42,820**	**100%**
Total commuting into Campbell County	11,435	42.5%
Total working and living in Campbell County	15,474	57.5%
Total workers in Campbell County	**26,909**	**100%**

TABLE 3-5
CIVILIAN LABOR FORCE ESTIMATES
2001 ANNUAL AVERAGE

COUNTY	CIVILIAN LABOR FORCE	EMPLOYED	UNEMPLOYED	UNEMPLOYMENT RATE
Kentucky	**1,967,572**	**1,859,668**	**107,904**	**5.5%**
Boone	46,478	44,562	1,925	4.1%
Campbell	45,825	43,829	1,996	4.4%
Kenton	80,409	76,709	3,700	4.6%
N. KY TOTALS	**172,712**	**165,100**	**7,621**	**4.4%**

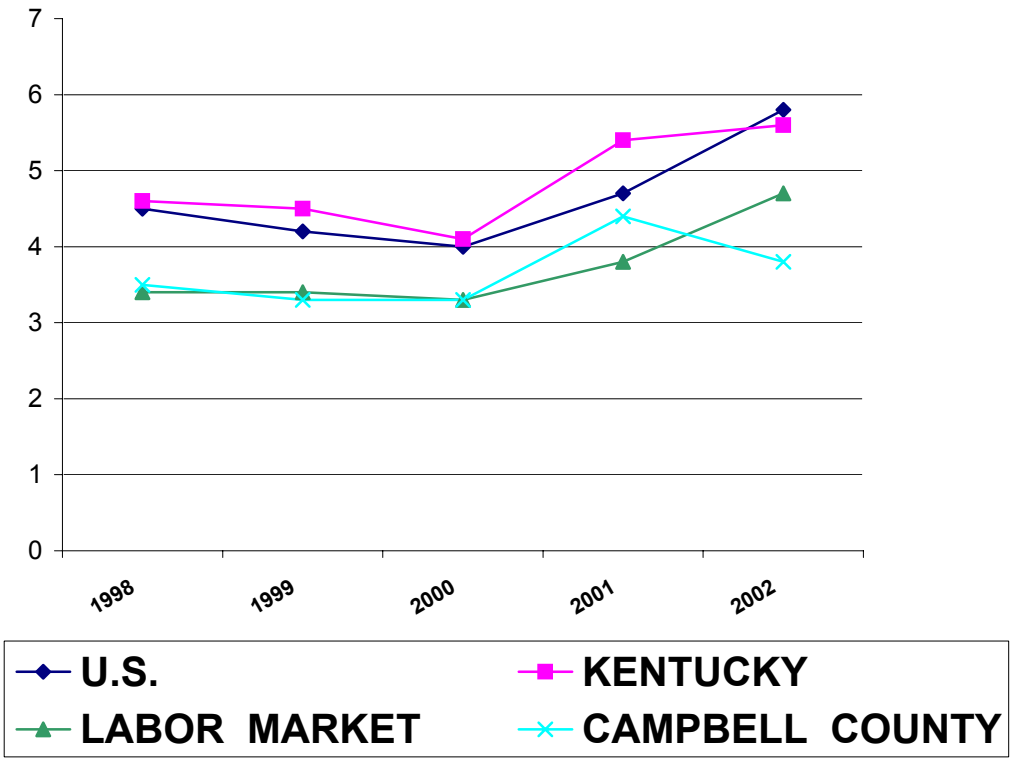
Source: 2002 Ky. Deskbook For Economic Statistics

TABLE 3-6
EMPLOYED PERSONS 16 AND OVER BY INDUSTRY, 2000
FOR CAMPBELL COUNTY

INDUSTRY	CAMPBELL COUNTY	PERCENTAGE
Agriculture, forestry, fishing and hunting, mining	159	0.4%
Construction	3,456	8.0%
Manufacturing	5,788	13.3%
Wholesale Trade	1,786	4.1%
Retail Trade	5,009	11.5%
Transportation and warehousing, and utilities	3,167	7.3%
Information	1,274	2.9%
Finance, insurance, real estate, and rental and leasing	3,565	8.2%
Professional, scientific, management, administrative	3,927	9.1%
Educational, health and social services	8,190	18.9%
Arts,entertainment,recreation,accommodation,foodsvc	3,503	8.1%
Other services (except public administration)	1,922	4.4%
Public Administration	1,625	3.7%
TOTAL EMPLOYED	43,371	100.0%

Source: 2000 U.S. Census

FIGURE 3-5
ANNUAL UNEMPLOYMENT RATES



Source: U.S. Department of Commerce, Bureau of Labor Statistics

YEAR	U.S.	KENTUCKY	LABOR MARKET	CAMPBELL COUNTY
1998	4.5	4.6	3.4	3.5
1999	4.2	4.5	3.4	3.3
2000	4.0	4.1	3.3	3.3
2001	4.7	5.4	3.8	4.4
2002	5.8	5.6	4.7	3.8

Tables 3-8 examines the commuting patterns of workers residing in Campbell County. The majority of Campbell County residents commute into other Ohio Counties for employment. Of this number, 87.9% commute into Hamilton County to work.

TABLE 3-8
PRIMARY AREAS THAT CAMPBELL COUNTY RESIDENTS COMMUTE TO:

KENTUCKY	**TOTAL 10,341**
Kenton County	5,782 workers
Boone County	4,062 workers
Pendleton County	208 workers
Mason County	50 workers
Fayette County	38 workers

OTHER STATES	**TOTAL 17,005**
Hamilton, OH	14,946 workers
Butler, OH	652 workers
Clermont, OH	579 workers
Montgomery, OH	82 workers
Warren, OH	322 workers

Table 3-9 shows the primary areas that Campbell County workers, not living in the county, commute from. The majority (61.7%) of Campbell County workers commute from other Kentucky Counties. The majority of those commuting from out of the state into Campbell County are from Hamilton County, OH.

TABLE 3-9
PRIMARY AREAS THAT CAMPBELL COUNTY WORKERS COMMUTE FROM:

KENTUCKY	**TOTAL 7,061**
Kenton County	3,921 workers
Boone County	1,150 workers
Pendleton County	921 workers
Bracken County	567 workers
Grant County	191 workers

OTHER STATES	**TOTAL 4,374**
Hamilton, OH	2,739 workers
Clermont, OH	744 workers
Butler, OH	318 workers
Dearborn, IN	135 workers
Brown, OH	73 workers

As reported by the 2000 U.S. Census for Campbell County, the preferred method of transportation to work is by car, truck or van with 33,870 residents (79.1%) driving to work alone and 4,872 residents (11.4%) carpooling. A total of 1,543 (3.6%) of Campbell County residents used public transportation. An additional 1,232 residents (2.9%) indicated that they walk to work. A total of 307 (.7%) persons indicated that they use other means to get to work. In 2000, the mean travel time to work was 23.9 minutes. Residents working at home accounted for 2.3% of workers.

Commuting statistics for residents of the City of Alexandria were similar to that of Campbell County. In Alexandria, the preferred method of transportation to work is by car, truck or van with 3,655 residents (85.1%) driving to work alone and 404 residents (9.4%) carpooling. A total of 62 (1.4%) of Alexandria residents used public transportation. An additional 62 residents (1.4%) indicated that they walk to work. A total of 7 (.2%) persons indicated that they use other means to get to work. In 2000, the mean travel time to work was 28.7 minutes. Residents working at home accounted for 2.4% of workers.

MONETARY INCOME

There are two methods of determining per capita income. The first is on the basis of monetary income alone. This is the method used by the U.S. Census Bureau. Total monetary income includes wages and salaries, net farm and non-farm self-employment, interest dividend, net rental income, social security and all other regularly received income such as pensions, unemployment compensation and alimony. Receipts not counted include various "lump sum" payments such as capital gains and inheritances. The total represents the amount of income received before deductions. Table 3-10 shows the per capita income and median household incomes for Kentucky, Campbell County and the labor market area according to the U.S. Census Bureau based on monetary income. According to the 2000 U.S. Census, both the per capita and median household income in Campbell County were higher than the state overall but lower than other Northern Kentucky Counties and the City of Alexandria. Out of the counties, Boone County had the highest per capita and median household incomes. However, the City of Alexandria had the highest median household income of all the jurisdictions listed in Table 3-10.

TABLE 3-10
CENSUS INCOME DATA 1999

Jurisdiction	Per Capita Income	Median Household Income
Campbell County	**$20,637**	**$41,903**
Alexandria	**$22,001**	**$55,409**
Boone County	$23,535	$53,593
Kenton County	$22,085	$43,906
Kentucky	**$18,093**	**$33,672**

Source: U.S. Census 2000

PERSONAL INCOME

The second method of calculating per capita income is more inclusive and is termed personal per capita income. Personal per capita income includes income received from all sources such as wages and salaries, other labor income (employer contributions to private pension funds, jury and witness fees, etc.) proprietor's income, rental income, dividend and interest earnings by individuals and transfer payments not for services rendered (such as food stamps and welfare payments). Personal contributions for social security are deducted. Personal per capita incomes for Kentucky and Northern Kentucky Counties from 1991 to 2000 are shown in Table 3-11.

TABLE 3-11
PERSONAL PER CAPITA INCOME

	1991	2000	% CHG
Campbell County	**$17,025**	**$25,047**	**47.1%**
Boone County	$18,389	$28,776	56.5%
Kenton County	$18,532	$28,086	51.6%
Kentucky	*$16,207*	*$24,085*	*48.6%*

Source: 2002 Kentucky Deskbook of Economic Statistics

The Kentucky Deskbook for Economic Statistics estimates that the personal per capita income for Campbell County increased to $25,047 in 2000. This is a 47.1% change from 1991. The Deskbook also estimates that the per capita income for the state overall increased to $24,085 or 48.6% from 1991. As can be seen from the table, Boone County had the highest per capita income in 2000 and experienced the highest percentage increase from 1991 to 2000.

POVERTY RATE

Poverty level is considered to be the minimum level of monetary income adequate for families of different sizes in consideration of American consumption patterns. These levels are determined by comparing individual or family income with annual income thresholds. The poverty levels are adjusted annually by the U.S. Government. The poverty rate is the percentage of individuals or families with incomes below the poverty level. Table 3-12 shows the poverty rates for Campbell County in 1989 and 1999 as compared to the rates for the Kentucky and other Northern Kentucky Counties. The poverty rate in Campbell County is higher than Boone or Kenton Counties but is significantly lower than the state overall. Boone County had the lowest poverty rate of 5.6% in 1999. It is important to note that the poverty of the City of Alexandria was only 4% in 1999, which is significantly lower than the poverty rate of the state and other Northern Kentucky Counties.

TABLE 3-12
POVERTY RATES

	1989	1999	CHG
Campbell County	**11.0%**	**9.3%**	**-15.5%**
Boone County	7.4%	5.6%	-24.3%
Kenton County	9.9%	9.0%	-9.1%
Kentucky	*19.0%*	*15.8%*	*-16.8%*

Source: Kentucky Deskbook of Economic Statistics, 2002 (2000 U.S. Census Data)

LOCAL ECONOMIC DEVELOPMENT ACTIVITIES

Northern Kentucky Tri-Ed.

The Tri-County Economic Development Corporation (Northern Kentucky Tri-Ed) was created as a nonprofit corporation in 1987 under the auspices of the Fiscal Courts in Boone, Kenton, and Campbell Counties and the Northern Kentucky Chamber of Commerce. Northern Kentucky Tri-Ed is the primary economic development marketing agency and primary entity for the retention and expansion of existing industries in the three (3) Northern Kentucky Counties of Boone, Kenton, and Campbell. The organization is governed by a fourteen (14) member board that consists of the three (3) judge executives, two (2) appointees of each county, the Secretary-Treasurer of Tri-Ed, one appointee from Forward Quest, Inc, current and immediate-past chairperson of the Northern Kentucky Chamber of Commerce, and one (1) appointee from the Tri-County Economic Development Foundation. Northern Kentucky Tri-Ed markets and promotes the three (3) Northern Kentucky Counties on a national and international basis, as a location for new or expanding manufacturing projects, office projects, warehouse/distribution projects, and large commercial and service projects. In addition, Northern Kentucky Tri-Ed provides assistance to local companies that are expanding their operations while also working with local communities to develop the resources and infrastructure to support its economic development program. Three primary goals of the organization are:

-the creation of new, diversified job opportunities in Northern Kentucky;
-the creation of new revenue opportunities for local governments;
-the general growth and expansion of the area economy.

Campbell County Enterprise Zone

The Campbell County Enterprise Zone (EZ) is an area that offers an exemption from state sales and use taxes, as well as regulatory relief to encourage new and expanding businesses. The intent of the EZ is to stimulate business growth that will increase the area's economic base and create new job opportunities. On November 11, 1986, the Kentucky Enterprise Zone Authority designated the new Enterprise Zone in Campbell County for a period of twenty (20) years with benefits from this program expiring on December 31, 2007.

Figure 3-6 shows the location of the EZ which is administered by the Campbell County Fiscal Court Planning and Zoning Office located in Newport. Participating jurisdictions include Bellevue, Dayton, Ft. Thomas, Highland Heights, Silver Grove, Newport, Southgate, Wilder, and areas of unincorporated Campbell County. In order to receive enterprise zone benefits, a business must be located within the EZ area and be certified by the Kentucky Enterprise Zone Authority. To become certified businesses must meet the following criteria:

1. The business must have 50% of its employees performing substantially all of their services within the EZ area.

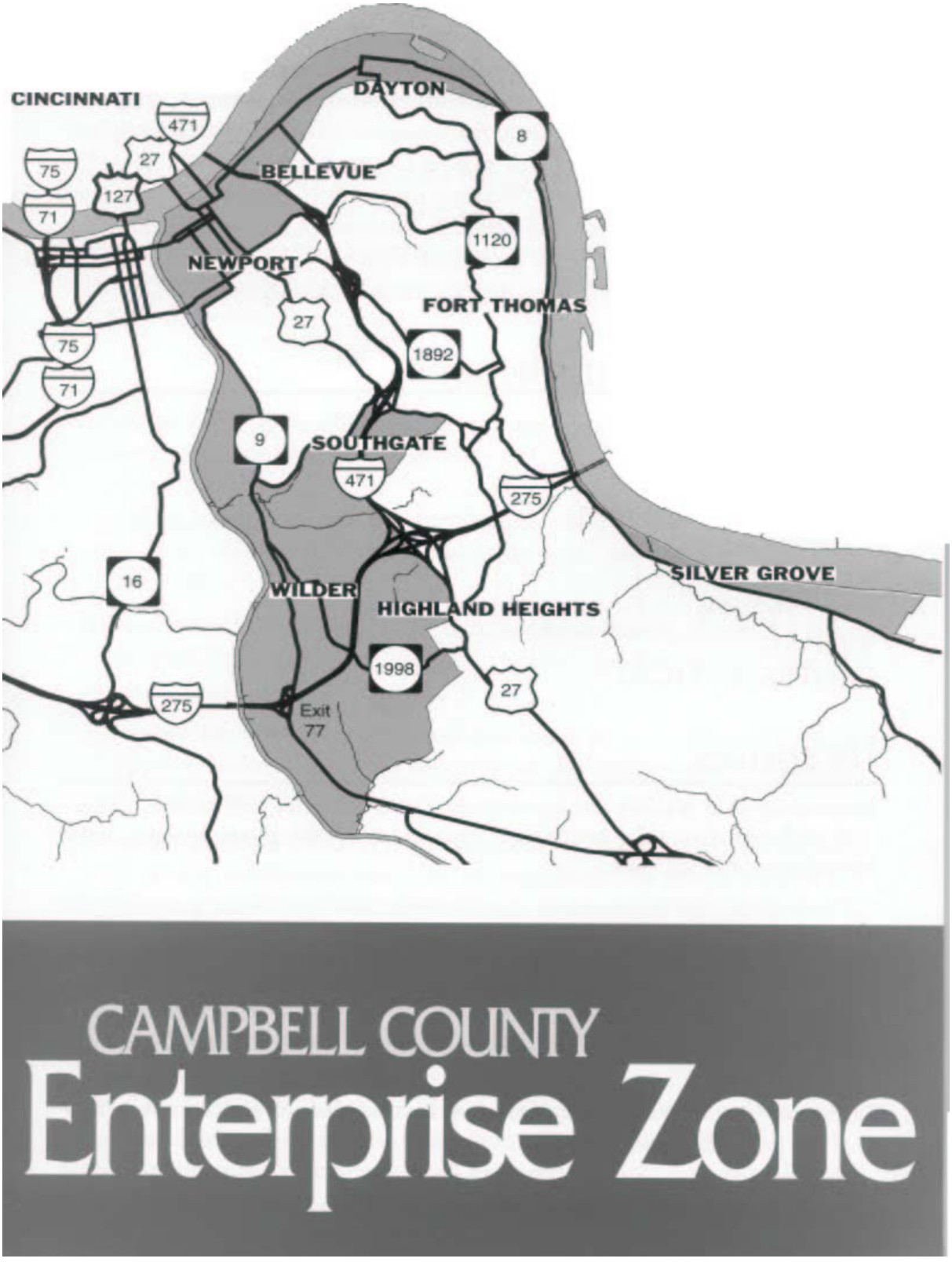
2. To qualify as a new business, a business must have begun operating within the zone after November 11, 1986, when the zone was designated. Twenty-five percent (25%) of the business' employees working twenty (20) or more hours per week, at the business location, must meet the targeted workforce criteria and be maintained throughout certification.

3. To qualify as an existing business, a business must have begun operation in the zone prior to November 11, 1986. The business has the option of (a) increasing its capital investment, less depreciation, by 20% within eighteen (18) months after application; or (b) increasing its total workforce by 20%, of which 25% of the new employees must meet the targeted workforce criteria.

***Targeted workforce means a Kentucky resident, who has resided in the Commonwealth for at least 90 days and (a) resides within the boundaries of the Campbell County Enterprise Zone; or (b) was unemployed 90 days prior to being employed by the business. The local Department of Employment Services must certify any employee who meets the targeted workforce criteria. A qualified business will be monitored annually to ensure compliance.*

Businesses that qualify for EZ benefits will receive financial and non-financial incentives. Commercial businesses receive issuance of a city real estate property tax assessment moratorium on rehabilitated structures twenty-five (25) years or older, for a period not to exceed five (5) years or until the program expires. New industrial businesses receive a city real estate property tax abatement for five (5) years or until the program expires. For new construction and restoration of structures, the city building permit fees are waived for enterprise zone qualified businesses, although a building permit is required to insure proper compliance with building codes. It is important to note that priority assistance will be provided to enterprise zone qualified businesses that expand or locate in the enterprise zone. This will ensure expedited compliance with building codes, zoning requirements, signage, and other required permits. In addition, businesses will be provided with a security analysis by local police and fire departments and Northern Kentucky University will

FIGURE 3-6


CINCINNATI
DAYTON
BELLEVUE
NEWPORT
FORT THOMAS
SOUTHGATE
WILDER
HIGHLAND HEIGHTS
SILVER GROVE
Exit 77
471
27
75
71
127
8
1120
1892
9
16
275
1998
CAMPBELL COUNTY
Enterprise Zone

provide educational assistance and expertise through its various institutes.

Enterprise Zone Qualified Businesses are also eligible to receive the following state tax incentives:

-Building materials used in remodeling, rehabilitation, or new construction are exempt from sales and use tax.

-An exemption from Kentucky sales tax on equipment and machinery used to conduct business in the EZ.

-An exemption from Kentucky motor vehicle usage tax (limited value for automobiles) on vehicles used to conduct business in the EZ.

-A Kentucky income tax credit up to $1,500 per employee equal to 10% of the wage of each employee who was unemployed or received public assistance for 90 days prior to employment.

Emerging Technology Commercialization Corridor

As part of the *New Economy Plan for Northern Kentucky*, released July 31, 2001, it was recommended that regional businesses and government leaders work to leverage the assets of Northern Kentucky University (NKU) and University of Cincinnati (UC) to attract technology-oriented businesses. As part of this economic development initiative, efforts will be focused upon recruiting the high tech divisions of major corporations and successfully incubated tech companies to areas near NKU; more specifically the corridor bounded by US 27, I-275, and the AA-Highway.

As part of the planning process, several strategies to foster the development of the "*emerging technology commercialization corridor*" were formulated. The first strategy was to create a technology business supportive land use plan surrounding the University. To accomplish this task, the City of Highland Heights prepared a comprehensive plan update that focuses its economic development efforts at the entrance to NKU (US 27/Nunn Drive) and at the existing Technology Park adjacent to NKU (I-275/3 Mile Road). Together these areas provide approximately seventeen (17) acres of available land for technology-oriented companies. Highland Height's plan also calls for the development of a hotel and conference center at the entrance to the campus as well. It is important to note that other cities in close

proximity to NKU are expected to adopt similar philosophies of economic development, focusing on professional office buildings that cater to high tech companies as they generate tax revenues, in the form of payroll, real estate and occupational license taxes.

Another strategy for the development of this corridor is to improve basic technology infrastructure including broadband fiber-optic wiring to NKU and surrounding areas. It is the goal of the plan to offer ready capacity of 100+MB. In addition, the plan states that it is essential to expand NKU's capabilities on campus to include Internet2. This higher bandwidth and Internet2 capabilities allows NKU, and the technology businesses that it will serve, the ability to conduct distributed computation, provide virtual laboratories, digital libraries, distributed learning capabilities, digital video and tele-immersion.

Other strategies to create this corridor include:

1. Establishing a center for Information Technology at NKU.

2. Improving advanced technology infrastructure in the project area.

3. Developing a Commonwealth of Kentucky Tech Business Incentive Program.

4. Seeking a developer/investor to build Spec Technology Facilities on NKU Foundation/NKU properties (adjacent to NKU).

5. Develop a Tech Corridor Marketing Plan in conjunction with the Campbell County Fiscal Court and other interested cities surrounding NKU.

SUMMARY

While there are only three (3) manufacturing firms near the Alexandria Planning Area, manufacturing jobs are still an important sector of the economy to residents and the community overall as this sector supplies a large amount of jobs which are the highest paying. The service industry and retail sectors are growing rapidly in the local economy; however, they are the lowest paying. The tourism and travel industry has also become increasingly important to the local economy, due to the river front improvements and the development of Newport on the Levee.

These observations indicate that the City of Alexandria and Campbell County are in a period of economic change reflective of the changes in the economy of the United States overall. The county and the city are also being influenced by growth in the Northern Kentucky region. The majority of Campbell County residents choose to live in Campbell County but work in other areas of the state and Ohio. The increase in retail and service industries is due in large part to the increase in population, the development of services for a bedroom community, and the growth in tourism related businesses in the county.

In consideration of these factors, the City of Alexandria should develop an overall economic development plan to diversify the local economy and to offset some of the costs of residential development. Several recommendations are:

1. Develop programs to assist in the retention of existing businesses and industry. Coordinate economic development programs with Tri-Ed and participate, where possible, in the planning, implementation, and marketing of the "Emerging Technology Commercialization Corridor".

2. Identify areas suitable for the development of office parks in order to house professional offices as an alternative to strip commercial development along the U.S. 27 corridor. Modify the city's land use plan element to encourage the development of professional and high tech industries in this area.

3. Upgrade infrastructure (including basic and advanced technology infrastructure) to facilitate the development of professional offices and high tech businesses.

4. Study ways in which to benefit from the growth of the travel and tourism industry in Campbell County. Develop and implement a long range marketing plan to market Alexandria's local resources.

CHAPTER FOUR

The physical geography of an area affects the amount, type, and direction of development. Natural factors such as climate, topography, geology, hydrology, and soils are important because they influence the costs of development and determine the suitability of an area for a given use. The purpose of this section of the comprehensive plan is the identification of environmental resources and the assessment of developmental impacts on these resources.

Rapid growth and development can have dramatic and long-term adverse effects on the physical and social environment. As Campbell County and the City of Alexandria continue to grow, many environmental issues will continue to arise. Issues such as water quality, air quality, noise and light pollution, increased storm water runoff, and decreased open space can combine to effect the overall quality of life for residents. The depletion of natural features such as wooded hillsides, scenic valleys, rivers, creeks, and open fields will become increasingly important as residents realize that these elements contribute to the unique character of the area and are unrecoverable once a parcel of land is developed. In addition, these types of amenities also provide less visible qualities, such as cleaner air, recreational areas and wildlife habitat that are equally important to the community.

LOCATION

Located in Northern Kentucky, Campbell County is bordered by the Ohio River on the north and east, Kenton County on the west and Pendleton County to the south. The City of Alexandria serves as one (1) of two (2) county seats in Campbell County and is centrally located eight (8) miles south of Newport. It is estimated that the city was settled around 1793 and was beginning to develop by 1819.

CLIMATE

Long term climatological data is available from the Covington weather station. The following discussion is based upon the period between the years 1961 - 1990 for extremes and the years 1948 - 1990 for averages. The coldest days occur in January when the monthly mean temperature is 28.1º F. The warmest days occur in July with a monthly average temperature of 75.1º F. During the period

from June to September, an average of 22.3 days are 90º or above. The minimum temperature is expected to be 32º F or less an average of 104.4 days from October through April. The coldest temperature on record for the period is -25º F which occurred on January 18, 1977. The hottest recorded temperature was 103º F on July 14, 1954.

Precipitation averages 41.33 inches annually. Records indicate that July and May tend to be the wettest months and January and February the driest. Precipitation in general is evenly distributed throughout the year. An average of seven (6.6) days per month will have precipitation of .10 inches or more. The record for the wettest day occurred on March 9, 1964 when precipitation was 5.21 inches.

AIR QUALITY

Air quality is monitored by the Division of Air Quality Control of the Kentucky Natural Resources and Environmental Protection Cabinet, Department for Environmental Protection. The "*Kentucky Ambient Air Quality Report*" which is produced by the Technical Services Branch of the Kentucky Division of Air Quality is issued annually. The last report issued summarizes statistical results of monitoring conducted during the year 2002 to measure outdoor concentrations of air pollutants in the Commonwealth. The primary source of data for the report is the Air Quality Surveillance Network operated by the Kentucky Division for Air Quality which has operated an air quality monitoring network since July 1967. The 2002 network included 117 monitors in 33 counties (this total includes monitors operated by the Louisville Metro Air Pollution Control District and the National Parks Service at Mammoth Cave). The monitoring station locations are selected with U.S. Environmental Protection Agency guidance and, in general, are established near high population areas or air pollution sources. Each year the sites are reviewed to ensure that adequate coverage is being provided. Overall, the division monitors compliance of six (6) criteria pollutants including carbon monoxide, sulfur oxides, nitrogen dioxide, lead, ozone, and particulate matter. In 2002, there were only three (3) exceedances of particulate matter standards . All three (3) occurrences were located in Louisville.

Pursuant to the provisions of the CAA of 1990, EPA designated a seven (7) county area in the OKI region as a moderate nonattainment area for ozone under the one-hour ozone standard. The non-attainment area included Butler, Clermont,

Hamilton, and Warren Counties in Southwest Ohio, and Boone, Campbell, and Kenton Counties in Northern Kentucky. OKI's eighth county, Dearborn, Indiana was designated as unclassifiable/attainment and was not subject to conformity requirements. However, on July 5, 2000, the U.S. EPA determined that the Cincinnati-Hamilton area had attained the one-hour ozone National Ambient Air Quality Standard. The attainment determination was based on three (3) years of (1996-1998) ambient air monitoring data that demonstrated the area had attained NAAQS. The area has also been in attainment for the period from 1998 to 2000). At the present time, the area is covered by a ten-year maintenance plan. In the year 2002 (latest available data), Kentucky Air Monitoring Sites in Campbell County, operated by the National Park Service, monitored for sulfur dioxide, nitrogen dioxide, ozone, and particulate matter. In 2002, all Kentucky Counties were in attainment for carbon monoxide, sulfur dioxide, nitrogen dioxide, and ozone. It is important to note that monitoring of carbon monoxide ended for the Northern Kentucky region in 2001.

NOISE

High noise levels can impact the health and safety of residents. Excess noise can cause impacts ranging from the nuisance of interrupting a conversation to causing physical and psychological harm. The primary consideration for noise in terms of new development is the community noise level. According to "The Noise Guidebook" issued by the Department of Housing and Urban Development, the main contributors to a community noise problem are transportation sources such as highways, railroads, and airports. These sources are the most pervasive and continuing of the noise sources. The main issues involved in any noise analysis are how much noise a site is exposed to, what types of activities are affected, and what design or attenutation measures can be used to keep noise to an acceptable level. Outdoor noise levels are of greatest concern in residential areas especially at night when sleep is disrupted.

The easiest way to mitigate noise is to separate noise sources from noise receptors. This can be accomplished by requiring greater minimum setbacks from major highways and railroads. For example, HUD recommends that no occupiable buildings be constructed within 100 feet of a railroad due to the impact of noise and vibration. Noise levels can be attenuated by noise barriers, site design, and

soundproofing buildings. It is recommended that a noise analysis be conducted when noise sensitive uses such as residential development or hospitals are proposed near railroads, airports or highways with considerable truck traffic. In Campbell County, the major facilities of concern are the CSX Railroad, AA Highway, I-275, U.S. 27 and the large commercial districts along the Ohio River. Within the city of Alexandria, primary noise generators are the AA Highway, U.S. 27 and associated commercial districts.

PHYSIOGRAPHY AND GEOLOGY

Campbell County and the City of Alexandria are part of the Bluegrass Region that is underlain by rocks of Ordovician geologic age. A portion of Campbell County is located in the Hills of the Bluegrass, with the more level areas being located in the Outer Bluegrass Region. The land formations of Campbell County can be divided into four (4) basic groups. The first groups are glacial outwash terraces. These terraces are typically located in areas immediately surrounding the Ohio River and consist of deposits of silt, sand, and gravel. The second formation is that of alluviated valleys in which the Ohio and Licking Rivers flow. These valleys are filled with inconsolidated silt, sand, and gravel that have been deposited by the streams occupying them. The third formations are the limestone plateaus. The plateaus are characterized by upland areas with relatively flat slopes and steep side slopes. The rock formations have enabled the limestone plateaus to resist weathering and erosion over the years. These plateaus are found in the northern part of Campbell County where close stream spacing produces fine topographic textures. Finally, the shale uplands, found mostly in the southern portion of Campbell County, are located where streams are farther apart and less deeply incised.

The City of Alexandria extends over a low plateau of about 800 feet Mean Sea Level (MSL). The continual erosion of the plateau has developed the numerous ridges and sharp narrow valleys that characterize the City of Alexandria Planning Area and significantly effect land development. Land areas between the 600 and 800 foot MSL are the result of heavy erosion of the high plateau and comprise a majority of land within the planning boundary. These areas are generally found along steep slopes of the major river valleys and comprise the narrow, winding, V-shaped valleys extending in from the two major rivers. Extensive areas classified in

this elevation range are also located in the southern portion of Campbell County. For this reason, a large amount of the developed and undeveloped land within the county and city can be classified as environmentally sensitive. These areas, which limit the potential for intensive urban development, should be identified, mapped, and require special precautions during the development review process.

SOILS

Detailed soil information and soil maps can be found in the *Soil Survey of Boone, Campbell, and Kenton Counties, Kentucky* published by the U.S. Department of Agriculture, Soil Conservation Service. The general soil map found in the Soil Survey shows that there are five (5) soil associations in Campbell County and three (3) within the City of Alexandria.

Soil associations are generalized groupings of similar soils with common relief and drainage patterns. While specific soil information must be consulted to determine the suitability of a particular site for various land uses, soil associations can provide information for general planning purposes. The following paragraphs summarize the five (5) associations found within the county.

EDEN-CYNTHIANA ASSOCIATION

This soil association is typically located on steep, highly dissected hilly areas in the southern part of the county and along the steep hillsides bordering the Ohio and Licking Rivers. Slopes range from 12 to 30 percent in most of the association, but can be even steeper in the areas bordering the rivers.

The Eden association covers approximately 61% of Campbell County with the Eden soils accounting for 80% of this association, Cynthiana 10% and the minor soils 10%. Eden soils are very well drained and deep but somewhat droughty. They have a silty clay loam surface layer over a dark yellowish brown silty clay subsoil that has slow permeability. Cynthiana soils are somewhat excessively drained and are shallow to limestone. They have a flaggy silty clay loam surface layer and dark yellowish-brown flaggy silty clay subsoil that has moderately slow permeability. The majority of land in this association is used for pasture with the other half remaining as wooded or brushy. The slopes are usually too steep to be used for row crops and are hard to mow.

This means that an area mapped as one of these soil types may include small area of hydric soils in poorly drained low spots. Robertsville soils are found only in very limited locations and only account for .2% of all soils in Campbell County. There are a few small areas of Robertsville soils along the Licking River. Due to the hilly nature of the area and limited existence of hydric soils, wetlands are not normally a limiting factor for development in Alexandria.

PRIME FARMLAND SOILS

According to the U.S. Department of Agriculture, Soil Conservation Service, prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. Prime farmland can be cropland, pastureland, rangeland, forest land or other land but not urban built-up land or water.

Prime farmland has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time. They either do not flood frequently or are protected from flooding.

The following soils found in Campbell County are considered to be potential prime farmlands.

AsA-	Ashton silt loam, 0 to 2% slopes
AsB-	Ashton silt loam, 2 to 6% slopes
Av-	Avonburg silt loam
Bo-	Boonesboro silt loam
CaB-	Captina silt loam, 2-6% slopes
Cg-	Chagrin gravelly silty clay loam
ChB-	Chavies fine sandy loam, 0-6% slopes
Eg-	Egam silty clay loam
FaB-	Faywood silt loam, 2-6% slopes
Hu-	Huntington silt loam
JeB-	Jessup silt loam, 2-6% slopes

FAYWOOD-NICHOLASON ASSOCIATION

This association is primarily located in the large rolling area of central Kenton County and southeastern Boone County, with a few areas of located in Campbell County. In the county, the Faywood-Nicholson association can be found on the ridgetops around Cold Spring, Persimmon Grove, and within the jurisdiction of the City of Alexandria. This association accounts for 2 to 20% of the soils in Boone County, 18% of Campbell County, and 44% in Kenton County. The association consists of Faywood soils (60%), Nicholson soils (36%), and minor soils (4%). The Faywood soils occur on the narrow ridges and moderately steep side slopes bordering the Nicholson soils. The Nicholason soils are gently sloping to sloping on ridgetops. Areas of urban and gullied land are also included in this association.

Faywood soils are well drained and moderately deep to rock. They have a light silty clay loam or silt loam surface layer over a dominantly yellowish-brown silty clay loam to clay subsoil that has moderately slow permeability. Nicholson soils are well drained to moderately well drained and are deep to rock. They have a silt loam surface layer over a dominantly yellowish-brown silty clay loam subsoil and are moderately deep to slowly permeable fragipan.

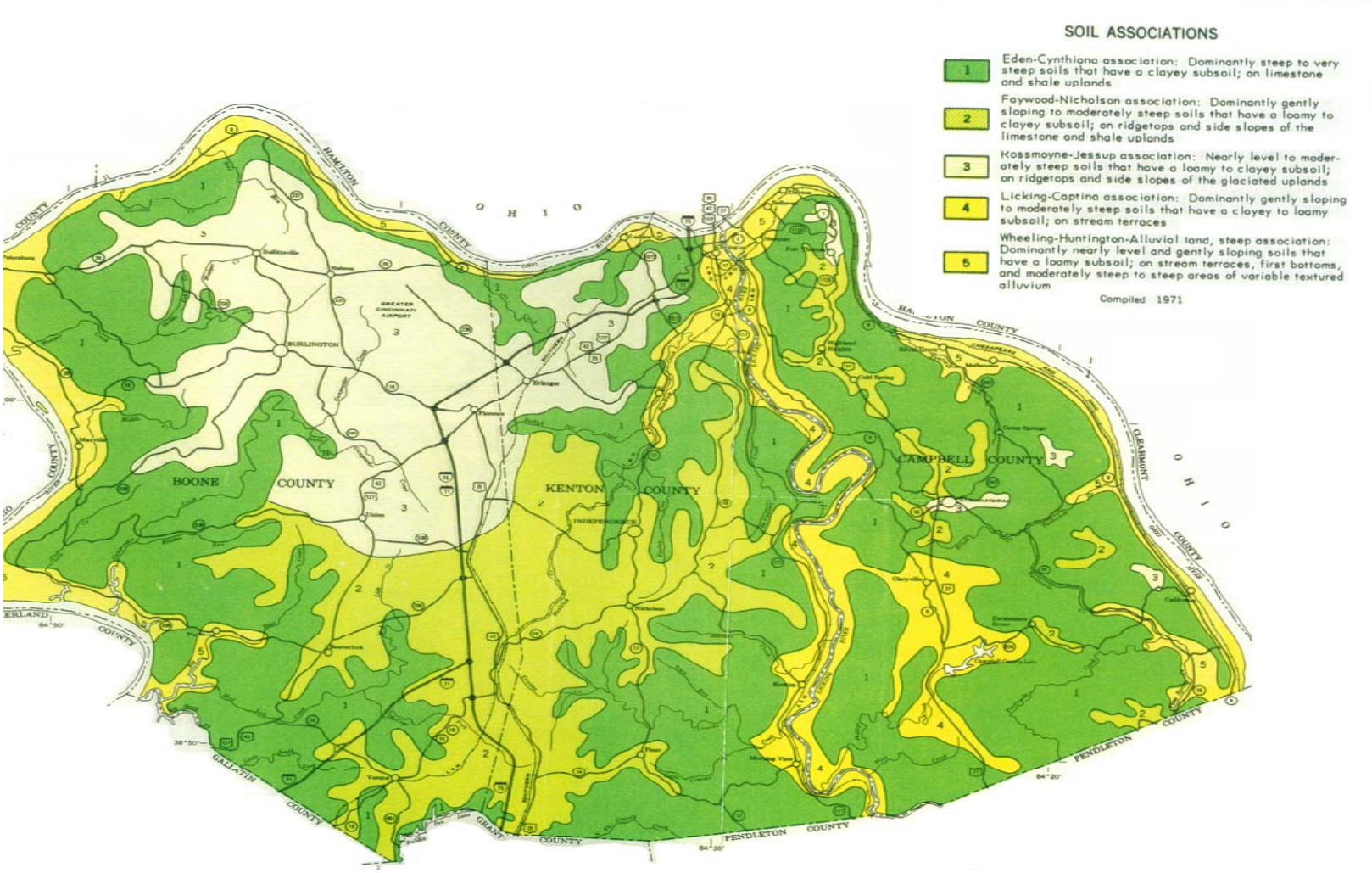
A large part of the northern part of this association has been converted to urban use. The built-up areas are developed on the ridgetops and more gentle side slopes. Although much of the topography is suitable for building, the shrinking and swelling of the clays in the lower layers of the soil may be a limitation for building foundations. Many wet spots occur as a result of a seasonal high water table and slow permeability in the subsoil. The southern part of this association is used mostly for farming, with hay and pasture being the primary uses.

ROSSMOYNE-JESSUP ASSOCIATION

The Rossmoyne-Jessup Soil Association occupies broad, nearly level to sloping ridges and moderately steep side slopes in a glaciated area in the northern part of Boone County and the northwestern part of Kenton County. In Campbell County there are a few small areas on hilltops near the Ohio River and within the City of Alexandria. This association covers approximately 40% of Boone County, 4% of Campbell County, and 8% of Kenton County. The Rossmoyne soils make up approximately 57% of the association, Jessup soils about 33%, and minor soils 10%.

The Rossmoyne soils are nearly level to sloping and occupy the major part

FIGURE 4-1
GENERAL SOIL MAP



of ridgetops. Jessup soils are moderately steep and located on side slopes. Small areas of urban land and gullied area are also included in this association.

Rossmoyne soils are moderately well drained and are deep to rock. They have a silt loam surface layer over a dominantly yellowish-brown silty clay loam subsoil that is mottled in the lower part. They are moderately deep to a slowly permeable fragipan about two (2) feet thick. Jessup soils are well drained and deep. They have a silt loam surface layer and a dominantly yellowish-brown subsoil. The subsoil is silty clay loam in the upper part and silty clay in the lower part. Both the Rossmoyne and Jessup soils are underlain by clayey glacial till.

Much of this association has been converted to urban use. Many of the unimproved areas are potential sites for housing development. Some of the gently sloping areas are used for industrial development; however, steep slopes can be a limitation. In addition, there can be problems with building foundations due to the shrinking and swelling of the clays in the lower soil layers. Many wet spots occur as a result of a seasonal water table and the slowly permeable subsoil. In Campbell County, the western and southern part of this association is used mostly for farming with hay and pasture being the primary uses. The main cash crop is tobacco.

LICKING-CAPTINA ASSOCIATION

This association is located primarily on stream terraces and in bottoms along the Licking River. In addition, a large area of this association has also been found in the central part of Campbell County. This formation appears to be an old lakebed because the area is surrounded by hills that are higher in elevation. The Licking-Captina Soil Association covers approximately 11% of Campbell County . Licking soils make up approximately 46% of the association, Captina soils 18%, and minor soils account for 36%.

Licking soils are primarily gently sloping to moderately steep in the more dissected areas and are predominately gently sloping in the less dissected areas. The Licking soils are moderately well drained and deep. They have a surface layer that ranges in texture from silt loam to silty clay. The subsoil is silty clay loam in the upper part but clayey in the lower part; being yellowish brown throughout. Permeability is moderately slow. Captina soils are moderately well drained and deep to rock with a silt loam surface layer. The subsoil is yellowish brown in the

upper part and mottled gray and brown in the lower part. Texture of the subsoil is silty clay loam. Captina soils are moderately deep to a slowly permeable fragipan.

The northern part of this association is used mostly for industry, residences and other non-fam purposes. Slow permeability and high shrink-swell potential are the main limitations for various land uses. Some of the minor soils in this association are subject to flooding. The southern part of this association is primarily used for farming with much of the land being cultivated for pasture and hay. Some areas are also used for the production of corn and tobacco.

WHEELING-HUNTINGTON-ALLUVIAL LAND, STEEP ASSOCIATION

This association consists of soils located in stream terraces and bottoms along the Ohio River (and a few of its small tributaries) and covers approximately 6% of Campbell County. The soil association consists of Wheeling (18%) soils, Huntington soils (17%), and steep alluvial land (14%). A variety of minor soils comprise 50% of the association.

Some of this land has been used for urban and non-farm purposes. Where flooding is not a hazard, the soils of this association are well suited to these uses. Some areas in the association are used for gardens, commercial vegetables and corn. Other areas are used for fruit trees, ornamental trees or flowers. In general, these soils are well suited to both farming and horticulture uses.

HYDRIC SOILS

Hydric soils are those soils which are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper layers. The presence of hydric soils is an indication that wetlands may exist in an area. Under currently accepted definitions, an area is considered a wetland if it has hydric soils, hydrophytic vegetation (plants that are adapted to growing in wet conditions), and wetlands hydrology. Wetlands hydrology means that the area is either permanently or periodically inundated or the soil is saturated to the surface at some time during the growing season. The only hydric soil in Campbell County is Robertsville silt loam. It is hydric due to saturation. Three (3) other soils that may have inclusions of hydric soils are Avonburg silt loam, Lawrence silt loam, and Newark silt loam.

Lc- Lawrence silt loam
LkA- Licking silt loam, 0-2% slopes
LkB- Licking silt loam, 2-6% slopes
Ln- Lindside silt loam
NeB- Negley silt loam, 2-6% slopes
Nk- Newark silt loam
NIB- Nicholson silt loam, 0-6% slopes
No- Nolin silt loam
Ro- Robertsville silt loam
RsB- Rossmoyne silt loam, 0-6% slopes
WhA- Wheeling silt loam, 0-2% slopes
WhB- Wheeling silt loam, 2-6% slopes

In addition to prime farmland, the Soil Conservation Service has also identified farmlands of statewide importance. This is land, in addition to prime farmland, is of statewide importance for the production of food, feed, fiber, forage and oilseed crops. Generally, farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high of a yield as prime farmlands when conditions are favorable. The following soils in Campbell County may indicate farmland of statewide importance:

BrC- Brashear silty clay loam, 6-12% slopes
ChC- Chavies fine sandy loam, 6-12% slopes
FcC- Faywood silty clay loam, 6-12% slopes
JeC- Jessup silt loam, 6-12% slopes
LIC- Licking silty clay loam, 6-12% slopes
NeC- Negley silt loam, 6-12% slopes
NIC- Nicholason silt loam, 6-12% slopes
RsC- Rossmoyne silt loam, 6-12% slopes
WhC- Wheeling silt loam, 6-12% slopes
WoC- Woolper silty clay loam, 6-12% slopes

LOW GAP BRANCH

TUG CREEK

FOUR MILE CREEK

LICKING RIVER

RIFFLE CREEK

FIVE MILE CREEK

LICK CREEK

TWELVE MILE CREEK

BRUSH CREEK

POND CREEK

Camp Springs

HAWTHORN

Claryville

Persimmon Grove

Dietz Lake

Village Green Shopping Center

Campbell Co. Middle School

McCormick Vocational School

Campbell Co. Area Vocational Education Center

Fairgrounds

Old Alexandria Reservoir

Alexandria Community Park

Court House

St. Mary School

Campbell County Industrial Park (Kahn's)

Campbell County High School

Radio Tower

Water Tank

Picnic

Campground

LEGEND

POTENTIAL FLOOD HAZARD AREAS

PHYSICALLY RESTRICTIVE DEVELOPMENT AREAS

1500 750 0 1500

GRAPHIC SCALE IN FEET

LEGEND

CITY LIMITS

PLANNING AREA BOUNDARY

FIGURE 4-2
ALEXANDRIA PLANNING AREA
PHYSICALLY RESTRICTIVE DEVELOPMENT AREAS
CAMPBELL COUNTY, KENTUCKY

KL&A

STEEP SLOPES

Land uses vary in their sensitivity to slope. Virtually flat land can be used for intensive activity, while slopes in excess of 20% present limitations so great that development is not feasible, both practically and financially. Residential development can take place on small scattered sites utilizing land that industrial development, with its more expansive land requirements must bypass. In addition, the location and concentration of slopes in the forms of hills, ridges, valleys and plains can force development into large clusters or break it up into dispersed patterns. Visual indications of unstable slopes include previous slides or slumps; cracking of the top of the slope; tilting of fences, retaining walls, utility poles or trees; new cracks in foundations and sidewalks; and slowly developing and widening cracks in the ground or paved areas. The variation in topography in Campbell County has structured the form of its cities and guided the location of major transportation arterials. The suitability of different degrees of slope for development is shown in Table 4-1.

It is important to note that development on steep slopes can accelerate erosion, increase runoff, and decrease the volume of water absorbed and filtered as groundwater. Damage to buildings and other man-made structures can occur on unstable slopes. Commercial and industrial development should be restricted on slopes steeper than 12%. Developers of residential property on such slopes should be required to prove that the construction techniques employed can overcome a site's limitations. In certain instances, the city may consider requiring a submittal of a geotechnical report prior to approving a site plan or subdivision plat.

To date, most development in Campbell County has occurred on land with minimal slopes. Within the City of Alexandria, areas that include steeper slopes have been included within residential subdivisions. These steep sloped area are typically used as the undeveloped rear portions of house lots or as common open space. Steep slopes within the planning area are shown on Figure 4-2

TABLE 4-1

SLOPE SUITABILITY FOR URBAN DEVELOPMENT

Limitations	Suitability	Residential	Commercial	Industrial Park
Slight	Optimum	0-6%	0-6%	0-2%
Moderate	Satisfactory	6-12%	6-12%	2-6%
Severe	Marginal	12-18%	12-18%	6-12%
Very Severe	Unsatisfactory	18%+	18%+	12%+

Source: Kiefer, Ralph W. "Terrain Analysis for Metropolitan Area Planning" Journal of the Urban Planning Division, Proceedings of the American Society of Civil Engineers, Dec. 1967

FLOODPLAINS

Floodplains are low lying areas that are susceptible to flooding. Development must be restricted or prohibited in floodplains to prevent property damage. According to current floodplain maps, the City of Alexandria does not contain any land that has been officially designated by the Federal Emergency Management Agency (FEMA) as a flood hazard. However, it is important to note that drafts of revised FIRMs (Flood Insurance Rate Maps) for Campbell County, were released for review on February 28, 2003. Although not formally approved, these maps show small areas in the city and planning area that are considered to be flood hazard and floodway areas. Floodways in or adjacent to the Alexandria Planning Area, as shown on Community Panel Number 210391 Panel 0081, include the Licking River, and areas along Tug Creek (northern planning area boundary), and Pond Creek (southern portion of the planning area). These floodways are defined as channels of a stream, plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood (100 year flood or base flood) can be carried without substantial increases in flood heights. There are other flood areas located in the planning boundary that are identified ("Zone X") as having a 0.2% annual chance of flood or 1% annual chance of flood with average depths of less than one (1) foot or with drainage areas less than one (1) square mile. These areas can be found along Tug Creek, Riffle Creek, Four Mile Creek, Fuller Creek, Willow Branch, Lick Branch, Brush Creek, and Twelve Mile Creek. In some locations along these creeks, no base flood elevations have been determined.

When revising the city's zoning ordinance and subdivision regulations these areas should be classified as non-development or conservation areas with additional setbacks or buffers required. It is recommended that the regulations of the Sanitation District No. 1 be consulted when revising these regulations. In addition, it is important to mention that no buildings or homes should be constructed within a 100-year floodplain or floodway. Doing so may not only cause property damage and bodily harm, but can increase flood heights or obstruct the flow of water thus aggravating flooding conditions in these areas.

ENDANGERED SPECIES

The primary concern for the impacts of development on plant and animal life are the effects on rare and endangered species. There are fourteen (14) animal species of potential concern in Campbell County according to the Kentucky Department of Fish & Wildlife Resources. A listing and a brief description of each species follows:

TABLE 4-3
SPECIES OF CONCERN

COMMON NAME	SPECIES	STATUS
Alabama Shad	*Alosa alabamae*	State endangered
Trout Perch	*Percopsis Omiscomaycus*	State special concern
Dark-eyed Junco	*Junco Hyemalis*	State special concern
Elktoe	*Alasmidonta Marginata*	State threatened
Fanshell	*Cyprogenia Stegaria*	Federal endangered State endangered
Forkshell	*Epioblasma Lewisii*	State extripated
Lake Sturgeon	*Acipenser Fulvescens*	State endangered
Pocketbook	*Lampsilis Ovata*	State endangered
Red-Breasted Nuthatch	*Sitta Canadensis*	State endangered
Ring Pink	*Obovaria Retusa*	Federal endangered State endangered
Rough Pigtoe	*Pleurobema Plenum*	Federal endangered State endangered
Salamander Mussel	*Simpsonaias Ambigua*	State threatened

Sharp Shinned Hawk	*Acciper Striatus*	State special concern
Sheepnose	*Plethobasus Cyphyus*	State special concern

SUMMARY

As the City of Alexandria continues to grow it can be expected that physcial changes to the environment will occur if the need for additional housing and commercial areas continue to increase and as the city annexes these area. As part of this process, areas that are categorized as scenic or environmentally sensitive in the comprehensive plan should be preserved and protected to the greatest extent possible so that the city can continue to develop without detriment to local natural resources and quality of life. More specific development standards should be created that outline procedures and methods necessary to protect the environment and mitigate potential environmental hazards. In addition, a review process that includes local environmental agencies should be created to ensure that environmental issues are resolved prior to the approval of new development.

CHAPTER SIX

Community facilities and services is a collective term used to describe a variety of essential activities that sustain and enhance the quality of life for residents within a community. The provision of utility services, public safety programs and facilities for public health, education and recreation are all issues that increasingly challenge local governments. Planning is essential to ensure that the provision of these services and facilities meet the future needs within the community.

Community facilities and services can also be used to guide future development within the community. One example of this might be the decision to extend water and sewer service to an area targeted for development. As an economic development tool, the adequacy of facilities and services is also an important consideration. Industrial prospects making a decision to locate in a specific community will examine the quality of resources and services in the community.

Planning for the future development of facilities and services must incorporate all of the aforementioned elements. Prioritizing community facilities and services can only be accomplished by careful analysis of the existing levels of provision and projecting future needs. The issues of who gets what, when and where are among the most critical issues facing service providers with limited revenue and increasing costs.

This chapter addresses the following community facilities and services within the Alexandria planning area: education (schools and libraries), recreation (parks, schools, and public buildings), public health and safety (fire, police, emergency management), and utilities (water, wastewater, storm water and solid waste management).

EDUCATION

The residents of unincorporated Campbell County, and cities of Alexandria, California, Cold Spring, Highland Heights, Melbourne, Wilder and Woodlawn are served by the Campbell County School District as shown in Figure 6-1. The Campbell County School District is the third largest in Northern Kentucky. There are six (6) elementary schools in the district: Alexandria, A.J. Jolly, Cline, Grant's Lick, Highland Heights, and Reiley. The Campbell County Middle School serves over 1,100

students in 6th to 8th grade and Campbell County High School serves over 1,400 students in grades 9th through 12th. Each school is managed by site based decision-making councils (SBDM). The school district employs over 700 people and has a working budget in excess of $22 million. Building renovations are completed on a continual basis. Table 6-1 provides an inventory of the existing public school facilities serving Campbell County and the City of Alexandria. Four (4) of the schools within the Campbell County School District are located within the City of Alexandria Planning Area; two (2) elementary schools, one (1) middle school and one (1) high school. In addition to the schools within the public school district, St. Mary's Elementary, Bishop Brossart High School and C.E. McCormick Area Technology Center are also located in the city. Figure 6-4 in the recreation section of this chapter shows the locations of these schools. It is important to note that A.J. Jolly and Alexandria Elementary Schools will be consolidated in August of 2005. Students from these schools will attend the Campbell County Elementary School to be built to the south of Grandview Drive adjacent to the "AA" Highway. This property has recently been annexed into the City of Alexandria.

Figure 6-2 details the enrollment rates for the Campbell County School district for the past five years (98-99, 99-00, 00-01, 01-02, 02-03). Typically this information is presented by showing enrollment rates and percentage of change by school. Overall, the school district has experienced a 2.08% decrease in enrollment over the past five (5) years. Cline Elementary School had the largest numeric increase (33 students) in enrollment, while the Campbell County Day Treatment Center had the largest percentage increase (91.67%).

The Campbell County High School dropout rate for the 2002-2003 school year was 1.6% which was lower than the state overall (2.6%) for this same period**.** Of the high school graduates of the 2002-2003 school year, 55% went to college, 0.9% went into the military, 21.4% went into the workforce, 10.6% students went to Vocational/Technical Training, and 6.5% into work and part time school. Only 5.6% of students graduating in 2002-2003 were considered to be "not successful". The school district average pupil/teacher ratio was 17 to 1. The State average for the same time period was slightly lower at 16 to 1.

In addition to those schools within the Campbell County School District there are fourteen (14) parochial or private schools within the community. Of these schools, two (2) are located within Alexandria City limits. St. Mary's Elementary School is located on Jefferson Street and Bishop Brossart High School is located on Grove and Jefferson Streets. Table 6-2 provides general information about these

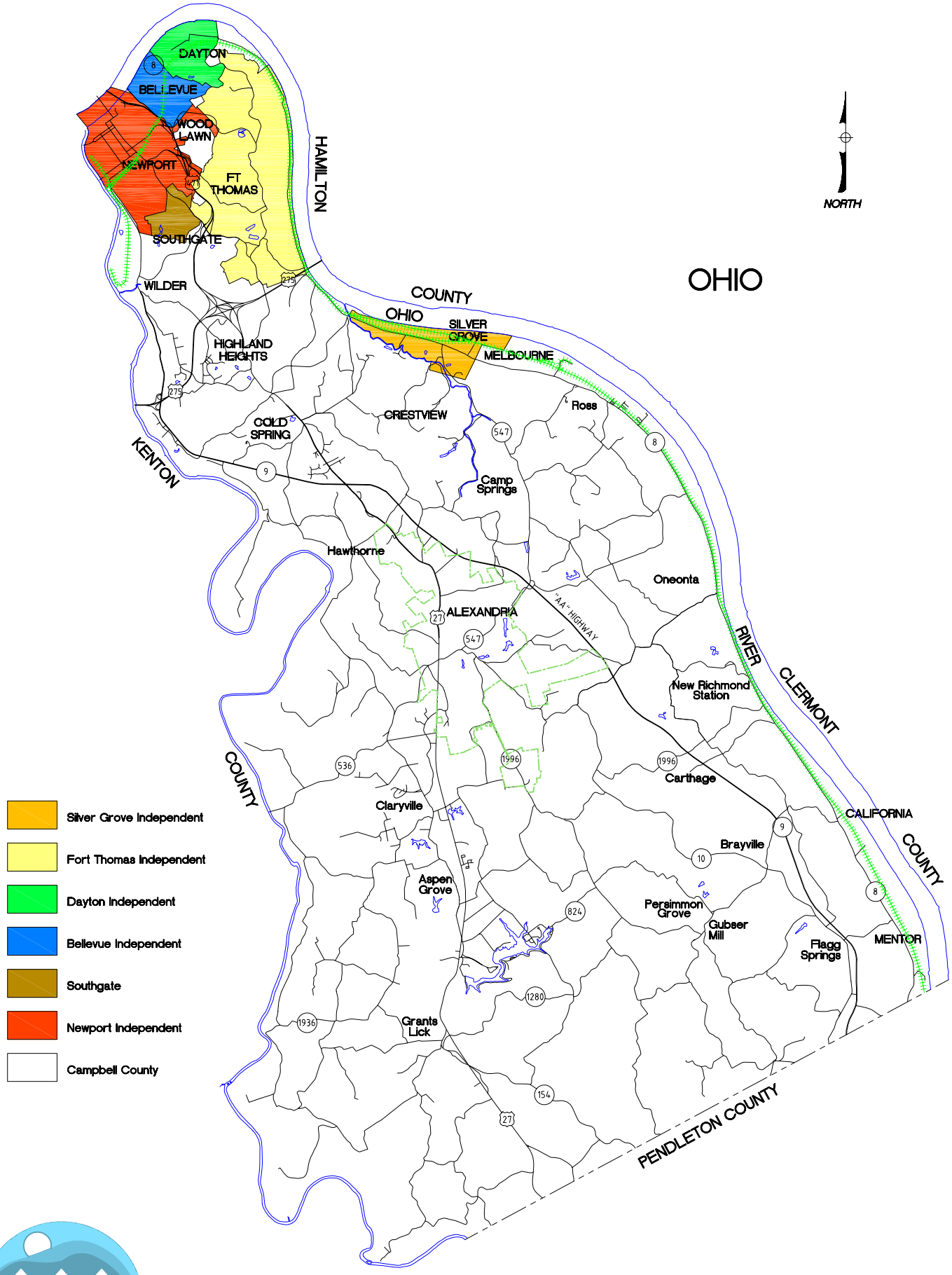


FIGURE 6-1
SCHOOL DISTRICTS
CAMPBELL COUNTY, KENTUCKY

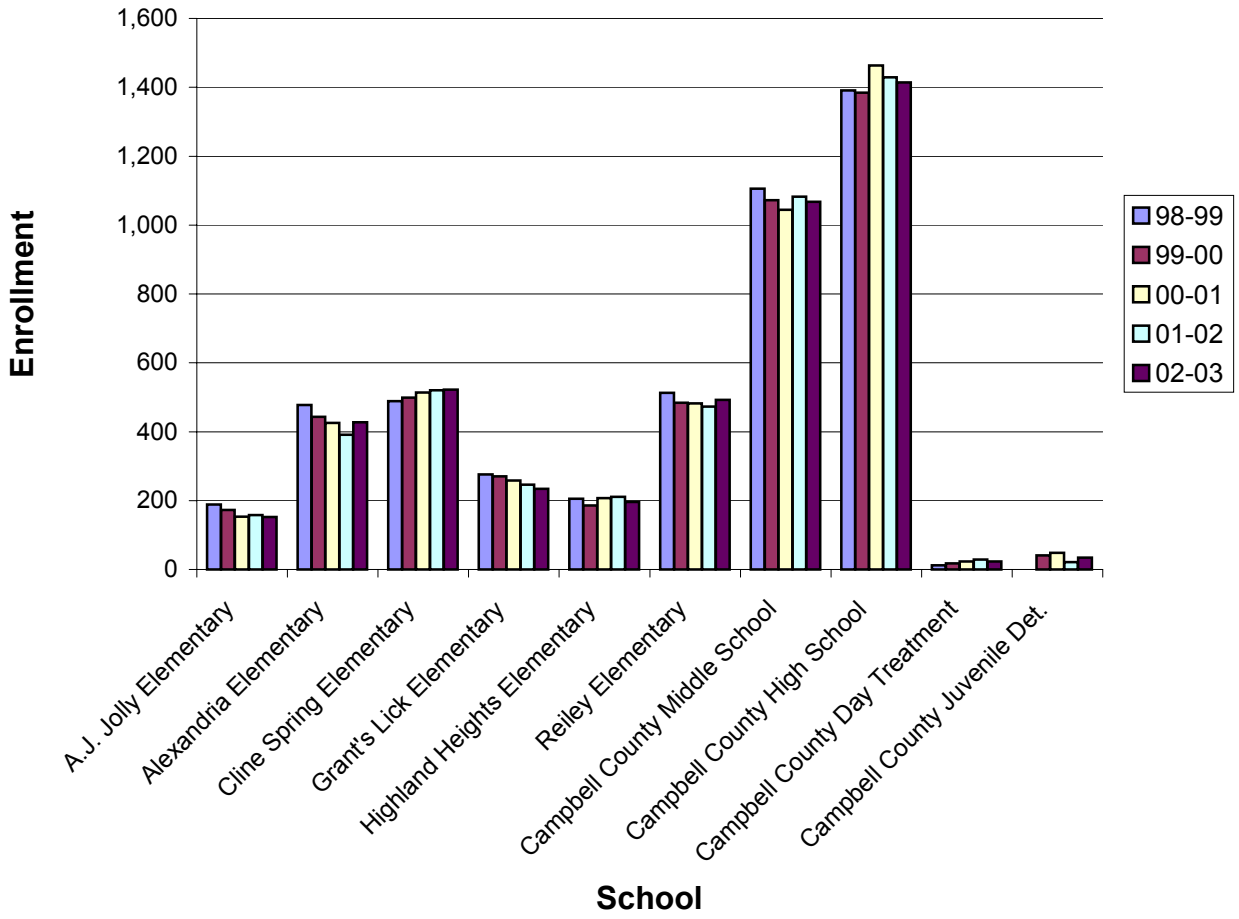
TABLE 6-1
INVENTORY OF EXISTING PUBLIC SCHOOL FACILITIES
SERVING CAMPBELL COUNTY

School Name and Address	Service area	Grades	Enrollment/ Capacity	Number of Classrooms General General	Purpose	Special	Approx. Site Acreage	Improvements/ Planned Expansions
Elementary Schools								
A.J. Jolly Elementary School 10517 Mary Engles Highway California, Kentucky 41007 (859) 635-5222 **Year Built: 1939, 49,62,69**	From Silver Grove city limits east along HWY 8 to the Pendleton County line.	K-5	120/350	14	2	5 **Square footage of building:** 28,111 sq.ft. (includes addition of 2,000 sq.ft. ub 1984)	6	Will close at the end of the 2004-2005 school year. Consolidated into new Campbell County Elementary in Alexandria.
Alexandria Elementary School 51 Orchard Lane Alexandria, Kentucky 41001 (859) 635-9113 Year Built: 1960	Alexandria Area	PS-5	427/706	32	3	2 **Square footage of building:** 47,417 sq.ft.(includes addition of 3,235 sq.ft. in 1989)	8	Will close at the end of the 2004-2005 school year. Consolidated into new Campbell County Elementary in Alexandria.
Cline Elementary School 20 East Alexandria Pike Cold Spring, Kentucky 41076 (859) 441-0668 Year Built: 1922	Cold Spring Area	K-5	500/450	24	0	2 **Square footage of building:** 28,400sq.ft.(includes addition of 2,900 sq.ft. in 1989)	5	As of 1997-1998 moved into building that was Cline Middle School
Grant's Lick Elementary School 170 West Clay Ridge Road Alexandria, Kentucky 41001 (859) 635-2125 Year Built: 1935,51,61,	Southwestern Campbell Co.	K-5	200/340	18	4	0 **Square footage of building:** 28,700sq.ft. (includes addition of 7,332 sq.ft. in 1989)	7	In 1990, the school added a kitchen, cafeteria, 4 class-rooms and office space

TABLE 6-1 (Continued)
INVENTORY OF EXISTING PUBLIC SCHOOL FACILITIES
SERVING CAMPBELL COUNTY

School Name and Address	Service area	Grades	Enrollment/ Capacity	Number of Classrooms General			Approx. Site Acreage	Improvements/ Planned Expansions
				General	Purpose	Special		
Elementary Schools								
Highland Heights Elementary 515 Main and Renshaw Highland Heights, KY 41076 (859) 441-9174 Year Built: 1930, 38,49,59	Highland Heights Area	PS-5	196/350	**Square footage of building:** 21,944sq.ft. (includes addition of 1,740 sq.ft. in 1989)				Constructed an additional 1,740 sq.ft. in 1989.
Reiley Elementary School 4930 South U.S. 127 Alexandria, KY 41001 (859) 635-2118 Year Built: 1979	South Alexandria to Grant's Lick	K-5	492/700	21	2	6	18	Reiley Elementary was established in the former Reiley Middle School Facility in 1997.
				Square footage of building: 45,306 sq.ft.				
Middle School								
Campbell Co. Middle School 8000 Alexandria Pike Alexandria, KY 41001 (859) 635-6077 Year Built: 139,49,62,69	Cold Spring & N. Campbell County Area of Highland Heights and Alexandria	6th-8th Grades	1068/925	37	8	26	31	Cline Middle School and Reiley Middle School merged to form Campbell County Middle School (CCMS) Opened:1997-1998
				Square footage of building: 165,460 sq.ft.				
High School								
Campbell Co. High School 909 Camel Crossing Alexandria, KY 41001 Year Built: 1995	Campbell County	9th-12th Grades	1414/1500	85	2	16		$3.1 million approved in 1998. this will increase the number of classrooms by 18 (an addition of appox. 25,122 sq.ft., plus 2 bathrooms)
				Square footage of building: 183,064 (includes addition of 25,122 sq.ft. in 1998)				

Figure 6-2
CAMPBELL COUNTY SCHOOL DISTRICT ENROLLMENT RATES



SCHOOL	98-99	99-00	00-01	01-02	02-03	% CHG
A.J. Jolly Elementary	189	173	153	158	152	-19.58%
Alexandria Elementary	478	443	426	391	427	-10.67%
Cline Spring Elementary	489	499	514	520	522	6.75%
Grant's Lick Elementary	276	270	258	246	234	-15.22%
Highland Heights Elementary	205	186	207	211	196	-4.39%
Reiley Elementary	513	484	482	473	492	-4.09%
Campbell County Middle School	1,106	1,072	1,044	1,082	1,068	-3.44%
Campbell County High School	1,391	1,384	1,463	1,429	1,414	1.65%
Campbell County Day Treatment	12	18	23	29	23	91.67%
Campbell County Juvenile Det.	0	41	48	21	34	-17.07%
Total Enrollment	**4,659**	**4,570**	**4,618**	**4,560**	**4,562**	**-2.08%**

Source: Division of Data Policy Management and Research, 5/14/04

TABLE 6-2
INVENTORY OF PAROCHIAL SCHOOL FACILITIES
SERVING ALEXANDRIA

School Name and Address	Service area	Grades	Enrollment/ Capacity	Number of Classrooms General	General Purpose	Special	Approx. Site Acreage	Improvements/ Planned Expansions
Elementary Schools								
St. Mary Elementary School 9 South Jefferson Alexandria, KY 41001 (859) 635-4188	Alexandria, California, Camp Springs, & Melbourne Areas	K-8	539/700	25	5		3	Construction of an outdoor sports complex and air conditioning are current improvements with no planned school expansions.
High School								
Bishop Brossart High School Jefferson & Grove Alexandria, KY 41001 (859) 635-2108	Alexandria, California, Camp Springs, Highland Heights, Melbourne, and Wilder	9-12	410/450	19	4	6	5.5	Bishop Brossart is currently in Phase IV of its removation plans which include the addition of 3 classrooms, fine arts center, gym, library, chapel, media center and auditorium.

Source: St. Mary's Elementary and Bishop Brossart High School, May 2004.

schools. It is important to note that the two (2) schools are currently in the process of making improvements or planned expansions. Bishop Brossart is currently in the process of obtaining permits to begin construction of Phase IV of their improvement plan which includes construction of a gym, three (3) additional classrooms, fine arts center, library, chapel, media center and auditorium. In conjunction with Bishop Brossart, St. Mary's is also in the process developing an outdoor sports complex which will add two (2) soccer fields, a track, and grand stand area.

AREA COLLEGES AND UNIVERSITIES

Although there are not any colleges or universities in the City of Alexandria, there are twenty-six (26) places of higher education within sixty (60) miles. In addition, Vocational-Technical Training is available at seven (7) locations convenient to residents of the city and county. These Kentucky Tech secondary schools (Sec), called Area Technology Centers (ATC), are operated by the Cabinet for Workforce Development. Other secondary schools are operated by public school districts. The post-secondary (P/S) schools, called technical colleges, are governed by the Kentucky Community and Technical College System (KCTCS). Tables 6-3 and 6-4 list the area colleges, universities and Kentucky Tech Schools.

PUBLIC LIBRARY SERVICE IN CAMPBELL COUNTY

Campbell County and the City of Alexandria are served by three (3) branches of the Campbell County Public Library System. The libraries are located in Cold Spring, Ft. Thomas and Newport. An updated inventory of these facilities is presented in Table 6-5. Several changes have occurred in the Campbell County Library System since the 1999 update of the Comprehensive Plan. The most notable of these changes was the relocation of the Newport Branch of the library from 4th Street to 901 East 6th Street in May 2004.

All branches of the library observe the following hours:

Monday-Thursday	9am-9pm
Friday	9am-6pm
Saturday	9am-5pm
Sunday	Closed

Book drops are located at all branches and are open twenty-four (24) hours per day. Any materials borrowed at one branch may be returned at any other branch of the Campbell County Public Library. However, all materials borrowed from the Campbell County Public Library are subject to daily fines as follows:

Adult books, Audiobooks, Music CDs	$ .10 per day
Children's Books	$ .05 per day
Software and Videos	$ 1.00 per day

It is important to note that Campbell County Library patrons have access to 1,400 libraries participating in the Southeast Library Network through the Interlibrary Loan Department. Free internet service is also available at all branches with basic technology classes also being offered. In addition, each branch of the Campbell County Public Library has a Kentucky section of books, the majority of which focus upon local history. In addition, each branch of the library collects materials specific to the communities it serves. For example, the Newport Branch houses a collection of Newport City Directories dating from 1845 to the present.

The Campbell County Public Library Outreach Department offers a variety of services to enable Campbell County residents access to the library's resources. The library operates a Home Delivery Service where books are delivered to residents who are unable to visit the library due to permanent or temporary illness and/or disability. Deposit collections are delivered on a rotating schedule to nursing home and adult day care facilities in the county. In addition, a large variety of Bifolkal kits are available through the Kentucky Department of Libraries and Archives for nursing homes and retirement groups for programming with older adults. Eligible patrons of the Campbell County Public Library are also registered for the Talking Books Program through the Northern Kentucky Talking Book Library. The library outreach department also coordinates the Book Buddy Program which provides volunteer opportunities for those willing to give four (4) hours per month helping others gain access to library materials.

As detailed in the 1999 Comprehensive Plan, the Campbell County Library has been successful in improving facilities and services. However, based upon the projected population growth and potential future residential development, it may be necessary for the library system to consider the reestablishment of a branch library within the Alexandria planning area to better serve residents in the city and southern portion of Campbell County. The five (5) year plan for the Campbell County Li-

Table 6-3
AREA COLLEGES AND UNIVERSITIES

Name	Location	Enrollment (Fall 2002)
Gateway Community and Technical College, Main Campus	Covington, KY	1,452
AEC Southern Ohio College, Ft. Mitchell Campus	Fort Mitchell,KY	238
Thomas More College	Crestview Hills, KY	1,397
Southwestern College of Business, Northern Kentucky Campus	Crestview Hills, KY	53
Northern Kentucky University	Highland Heights, KY	13,743
Gateway Community and Technical College, Highland Heights Campus	Highland Heights, KY	679
Gateway Community and Technical College, Edgewood Campus	Edgewood, KY	401
Hebrew Union College Cincinnati Campus	Cincinnati, OH	N/A
AEC Southern Ohio College, Cincinnati Campus	Cincinnati, OH	N/A
University of Cincinnati	Cincinnati, OH	N/A
Xavier University	Cincinnati, OH	N/A
Athenaeum of Ohio	Cincinnati, OH	N/A
College of Mt. St. Joseph	Cincinnati, OH	N/A
Interactive College of Technology, Florence Campus	Florence, KY	111
Beckfield College	Florence, KY	302
Miami University	Oxford, OH	N/A
Jefferson Community College, Carrollton Campus	Carrollton, KY	284
Maysville Community College. Licking Valley Campus	Cynthiana, KY	385
Wilmington College	Wilmington, OH	N/A
Maysville Community College, Main Campus	Maysville, KY	1,265
University of Dayton	Dayton, OH	N/A
Wright State University	Dayton, OH	N/A
Hanover College	Hanover, IN	N/A
Georgetown College	Georgetown, KY	1,680
Central State University	Wilberforce, OH	N/A
Wilberforce University	Wilberforce, OH	N/A
	TOTAL	**21,990**

Source: KY Cabinet for Economic Development

Table 6-4
KENTUCKY TECHNICAL SCHOOLS

Name	Location	Enrollment 2002-2003		
		Sec.	P/S	Total
Chapman Career and Technical Education Center	Covington	402	N/A	402
Boone County Area Technology Center (ATC)	Hebron	233	N/A	233
J.D. Patton Area Technology Center (ATC)	Ft. Mitchell	240	N/A	240
Carroll County Area Technology Center (ATC)	Carrollton	402	14	416
Harrison County Area Technology Center (ATC)	Cynthiana	555	N/A	555
Mason County Area Technology Center (ATC)	Maysville	231	N/A	231
C.E. McCormick Area Technology Center (ATC)	Alexandria	286	N/A	286
		TOTAL ENROLLMENTS		**2,363**

Source: KY Cabinet for Workforce Development; KY Community and Technical College System, KY Dept. of Education

Table 6-5
INVENTORY OF CAMPBELL COUNTY PUBLIC LIBRARY FACILITIES
CAMPBELL COUNTY, KENTUCKY
2003-2004

Library Name And Address	Service Area	Site Size	Floor Area	Number of Items	Annual Circulation	Staff	Comments
Cold Spring Branch 3920 Alexandria Pike Cold Spring, Kentucky 41076 (859) 781-6166	Campbell County	2 acres	14,600 Sq.Ft.	64,254	379,436	6 Full time 5.5 Librarians 6 Clerical	Opened in 1984. Library owns the building.
Phillip N. Carrico Branch 1000 Highland Avenue Fort Thomas, Kentucky 41075 (859) 572-5033	Campbell County	5 acres	15,000 Sq.Ft.	56,818	331,848	6 Full time 4 Librarians 6.5 Clerical	Opened in 1995. Library owns the building. Expanded in 1999.
Newport Branch 901 East 6th Street Newport, Kentucky 41071 (859) 572-5035	Campbell County	2.75 acres	27,000 Sq.Ft.	45,635	90,623	16 Full time 6 Librarians 10 Clerical	This facility was moved to the 6th Street location in May 2004.

** NOTE: The five (5) year plan for the Campbell County Library includes the construction of a new facility in the Alexandria area to serve the southern end of the county with plans to begin construction in Spring of 2009. In the short term, the library has plans to renovate the Cold Spring Facility beginning January 2005.

Table 6-6
Public Library Service in Campbell County
Fiscal Year 2002-2003

Total Population	88,604
Total Number of Employees	57
Total Book Collection	157,331
Book Stock Per Capita	1.78
Total Registered Borrowers	60,411
Total Circulation	768,241
Circulation Per Capita	4.16
Interlibrary Loans	
Loaned	1,415
Borrowed	2,932
Total Audio/Visual Collection	21,687
Per capita	0.24

Source: Statistical Report of Kentucky Public Libraries Fiscal Year 2002-2003

brary currently includes the construction of a new facility in Alexandria in order to serve southern Campbell County in the Spring of 2009. In the short term, the library has plans to renovate the Cold Spring Facility beginning January 2005.

In addition to the library facilities available to residents from the previously described sources, the W. Frank Steeley Library at Northern Kentucky University is also open to the public. The original building, completed in 1975 and renovated in 1995, was named for the first President of Northern Kentucky University. The library, located in the center of the campus, permits the use of its facilities by the general public with a Campbell County Library card. The library houses general reference, media, periodicals, and microform collections, Special Collections & Archives, and the Learning Resource Collection which contains materials in support of the teacher education program. It is also a large government depository for many federal and Kentucky state documents. Departments include Research and Instructional Services, Interlibrary Loan and Document Delivery, Systems, and Technical Services. Staff for the NKU facility includes 16 librarians, 21 support staff and 50 student employees. Collection information for the 2002-2003 year is as follows:

Volumes	285,029
Bound Periodicals	18,797
Current Periodicals	1,488
Computer Files	744
Microforms	1,482,984
Scores	8,430
Sound Recordings	1,321
Videos	902
Visual Materials	4,512
Total Circulation	**101,746**

It is important to note that the library's databases are automated, which enables cataloging and searching for data by computer.

RECREATION

Leisure and recreation are increasingly important elements contributing to the overall quality of life in a community. Unlike other community facilities discussed in this chapter, the provision of recreational facilities and programs is not always viewed as essential. Therefore, securing public funds can often be difficult. However, planning for parks, recreation and open space is important for the following reasons:

1. It encourages multi-modal activities through the development of low impact, non-consumptive use transportation patterns (i.e. walking, bicycling).

2. Open/Green spaces enhance the aesthetic appearance and value of a community.

3. Encourages wellness activities and provides a means for these activities.

4. To provide uninterrupted and safe pedestrian movement between parks, neighborhoods, schools, etc.

5. Protection of the integrity and quality of disappearing resources (significant open spaces, natural habitats, natural drainage, views and vistas).

6. To link recreational components together (through greenways and multi-modal transportation systems) to form a cohesive park, recreation and open space system.

7. Improves the quality of development by emphasizing harmony with the natural environment.

8. Increases the city's appeal as a tourist destination.

9. Encourages greater community involvement and other forms of volunteering.

10. Enhancement of a community's quality of life (and property values).

In February 2002, Brandstetter Carroll Inc. completed the *Campbell County Parks and Recreation Master Plan*. The purpose of the plan is to provide direction to the Fiscal Court, County Administration and staff, Planning Commission ,

FIGURE 6-3

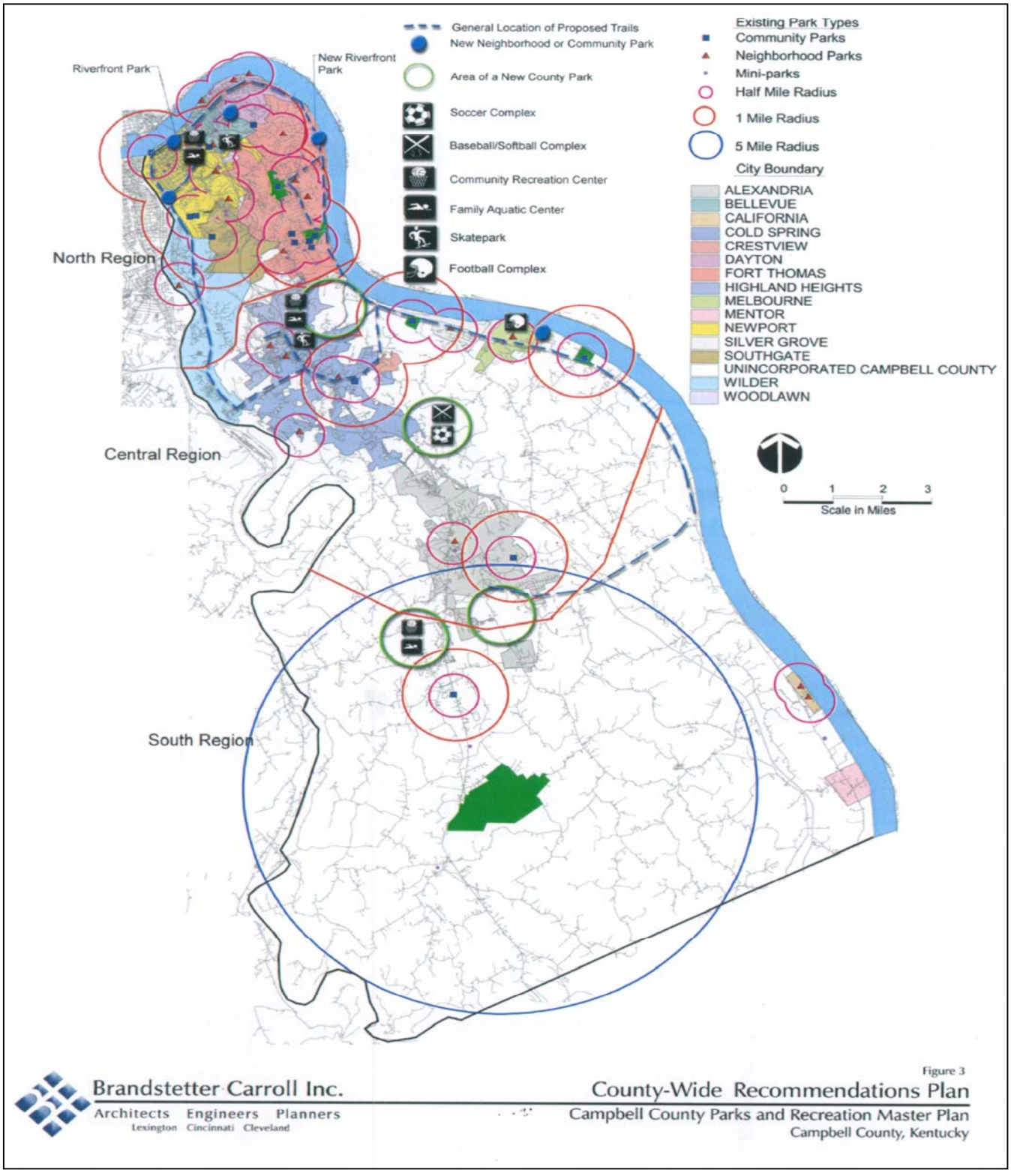

General Location of Proposed Trails
New Neighborhood or Community Park
Area of a New County Park
Soccer Complex
Baseball/Softball Complex
Community Recreation Center
Family Aquatic Center
Skatepark
Football Complex
Existing Park Types
Community Parks
Neighborhood Parks
Mini-parks
Half Mile Radius
1 Mile Radius
5 Mile Radius
City Boundary
ALEXANDRIA
BELLEVUE
CALIFORNIA
COLD SPRING
CRESTVIEW
DAYTON
FORT THOMAS
HIGHLAND HEIGHTS
MELBOURNE
MENTOR
NEWPORT
SILVER GROVE
SOUTHGATE
UNINCORPORATED CAMPBELL COUNTY
WILDER
WOODLAWN
Riverfront Park
New Riverfront Park
North Region
Central Region
South Region
0 1 2 3
Scale in Miles
Figure 3
County-Wide Recommendations Plan
Campbell County Parks and Recreation Master Plan
Campbell County, Kentucky
Brandstetter Carroll Inc.
Architects Engineers Planners
Lexington Cincinnati Cleveland

Table 6-8
Inventory of Existing Park and Recreation Facilities
Alexandria, Kentucky

Map Number	Facility	Address/Location	Ownership	Acres	Comments
1	Alexandria Fairgrounds	Alexandria-Four Mile Road, Alexandria	Private	22	Horse and cattle barns, grandstand, floral hall, one (1) ballfield
2	Alexandria Community Park	Alexandria Drive, Alexandria	Public	75	Fishing lake, walking trail, soccer fields, and two (2) baseball fields
3	V.F.W. Ballfield	Between U.S. 27 and Spillman Road, Alexandria	Private	4	One (1) baseball field, benches, horseshoe court

PROPOSED SOCCER COMPLEX BASEBALL SOFTBALL COMPLEX

ALEXANDRIA POST OFFICE

CAMPBELL COUNTY MIDDLE SCHOOL

ALEXANDRIA FIRE DEPARTMENT

McCORMICK VOCATIONAL SCHOOL

COURT HOUSE

ALEXANDRIA COMMUNITY PARK

CAMPBELL COUNTY ELEMENTARY SCHOOL

BISHOP BROSSART HIGH SCHOOL

ALEXANDRIA CITY HALL

ALEXANDRIA FAIRGROUNDS

ALEXANDRIA CEMETERY

ST. MARY ELEMENTARY SCHOOL

RIVER PATH CONNECTION

CAMPBELL CO. POLICE

NOTE:
PEDESTRIAN BIKEWAY ROUTE ALONG KY 536 EXTENTION

PROPOSED PARK

PROPOSED FAMILY AQUATIC CENTER AND COMMUNITY RECREATION CENTER

CAMPBELL COUNTY HIGH SCHOOL

CAMPBELL COUNTY ENVIRONMENTAL EDUCATION CENTER

LEGEND

- CORE DOWNTOWN AREA
- POTENTIAL GATEWAY TO ALEXANDRIA
- P — POTENTIAL PARK DEVELOPMENT
- (P) — CAMPBELL CO. PARKS AND RECREATION MASTER PLAN PROPOSED PARKS
- VIEWS/VISTAS
- PARKS/RECREATIONAL AREAS
- PUBLIC/INSTITUTIONAL BUILDINGS
- EXISTING SIDEWALK SYSTEM
- AREAS OF EXTENSION FOR EXISTING SIDEWALKS OR ALTERNATIVE PEDESTRIAN SYSTEM

1500 750 0 1500
GRAPHIC SCALE IN FEET

LEGEND
- CITY LIMITS
- PLANNING AREA BOUNDARY

FIGURE 6-4
ALEXANDRIA PLANNING AREA
PARKS, RECREATION AND PUBLIC FACILITY MAP
CAMPBELL COUNTY, KENTUCKY

KL&A

Park and Recreation Department and others in managing the improvement and growth of parks, recreation, open space, and leisure opportunities for all Campbell County Residents. The plan states that Campbell County currently has 999 acres of park land that is developed for park use at five (5) parks. In addition, twelve (12) school sites and forty-seven (47) city parks also provide recreational opportunities. These facilities are shown on Figure 6-3 which depicts existing and proposed parks for the county and also listed in Table 6-7. This table provides an inventory of all public and private recreational facilities including those located at county schools.

As can be seen by reviewing Table 6-7 and Figure 6-3, the residents of the City of Alexandria have three (3) major recreational facilities available to them within city limits in addition to those that the school district provides and the Calvin Perry Family Life Center. The Alexandria Community Park located on Alexandria Drive is the only public park in city limits. It is owned by the City of Alexandria and is currently the focus of improvement efforts by the Alexandria Park Committee who are currently implementing their five (5) year improvement plan. The two (2) other recreational areas in the city are the Alexandria Fairgrounds and the VFW Ballfield. Both are privately owned. The Alexandria Fairgrounds, located on Alexandria-Four Mile Road, is the site of the Alexandria Fair and Horse Show. The fair and horse show has been an annual event in the city for 142 years. The official birthday of the fair is June 7, 1856. This date also corresponds with the day that the Agricultural Society organized itself into a corporation. Finally, the third recreational facility located within the city is the VFW Ballfield which is located between U.S. 27 and Spillman Road.

Other recreational facilities identified in the planning area are the Bob White Club located in the county on Licking Pike, Knights of Columbus, Campbell County Game and Fish, and Tri-City Sportsman Club. The Bob White Club is a privately owned facility that encompasses approximately 94 acres. Activities available are archery, camping, fishing, swimming and trap shooting. It is also important to note that the Campbell County Extension District entered into a lease agreement with the Campbell County Fiscal Court for use of approximately fifty (50) acres of A.J. Jolly Park property for the study of air, soil, water, wildlife, forestry, and agriculture. This area, known as the Campbell County Environmental Education Center, is operated by the Campbell County Extension Service and administered through the University

of Kentucky for scheduling and conducting environmental educations programs for youth and adults in order to further environmental literacy in:
-the inter-relationship between natural and social systems
-the unity of human kind with nature
-technology and the making of choices
-developmental learning throughout the human lifecycle.

The Campbell County Environmental Education Center is open Monday through Friday from the beginning of October to April (7:00 am to 3:30 pm Monday through Friday) and Monday through Sunday from the beginning of May to end of September (7:00 pm to dusk).

As part of the development of the county's recreational plan, a comparison of park needs was conducted and a comparison made between cities. The comparison indicated that Newport, Bellevue, Highland Heights, and the unincorporated areas have the largest deficit in park space. The cities of Ft. Thomas, Cold Spring, and Alexandria are the best served communities. However, the plan estimates that an additional 70.2 acres of park land will be needed by the City of Alexandria in the year 2020. Identified gaps in the park system were in the area between Cold Spring and Alexandria, Highland Heights, the northern area of Wilder, and all of the unincorporated area of the Campbell County. There were three (3) areas adjacent to the City of Alexandria planning area where the plan recommends the construction of three (3) new county parks as shown on Figure 6-3. The first area is located between Cold Spring and Alexandria. Based upon the needs analysis conducted as part of the planning process, it was recommended by the *Campbell County Parks and Recreation Master Plan* that this park contain Soccer and Baseball/Softball Complexes. In addition, two (2) areas south of city limits were identified by future county parks. It is recommended by the county's plan that a Community Recreation Center and Family Aquatic Center be developed to attract residents from Alexandria as well as the expected growth areas of the county located to the southwest of the city. The plan also recommends that bike paths be developed from U.S. 27 from the Cold Spring and Alexandria area to Route 8 and the proposed River Path and suggests that the route of the proposed sewage line along Twelve Mile Road be investigated as an option for the route of the bike path.

In addition, the plan recommends that Neighborhood and Community Parks are developed as new subdivisions are planned in the city. Recommended locations that should be targeted are northeast and southwest of Alexandria.

As part of the comprehensive planning process completed in 1999, the planning commission held several parks and recreation workshops where existing and future recreational facilities and open spaces were identified. These areas were then connected to other public facilities via sidewalks or other pedestrian/bikeway systems. Figure 6-3 shows the location of all existing and proposed recreational facilities and public buildings, as well as the proposed locations of county parks and bikeways identified during the *Campbell County Parks and Recreation Master Plan.*

Future recreational facilities within the City of Alexandria include the development of Tribute Park. The city has initiated the development of this park in order to honor men and women who have served in the armed forces, as firefighters, police officers, paramedics, and EMTs. Tribute Park will be located U.S. Highway 27 and KY 10 on property donated by the UHL&P/Cinergy. The park, located on a asymmetrically shaped piece of property, has a fountain and is surrounded by a marble pentagon. Commemorative bricks will pave the walkway around the fountain and marble benches.

ALEXANDRIA PARK COMMITTEE

The current Alexandria Park Committee was formed on February 19, 1998 in order to plan for and implement improvements to the Alexandria Community Park located on Alexandria Drive. The committee has eight (8) members who meet on the first Wednesday of each month at the city park or shelter. The implementation of the park committee's latest five (5) year plan began in fiscal year 2002 and includes a variety of projects to enhance Alexandria Park

PUBLIC PROTECTION

LAW ENFORCEMENT

Police protection is provided by fifteen (15) law enforcement agencies within Campbell County. Twelve (12) of these agencies are city or county police departments with two (2) being state agencies and one (1) belonging to Northern Kentucky University. Table 6-9 provides a listing of these agencies and details the number of personnel and equipment available to each. Of the fifteen (15) agencies, there are three (3) primary agencies that provide police protection for the City of Alexandria planning area: the City of Alexandria Police Department, Campbell County Police and Kentucky State Police. The City of Alexandria Police Department and the Campbell County Police Stations are located within the planning area. The Kentucky State Police also serving this area is based in Dry Ridge, Kentucky.

Of the twelve (12) local agencies providing police protection, there are a total of 178 full-time sworn officers, 10 part-time sworn officers, 18 dispatch personnel, and 30 clerical personnel. The total number and type of law enforcement vehicles available to the local agencies are: 117 marked cruisers, 39 unmarked cruisers, 6 all-terrain vehicles and 10 "other" police vehicles. In addition to numerous vehicles, these agencies also have communications equipment. The following communications equipment is currently being used by the local agencies: 118 mobile UHF or VHF radios, 148 portable UHF or VHF radios, and 48 cellular phones . A breakdown of this equipment is also provided on the previous pages in Table 6-9.

Based on generally accepted standards, 1.5 to 2.0 police officers are recommended for every 1,000 persons in the population. According to the 1995 Municipal Book, the nationwide average of police department personnel for municipalities is 2.59 employees per 1,000 population. This includes both uniformed and civilian employees. Larger urban areas tend to have more employees per capita. Smaller, more rural or suburban areas tend to have somewhat fewer police department employees per capita.

Campbell County currently has a total of 178 full-time sworn officers and 10 part-time sworn officers (counted as 5 full-time officers). Based on the 2000 population of 88,616 there are approximately 2.06 officers per 1,000 of the population. This ratio is well within the recommended standards. As the population con-

Table 6-9
Inventory of Campbell County Law Enforcement Agencies

Law Enforcement Agency	Address	Personnel				Law Enforcement Vehicle and Communications Equipment
		Full-time Sworn	Part-time Sworn	Dispatch Personnel	Clerical Personnel	
Campbell County Police Department	8744 Constable Drive Alexandria, KY 41001	28	0	9	1	22 Marked Cruisers 6 Unmarked Cruisers 2 All-Terrain Cruiser 31 Mobile UHF or VHF Radios 36 Portable UHF or VHF Radios 11 Cellular Phones 2 UHF or VHF Base Radios
Campbell County Sheriff's Department	330 York Street Newport, KY 41071	9	7	0	19	6 Marked Cruisers 8 Unmarked Cruisers 2 All-Terrain Cruisers 11 Mobile UHF or VHF Radios 9 Portable UHF or VHF Radios 9 Cellular Phones 1 UHFor VHF Base Radio
Alexandria Police Department	8330 West Main Street Alexandria, KY 41001	12	0	0	2	10 Marked Cruisers 2 Unmarked Cruisers 1 Mobile Command Vehicle 1 K-9 Officer & Vehicle 12 Mobile UHF or VHF Radios 13 Portable UHF or VHF Radios 4 Cellular Phones 11 Mobile Public Address Sys.
Bellevue Police Department	616 Poplar Street Bellevue, KY 41073	10	0	0	1	9 Marked Cruisers 1 Unmarked Cruiser 10 Mobile UHF or VHF Radios 12 Portable UHF or VHF Radios 1 Cellular Phone 1 UHF or VHF Base Radios

Law Enforcement Agency	Address	Personnel				Law Enforcement Vehicle and Communications Equipment
		Full-time Sworn	Part-time Sworn	Dispatch Personnel	Clerical Personnel	
Cold Spring Police Department	5694 E. Alexandria Pike Cold Spring, KY 41076	9	0	0	1	7 Marked Cruisers 1 Unmarked Cruiser 1 All Terrain Cruiser 8 Mobile UHF or VHF Radios 10 Portable UHF or VHF Radios 1 UHF or VHF Base Radio 9 Mobile Public Address Sys.
Dayton Police Department	514 Sixth Street Dayton, KY 41074	10	1	0	1	10 Marked Cruisers 2 Unmarked Cruisers 1 K-9 Officer & Vehicle 11 Mobile UHF or VHF Radios 12 Portable UHF or VHF Radios 1 UHF or VHF Base Radio 2 bicycles
Fort Thomas Police Department	130 N. Ft. Thomas Ave. Ft. Thomas, KY 41075	22	0	0	1	6 Marked Cruisers 4 Unmarked Cruisers 8 Mobile UHF or VHF Radios 22 Portable UHF or VHF Radios 1 UHF or VHF Base Radio 2 bicycles
Highland Heights Police Department	175 Johns Hill Road Highland Heights, KY 41076	10	0	0	1	8 Marked Cruisers 2 Unmarked Cruisers 10 Mobile UHFor VHF Radios 10 Portable UHF or VHF Radios 1 UHF or VHF Base Radio
Newport Police Department	998 Monmouth Street Newport, KY 41071	54	0	9	4	24 Marked Cruisers 12 Unmarked Cruisers 10 "Other" Police Vehicles 1 Mobile UHFor VHF Radios 55 Portable UHF or VHF Radios 13 Cellular Phone 2 UHF or VHF Base Radios

Law Enforcement Agency	Address	Personnel				Law Enforcement Vehicle and Communications Equipment
		Full-time Sworn	Part-time Sworn	Dispatch Personnel	Clerical Personnel	
Silver Grove Police Department	308 Oak Street Silver Grove, KY 41085	1	0	0	0	2 Marked Cruisers 2 Mobile UHF or VHF Radio 2 Portable UHF or VHF Radio 1 Cellular Phone
Southgate Police Department	301 West Walnut Southgate, KY 41071	7	0	0	0	6 Marked Cruisers 6 Mobile UHF or VHF Radios 7 Portable UHF or VHF Radios 1 Cellular Phone
Wilder Police Department	400 Licking Pike Wilder, KY 41071	8	2	0	0	8 Marked Cruisers 1 Unmarked Cruiser 1 All-Terrain Cruiser 8 Mobile UHF or VHF Radios 10 Portable UHF or VHF Radios 8 Cellular Phones

Other Law Enforcement Agencies:
Kentucky State Police
Northern Kentucky University Public Safety Department
Kentucky National Guard

Source: Campbell County Emergency Operations Plan, compiled 7/1/03

tinues to increase, the number of officers available to the county should be monitored and supplemented where possible.

The City of Alexandria currently has twelve (12) uniformed officers. Based on a 2000 population of 8,286 there are approximately 1.48 officers per 1,000 in the population. This ratio is slightly lower than the recommended standards and national averages. As growth continues, the number of officers should be increased to correspond to the population trends within the city.

As shown in Table 6-9, the City of Alexandria has ten (10) marked cruisers, two (2) unmarked cruisers, one (1) mobile command vehicle, one (1) K-9 officer and vehicle, twelve (12) mobile radios, thirteen (13) portable radios and four (4) cellular phones. In addition, all cruisers have computer systems. Seven (7) of the twelve (12) officers are members of the Special Weapons And Tactic (SWAT) team which was formed in 1998. In addition, two (2) officers are trained hostage negotiators. Each member of this team must train a minimum of ten (10) hours per month. Since formed, the SWAT team has been called upon for four (4) to five (5) major investigations with the police department typically averaging 7,500 calls per year. It is important to note that the Alexandria Police Department received full accreditation status from the Kentucky Association of Chief's of Police in 2002. Accreditation reflects that the police department has met or exceeded professional accepted practices in law enforcement.

As a community service the Alexandria Police Department implements the "Vacation Home Watch" and the "Neighborhood Watch" programs. The "Vacation Home Watch" program is available for residents who go out of town and would like additional patrolling of their home and neighborhood. To participate in this program, the vacationing residents notify the police department that they will be out of town. Once every shift, a police officer drives by the home and checks the doors and windows. Upon the resident's return, a report of patrolling times and findings is available for their review. The Alexandria Police Department also assists neighborhoods to establish and implement the "Neighborhood Watch" Program as requested. In addition, the police department has a School Resource Officer. The School Resource Officer Program is a joint cooperative effort between the Campbell County Board of Education and the City of Alexandria and is implemented to enhance security and minimize day-to-day incidents at the Campbell County Middle School and assists with Alexandria Elementary School as well.

Beginning with the 2002-2003 school year, the Alexandria Police Department also teaches the "Character Counts" program for 1st to 8th grades at St. Mary's School.

Future plans for expansion of the Alexandria Police Department will only occur once city hall has been moved to the newly acquired church. It is estimated that this move will occur in the year 2005.

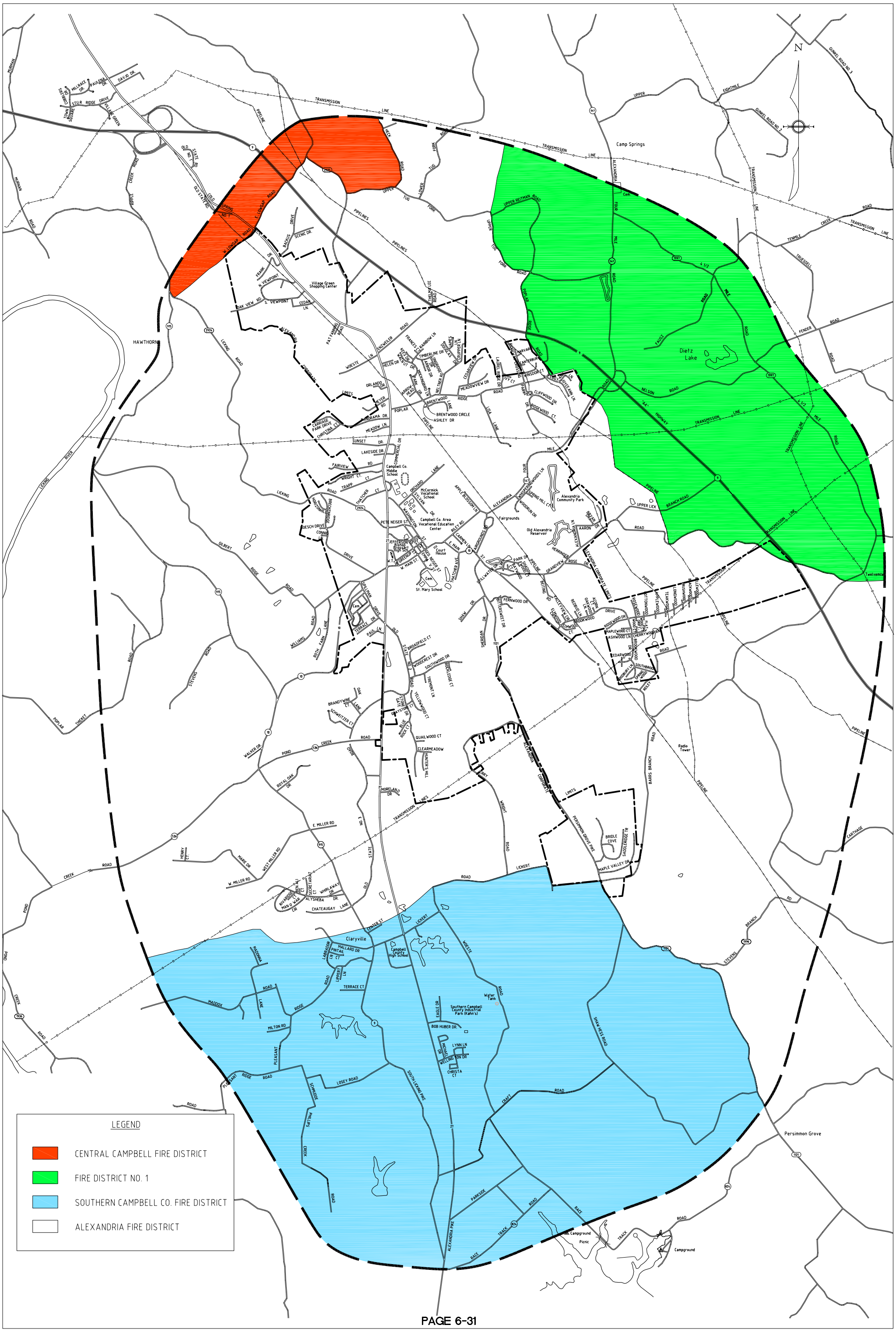
FIRE PROTECTION

Fire protection is an essential service within any community, often saving lives and property. Planning for adequate manpower, equipment and a good emergency response system are important considerations, not only for city and county residents but also for prospective residents and businesses. Fire insurance ratings and the associated insurance premiums are calculated according to the level of operation of each fire department.

Fire services in Campbell County are provided by fourteen (14) separate fire departments, including; Alexandria, Bellevue, Camp Springs, Central Campbell County, Dayton, Eastern Campbell County, Fort Thomas, Highland Heights, Melbourne, Newport, Silver Grove, Southern Campbell County, Southgate, Wilder and Woodlawn. All fire service agencies in the county share a common radio communications system incorporating three (3) primary channels and (1) one regional mutual aid channel. In addition, most of these agencies have access to the regional emergency medical services radio system.

Fires in the county usually range from small rural grass and brush fires in rural areas to major fires in the highly urbanized areas of Bellevue, Dayton, and Newport. Fires in these areas can occur at any time as the result of manmade, technological incidents or natural disasters. Incidents, which may constitute a countywide emergency or multiple jurisdictions within the county, may require mutual aid assistance from either within or outside the county. During large-scale emergencies, all county fire service organizations cooperatively function as a single emergency response organization.

The Alexandria Fire Department was organized in 1937 in a garage at the rear of the Alexandria Courthouse. On June 1, 1959, the fire department was moved to 5 Pete Neiser Drive. In the following years, modern equipment was



LEGEND

- CENTRAL CAMPBELL FIRE DISTRICT
- FIRE DISTRICT NO. 1
- SOUTHERN CAMPBELL CO. FIRE DISTRICT
- ALEXANDRIA FIRE DISTRICT

1500 750 0 1500
GRAPHIC SCALE IN FEET

LEGEND
- CITY LIMITS
- PLANNING AREA BOUNDARY

FIGURE 6-5
ALEXANDRIA PLANNING AREA FIRE DISTRICT MAP
CAMPBELL COUNTY, KENTUCKY

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purchased and in 1976, Fire District #5 was organized. The first paid fire chief was hired in 1997. On December 17, 1999 the fire department was moved to its present location at 7951 Alexandria Pike. The Alexandria Fire/EMS/Fire District #5 is a special fire taxing district that encompasses a twenty-five (25) square mile area, including the City of Alexandria and surrounding Campbell County area. The population served by the District is approximately 20,000 persons and includes a mixture of commercial, residential, and educational facilities. The fire protection Insurance Services Office (ISO) rating is a class four (4) for the City of Alexandria and nine (9) for Campbell County. The Fire District has a staff of nine (9) personnel and maintains a volunteer staff of approximately thirty-five (35) individuals. The district responds to approximately 750 EMS responses and 350 fire responses per year. The district's equipment includes two (2) Engine Companies,

one (1) Truck Company, one (1) Heavy Rescue Company, and one (1) basic life support ambulance with plans to add another ambulance in 2004.

As the Alexandria area continues to grow in population, the fire district will continue to grow as demand for Fire/EMS protection increases. Long range goals of the fire department include a second fire station in the eastern section of the fire district, Advanced Life Support, and a new rescue unit.

OFFICE OF EMERGENCY MANAGEMENT (OEM)

The Campbell County Office of Emergency Management (OEM) is the agency of the county government having primary responsibility and authority for the following:

1. Planning and execution of disaster and emergency mitigation;
2. Preparedness, response and recovery for Campbell County;
3. Coordination of disaster and emergency response by and between county agencies and political subdivisions;
4. Coordination and liaison with related agencies of the state and federal governments;
5. Coordination of recovery operations subsequent to disaster and emergencies; and,
6. Coordination of hazard mitigation planning activities.

The Office of Emergency Management is further responsible for the preparation and maintenance of the Campbell County Emergency Operations Plan (EOP) which serves as the comprehensive plan for the disaster and emergency response system for the county. The EOP was originally completed in April 1987, completely revised in 1995, and is updated annually. The EOP establishes policies and procedures for coordination of local, county, state and federal response to natural, technological and attack related disasters or other emergencies. The most recent update of the plan, adopted in July 2003, has been reviewed and approved by the Campbell County Fiscal Court and by the Director of the Office of Emergency Management. The EOP has also been adopted as an ordinance of the county pursuant to Chapter 91 of the Campbell County Code of Ordinances. This plan, once approved by the county, is integrated into the disaster and emergency response plans of the state and federal governments. The Office of Emergency Management is authorized by both Chapter 39 of the Kentucky Revised Statutes and Chapter 91 of the Campbell County, Kentucky Code of Ordinances. The OEM is also the agency of county government responsible for the administration and enforcement of the Campbell County Hazardous Material Control Ordinance. This ordinance was originally adopted by the Fiscal Court in 1986 and revised in 1995.

The Hazardous Materials Spill Prevention Countermeasures (SPCC) Program is another responsibility of the OEM. The program, established in 1988, is designed to obtain detailed information from those facilities within Campbell County that use, store or process hazardous materials. One component of the SPCC Program is the inspection of certain facilities by OEM personnel. To date, the OEM has a database of four hundred and twenty-eight (428) facilities handling hazardous materials.

The Office of Emergency Management is staffed by two (2) full-time emergency managers and one (1) full time assistant staff person. Current personnel have extensive experience in the fields of emergency management, fire and rescue services, emergency medical services, hazardous materials response and public relations. Combined, personnel employed with the OEM have over seventy (70) years of public safety experience.

Resources of the Office of Emergency Management include the Emergency Operations Center (EOC), located in the Campbell County Police/OEM Building in Alexandria. County vehicles assigned to OEM personnel are equipped with two-way radio, mobile telephones and computer equipment in order to serve as command

units at the scene of a localized emergency. Another important resource for the OEM is an office computer system which is connected with neighboring counties, state and federal OEM agencies, and the internet.

UTILITIES

NORTHERN KENTUCKY WATER DISTRICT

Early in 1996, plans were made to merge the Kenton County Water District and Campbell County Water District. While a merger had been discussed for years, a legal dispute between the two districts was the catalyst to complete the merger. By May of 1996, agreements were made on how the transition would be handled. Authorization for the merger was granted to the Northern Kentucky Water District by the Kentucky Public Service Commission in August of 1996 and by the end of the year the merger was complete. The Northern Kentucky Water District has stated that the merger had five (5) main advantages:

1. Elimination of wasteful water-purchasing lawsuits
2. More efficient operations slow rate increases
3. Coordinated planning will better prepare the district for future demand
4. The combined district is able to draw upon the strengths of each existing system
5. The merger increases customer service resources

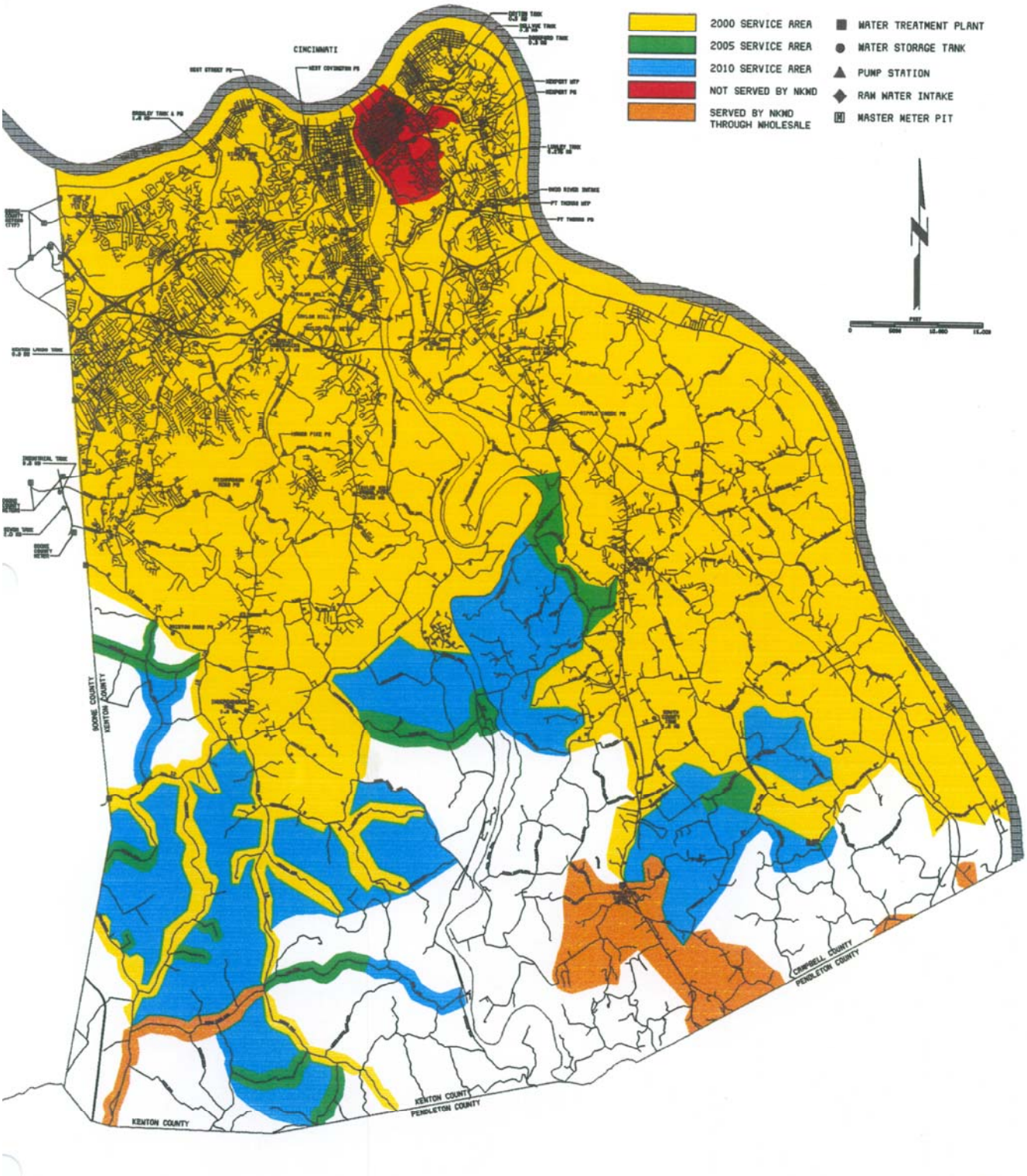
Joining the two districts also added 31,00 people to Northern Kentucky Water District's (NKWD) customer base and increased the annual demand for water by 5-10 million gallons. In addition, NKWD constructed the Ft. Thomas Pump Station and replaced of a total of 1.3 miles of water mains in Kenton and Campbell Counties. Many of these mains were between 60 and 80 years old. The projects ranged from 300 feet of main on some area streets to 1,500 feet of main replacement on other roadways. As a result of these projects, NKWD has implemented a formal program to replace aging water mains within the district as well as make other improvements. In the year 2000, NKWD estimated that the total population served by the district was 212,381 persons or 90% of those covered by the NKWD service study area, with 23,429 persons or 10% being unserved. By the year 2020, NKWD estimates that a total of 230,272 or 94% of the service study area will be served with water. The service area of the Northern Kentucky Water

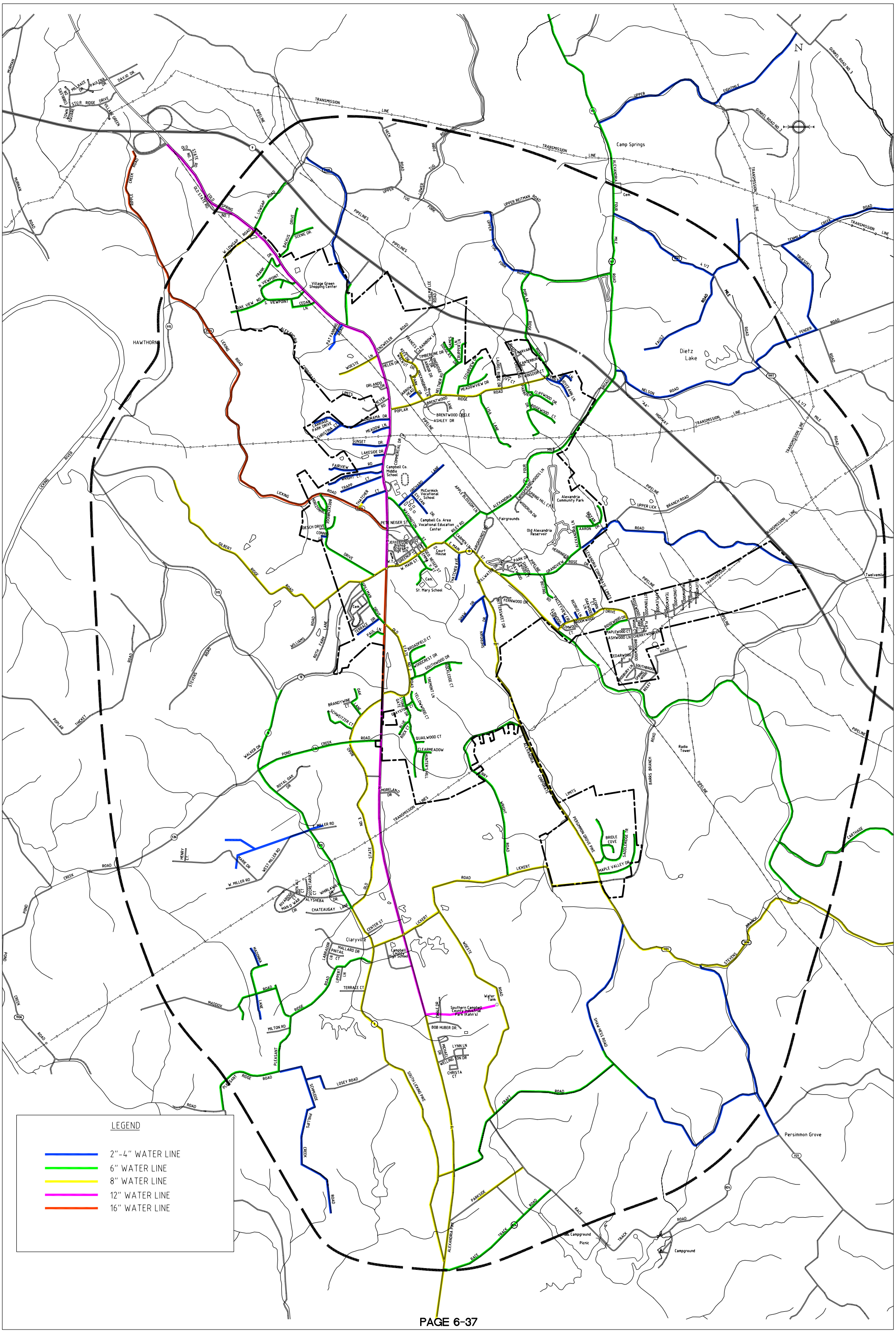
District is shown in Figure 6-6. Most areas within Campbell County, with the exception of southern Campbell County, are currently served by the district. It is important to note that the service area map does not depict service to the City of Newport which was acquired by NKWD in June 2002.

Prior to the purchase of the Newport system, the District owned and operated two (2) water treatment plants, the Fort Thomas Water Treatment Plant and the Taylor Mill Water Treatment Plant. Combined the plants produced approximately 54 mgd. Now, the Fort Thomas Water Treatment Plant is the primary source of finished water for the District. The Fort Thomas WTP is a conventional settling/filtration plant that treats surface water from the Ohio River. The Taylor Mill Water Treatment Plant is also a conventional settling/filtration facility with a capacity of 10 mgd. Unlike the Fort Thomas WTP, source water for the Taylor Mill Plant is the Licking River. In addition, the Taylor Mill Plant serves as a critical pumping facility for NKWD, taking water produced at both Taylor Mill and Fort Thomas (which flows by gravity to Taylor Mill) and transferring it to the distribution system. When NKWD acquired the system owned by the City of Newport in June 2002, it also obtained the Memorial Parkway Treatment Plant. The Memorial Parkway Treatment Plant is a non-conventional plant that uses a process of ballasted flocculation to treat water from the Ohio River.

The Northern Kentucky Water District last updated their Water Distribution System Master Plan in July 2001. The purpose of the plan, written by Black and Veatch, is to provide NKWD with a long range plan for improvement and expansion of its water transmission and distribution system in Kenton and Campbell Counties. The recommended improvements identified in the plan serve as a basis for the design, construction, and financing of facilities to meet NKWD's anticipated population growth, commercial development, and expanding service area. The completion of the recommended system improvements contained in the plan will be necessary during the period covered by the study in order to provide an adequate and dependable supply of water to existing and future customers. It is important to note that an addendum to the plan was completed by Black and Veatch in June 2003. The purpose of this addendum was to provide an assessment of reliability and redundancy in the NKWD distribution system and make recommendations for

FIGURE 6-6
AREAS SERVED BY THE NORTHERN KENTUCKY WATER DISTRICT





PAGE 6-37

1500 750 0 1500
GRAPHIC SCALE IN FEET

LEGEND
CITY LIMITS
PLANNING AREA BOUNDARY

FIGURE 6-7
ALEXANDRIA PLANNING AREA
EXISTING WATER SYSTEM
CAMPBELL COUNTY, KENTUCKY

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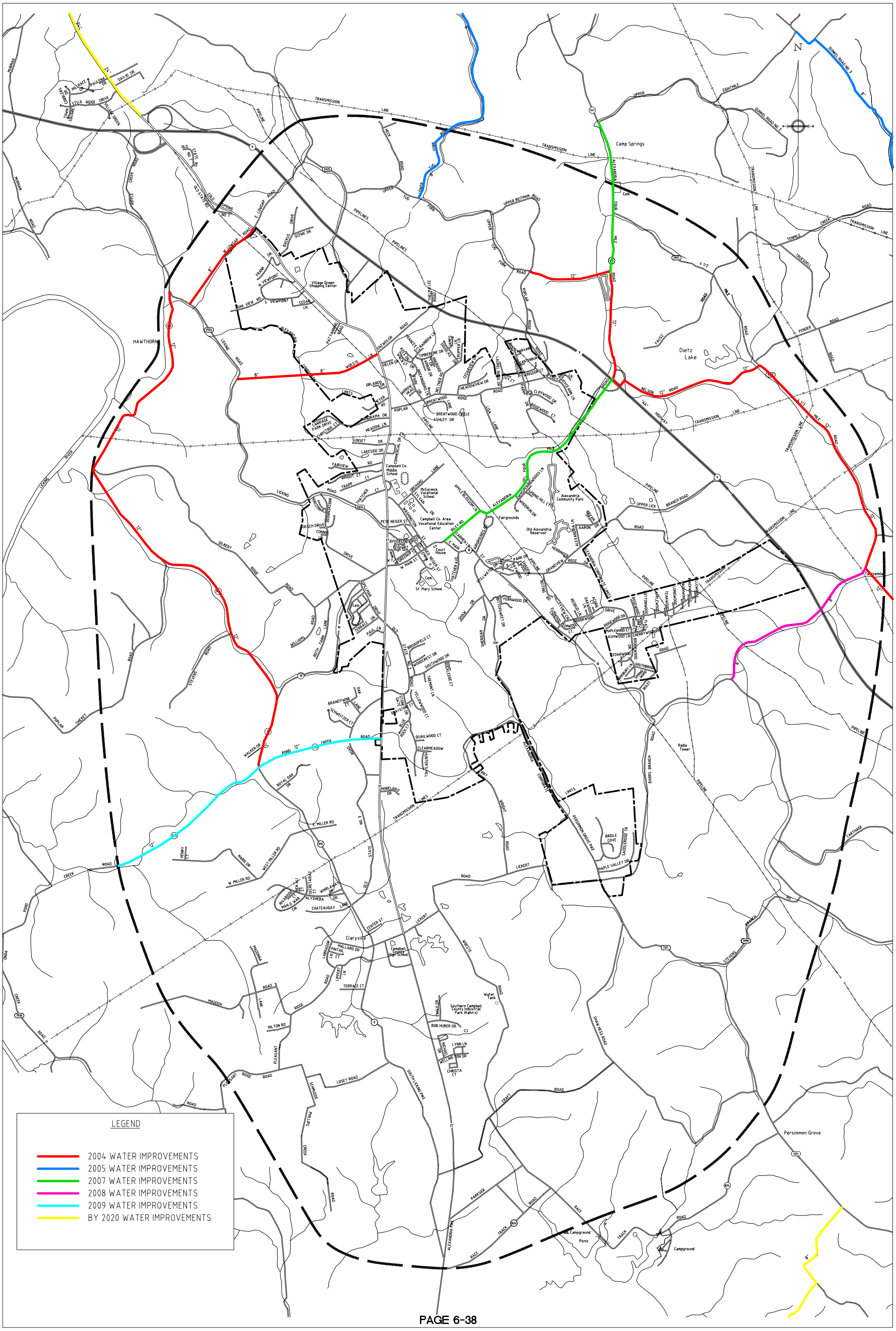

N
LEGEND
2004 WATER IMPROVEMENTS
2005 WATER IMPROVEMENTS
2007 WATER IMPROVEMENTS
2008 WATER IMPROVEMENTS
2009 WATER IMPROVEMENTS
BY 2020 WATER IMPROVEMENTS
Camp Springs
Dietz Lake
HAWTHORN
Village Green Shopping Center
Campbell Co. Middle School
McCormick Vocational School
Campbell Co. Area Vocational Education Center
Alexandria Community Park
Fairgrounds
Old Alexandria Reservoir
Court House
St. Mary School
Claryville
Campbell County High School
Southern Campbell County Industrial Park (Kahn's)
Radio Tower
Persimmon Grove
Campground
Picnic
Water Tank
Cem
TRANSMISSION LINE
PIPELINES
PIPELINE
LIMITS
ALEXANDRIA CORPORATE LIMITS
PAGE 6-38
1500 750 0 1500
GRAPHIC SCALE IN FEET
LEGEND
CITY LIMITS
PLANNING AREA BOUNDARY
FIGURE 6-8
ALEXANDRIA PLANNING AREA
WATER SYSTEM IMPROVEMENTS
CAMPBELL COUNTY, KENTUCKY
KL&A

system improvements through the year 2020 for the service area recently acquired from the City of Newport. Both the Water Distribution Master Plan and addendum contain recommended system improvements for the Alexandria Planning Area. In addition to the existing water lines in the City of Alexandria shown in Figure 6-7, proposed water system improvements are listed below and shown on Figure 6-8:

2003-2009 NKWD SYSTEM IMPROVEMENTS

2003
- Construction of a new 1.0 MG water tower in southern Campbell County along Bob Huber Drive.
- Installation of a 12" line on Upper Tug Fork Road, approximately 8,800 in length.

2004
- Installation of 12" lines on Licking Pike from Trapp Road to Rifle Range approximately 9,000 feet in length.
- Installation of 12" lines on Licking Pike from Rifle Range to Sub-D approximately 13,000 feet in length
-Installation of 12" line along Upper Tug Fork to Four Mile Pike approximately 3,000 feet
-Installation of 12" line along Four Mile Pike (Poplar Ridge to Nelson Road) approximately 3,200 feet
-Installation of 12" line along Nelson Road (Four Mile to Four & Twelve Mile Road) approximately 6,500 feet
-Installation of 12" line along Four & Twelve Mile Road (Nelson to Hwy 1566) approximately 7,700 feet
-Installation of 12" line along Washington Trace Road (Twelve Mile Road to Hwy 1996) approximately 14,300 feet

2005
- Installation of 8" line on Lower Tug Fork Road approximately 10,500 feet

2007
- Installation of 12" line KY 10 KY 547 From Washington Street to Nelson Road approximately 10,600 feet.
-Installation of 12" line on Four Mile Pike (Poplar Ridge to Upper Eight Mile) approximately 5,600 feet

2008

- Installation of 12" line on Twelve Mile Road From KY 10 to KY 1566 approximately 8,200 feet

2009
- Installation of 12" line on KY 536 from U.S. 27 to Pond Creek Road approximately 17,300 feet

-- Installation of 12" line on interconnect 1010/1017

SANITATION DISTRICT NO. 1 WASTEWATER TREATMENT

The City of Alexandria is located in the proposed Eastern Regional Service Area as designated by Sanitation District No. 1 in their "Facilities Plan for the Eastern Regional Wastewater Treatment Plant" completed in August of 2001. Figure 6-9 shows the location of this area as well as proposed future service areas. In addition, the map shows the location of existing sewers, proposed sewers, package treatment plants, wastewater treatment plants and pump stations. Septic tank problem areas are also shown with several being located in the Alexandria Planning Area.

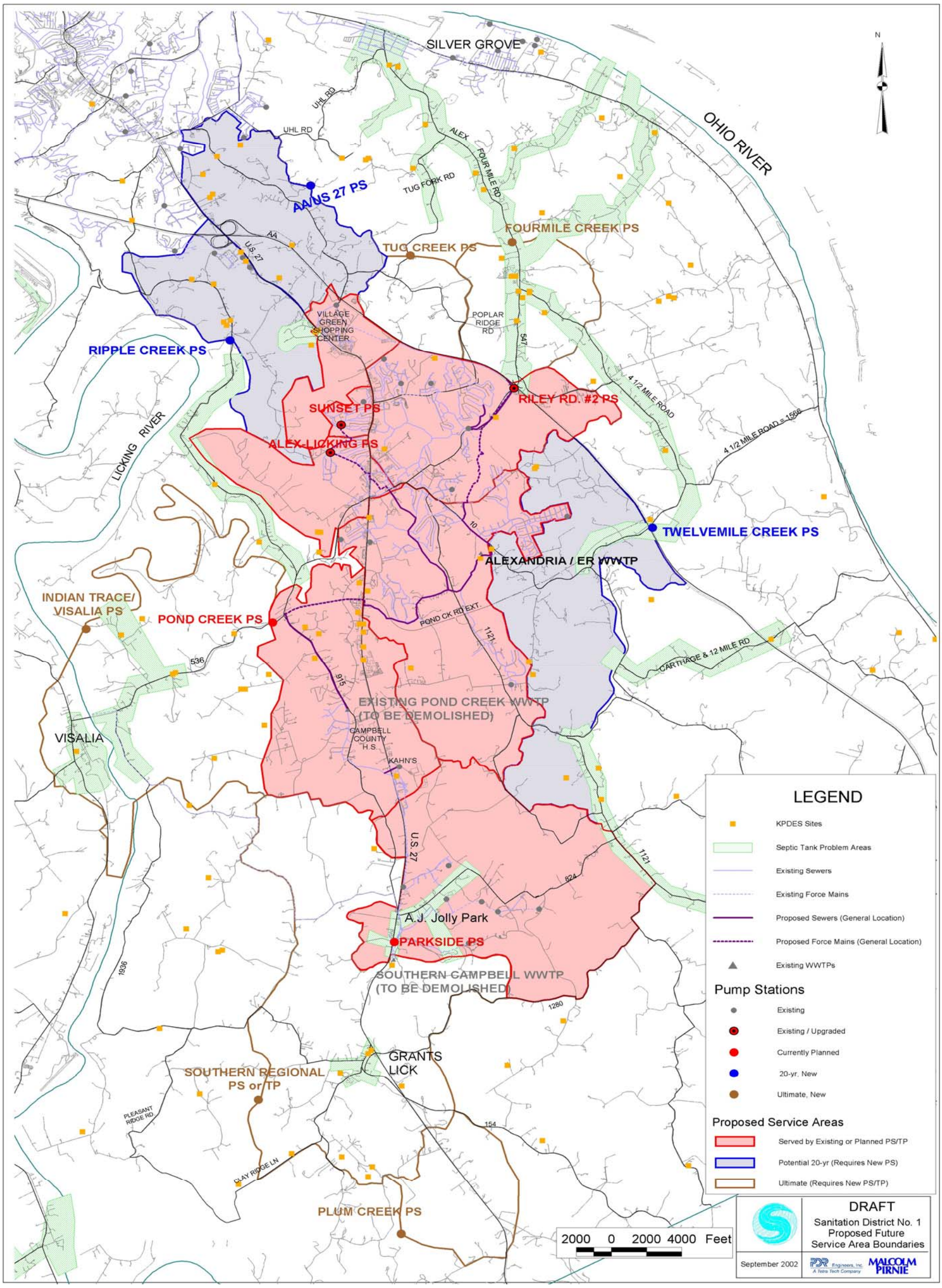
The majority of customers to be served by the proposed Eastern Regional WWTP are presently served by the three (3) local wastewater treatment plants: Alexandria WWTP, Kahn's WWTP, and Pond Creek WWTP. The Kahn's WWTP primarily receives the industrial wastewater of the Hillshire-Kahn's meat processing plant. Approximately 97% of the WWTP's influent flow originates from the industry with approximately 3% from the twenty-five (25) houses and a small commercial area. Pond Creek WWTP was constructed to treat the wastewater generated by Pond Creek Subdivision which consists of approximately 250 residents and the flow of the Campbell County High School.

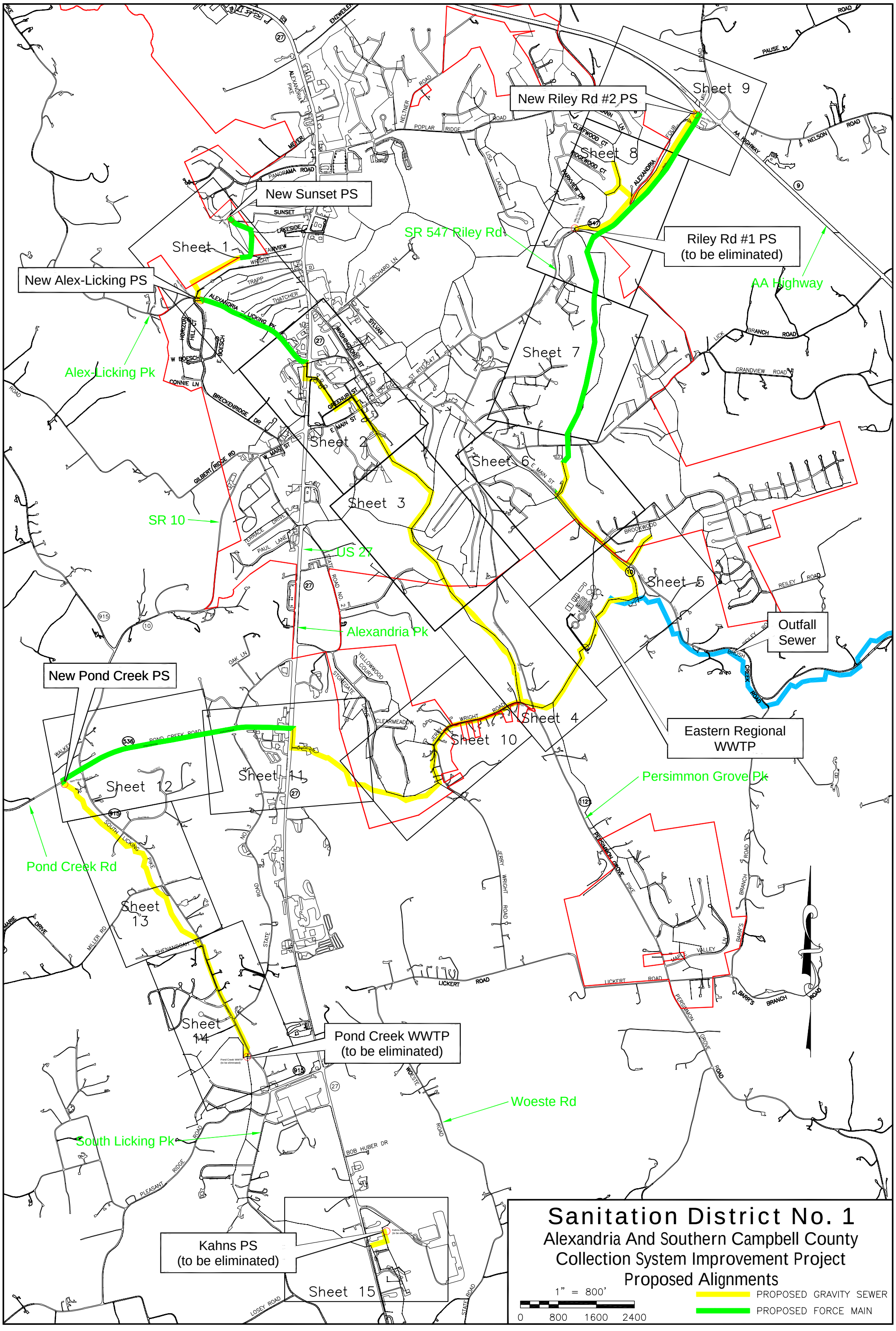
The Alexandria WWTP serves residents and businesses located in Alexandria were land uses are primarily residential and commercial with no industrial development. Two (2) gravity lines, one 18" from the Eastern section and one 12" from the West, bring the wastewater to the WWTP. The WWTP, constructed in 1973 and upgraded in 1993, was originally designed to treat:

Average Daily Flow	.725 mgd
Peak Daily Flow	2.18 mgd
Influent BOD	200 mg/l
Influent TSS	200 mg/l
Influent Ammonia-Nitrogen	25 mg/l

Although the WWTP was originally designed to meet the appropriate design criteria at the time, the Alexandria treatment system has experienced high volumes of flow in both the Collection System and at the WWTP. Overflows have occurred at both

FIGURE 6-9


SILVER GROVE
OHIO RIVER
N
UHL RD
UHL RD
ALEX
FOUR MILE RD
TUG FORK RD
AA/US 27 PS
FOURMILE CREEK PS
TUG CREEK PS
AA
U.S. 27
VILLAGE GREEN SHOPPING CENTER
POPLAR RIDGE RD
547
RIPPLE CREEK PS
SUNSET PS
RILEY RD. #2 PS
ALEX-LICKING PS
LICKING RIVER
4 1/2 MILE ROAD
4 1/2 MILE ROAD = 1566
10
TWELVEMILE CREEK PS
ALEXANDRIA / ER WWTP
INDIAN TRACE/ VISALIA PS
POND CREEK PS
POND CK RD EXT.
1121
536
CARTHAGE & 12 MILE RD
915
EXISTING POND CREEK WWTP (TO BE DEMOLISHED)
CAMPBELL COUNTY H.S.
KAHN'S
VISALIA
U.S. 27
1121
824
A.J. Jolly Park
PARKSIDE PS
SOUTHERN CAMPBELL WWTP (TO BE DEMOLISHED)
1936
1280
GRANTS LICK
SOUTHERN REGIONAL PS or TP
PLEASANT RIDGE RD
CLAY RIDGE LN
154
PLUM CREEK PS
2000 0 2000 4000 Feet
LEGEND
KPDES Sites
Septic Tank Problem Areas
Existing Sewers
Existing Force Mains
Proposed Sewers (General Location)
Proposed Force Mains (General Location)
Existing WWTPs
Pump Stations
Existing
Existing / Upgraded
Currently Planned
20-yr, New
Ultimate, New
Proposed Service Areas
Served by Existing or Planned PS/TP
Potential 20-yr (Requires New PS)
Ultimate (Requires New PS/TP)
DRAFT
Sanitation District No. 1
Proposed Future
Service Area Boundaries
September 2002
PDR Engineers, Inc. A Tetra Tech Company
MALCOLM PIRNIE


New Riley Rd #2 PS
New Sunset PS
New Alex-Licking PS
New Pond Creek PS
Kahns PS
(to be eliminated)
Pond Creek WWTP
(to be eliminated)
Riley Rd #1 PS
(to be eliminated)
Outfall
Sewer
Eastern Regional
WWTP
SR 547 Riley Rd
AA Highway
Alex-Licking Pk
SR 10
US 27
Alexandria Pk
Persimmon Grove Pk
Pond Creek Rd
Woeste Rd
South Licking Pk
Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7
Sheet 8
Sheet 9
Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sanitation District No. 1
Alexandria And Southern Campbell County
Collection System Improvement Project
Proposed Alignments
1" = 800'
0 800 1600 2400
PROPOSED GRAVITY SEWER
PROPOSED FORCE MAIN

treatment components. In general, the sanitary system within the city simply cannot handle the large amounts of storm water that improperly enters the system during rain events causing overflows throughout the system. In 1996, the Kentucky Division of Water placed a moratorium on new development within the city because of overflows that occurred during rain events at the existing Alexandria Wastewater Treatment Plant.

As of August 2001 when Sanitation District No. 1 drafted their facilities plan, the three (3) local WWTP's were operating within compliance of their respective KPDES permits. However, the Alexandria treatment system continued to remain under regulatory sanctions related to problems encountered with high inflow/infiltration with continued sanctions to restrict new sewer tap-ons despite extensive efforts by Sanitation District No. 1 to rehabilitate the sewer system . In an effort to treat the waste flows and overloading conditions of the Alexandria area, facilitate regionalization, and the eliminate local package WWTP's that are potentially detrimental to the environment SD 1 initiated plans to construct the Eastern Regional WWTP. The Eastern Regional WWTP will be a secondary treatment plant to initially serve the southern Campbell County until 2024, when it is expected to treat an average daily flow of six (6) mgd from residential, commercial, industrial and institutional customers in its service area. The plant will discharge to the Ohio River in compliance with a permit issued by the Kentucky Division of Water. By 2014, a review of future treatment requirements will again be needed to determine the timing and capacity of additional treatment measures.

The site selected for the Eastern Regional WWTP is an irregularly shaped parcel approximately 75 acres in size and is located on State Route 10 approximately 1.3 south and east of the intersection of SR 10 and US 27 in Alexandria, KY. as shown on Figure 6-10. Collection improvements to the system initiated by Sanitation District No. 1, which are projected to cost $70 million, include the following:

1. Installation of approximately 11 miles of sewer line , 60% of which is existing sewer line that will be replaced. Pipe sizes will range from 8" to 42" in diameter. The depths of the pipes will range from 5' to 21' deep.

2. Replacement of three (3) pumping stations including: Sunset Pumping Station (located off Sunset Drive), Alex-Licking Pump Station (located on the south side of Alex-Licking Pike, east of Breckenridge Drive), and Riley Road No. 2 Pump Station (located southwest of the

intersection of SR 547 and the AA Highway).

3. Elimination of two (2) pumping stations: Kahn's Pump Station (located just off of US 27 on Bob Huber Drive, 5 miles south of Alexandria in the Southern Campbell County Industrial Park), Riley Road No. 1 Pump Station (located on the north side of SR 547 near the eastern city limit of Alexandria).

4. Construction of one (1) new Pond Creek Pump Station (located on the county side of Pond Creek Road, just west of South Licking Pike).

5. Elimination of two (2) wastewater treatment plants: Pond Creek Wastewater Treatment Plant (located off SR 915, just north of Lickert Road) and Kahn's Wastewater Treatment Plant (located southeast of the intersection of US 27 and SR 824).

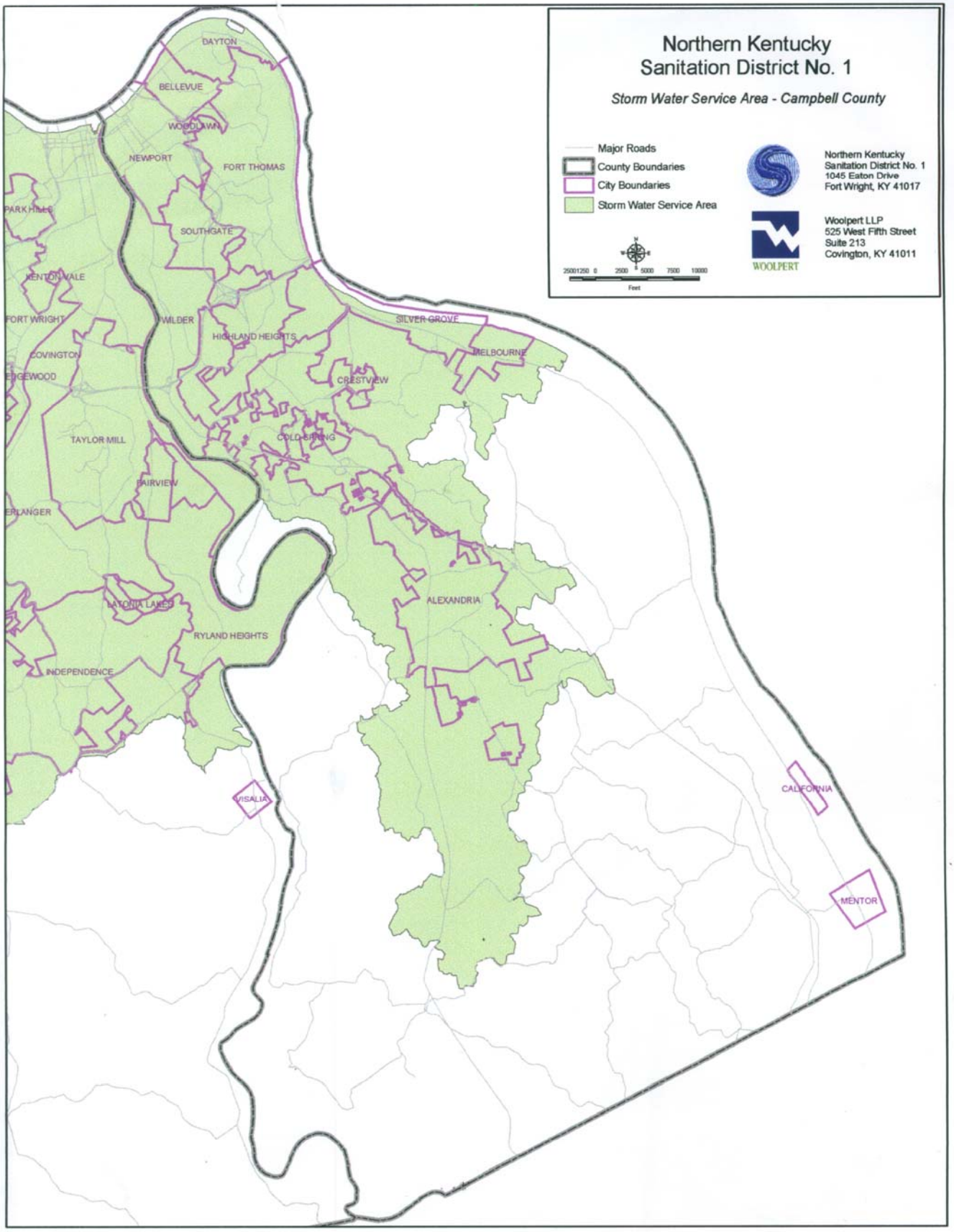
It is important to note that the Kentucky Division of Water issued a permit to Sanitation District No. 1 on May 14, 2004 to build a new sewage treatment plant. The permit was issued after being challenged by Cincinnati Water Works officials who argue that the plant's flow eleven (11) miles upstream from the Cincinnati Waterworks intake would harm water quality. On July 29, 2004, Sanitation District No. 1's Board of Directors awarded a $29 million construction contract to Judy Construction for construction of the new sewer plant which will treat 4 million gallons of sewage per day (3 million more that the current plant can treat). It is anticipated that construction of the plant will begin next year and be completed in late 2006 or early 2007. Completion of the plant will allow the sewer moratorium to be lifted for the City of Alexandria.

STORM WATER SYSTEMS

Municipal storm sewers are a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs gutters, ditches, man-made channels or storm drains), designed or used for collecting or conveying stormwater. These systems, if dedicated and accepted, are owned or operated by the legislative body. Therefore, the City of Alexandria is responsible for the operation and maintenance of the public storm sewer system within the corporate limits. At the present time, the U.S. Environmental Protection Agency (EPA) has implemented Phase II rules to the National Pollutant Discharge Elimination System (NPDES). In March 1999, NPDES Phase II extended stormwater permitting regulations to small municipalities not covered by the existing program.

In 1998, the Kentucky legislature enabled Sanitation District No. 1 to begin

FIGURE 6-11


Northern Kentucky
Sanitation District No. 1
Storm Water Service Area - Campbell County
Major Roads
County Boundaries
City Boundaries
Storm Water Service Area
Feet
Northern Kentucky
Sanitation District No. 1
1045 Eaton Drive
Fort Wright, KY 41017
Woolpert LLP
525 West Fifth Street
Suite 213
Covington, KY 41011
WOOLPERT
DAYTON
BELLEVUE
WOODLAWN
NEWPORT
FORT THOMAS
PARK HILLS
SOUTHGATE
KENTON VALE
FORT WRIGHT
WILDER
HIGHLAND HEIGHTS
SILVER GROVE
MELBOURNE
COVINGTON
EDGEWOOD
CRESTVIEW
TAYLOR MILL
COLD SPRING
FAIRVIEW
ERLANGER
LATONIA LAKES
RYLAND HEIGHTS
ALEXANDRIA
INDEPENDENCE
VISALIA
CALIFORNIA
MENTOR

management of stormwater systems for those cities voting to transfer control to that agency. At the present time, Sanitation District No. 1 (SD1) provides storm water management services for new developments and redevelopments for portions of Boone, Kenton, and Campbell Counties and the municipalities in those counties with the exception of the City of Florence. The jurisdiction of Sanitation District No.1 in Campbell County is shown on Figure 6-11. As can be seen from the map, all incorporated areas in Campbell County, including the City of Alexandria, are included in SD1's Storm Water Service Area.

In June 2003, SD1 promulgated the District's *Storm Water Rules and Regulations* which became effective August 1, 2003. The purpose of these regulations are to establish a "Land Disturbance Permit" to be administered by Sanitation District No. 1 to control storm water runoff from construction sites and post-construction storm water management for new developments and re-developments of areas within it's jurisdiction. These areas are covered by the KPDES SMS4 Storm Water Permit. In general, the regulations require the implementation of proper erosion control practices; controls for other wastes, and the implementation of post-construction runoff controls in areas undergoing development or re-development. These regulations require review of improvement plans for new developments and redevelopments; site inspections and enforcement activities of control measures; long term operation and maintenance of post-construction controls; and sanctions to ensure compliance. The regulations establish the criteria, methodology, and minimum standards for the design of all components of storm water conveyance systems. Such systems may include:

1. Open systems (i.e. rivers, streams, creeks, channels, linings, side ditches, inlets, street curb and gutter, etc.).

2. Closed systems (i.e. bridges, box culverts, sewer pipe manholes, junction boxes, etc.).

3. Impoundments (i.e. lakes, ponds, detention/retention basins, underground vaults, etc.).

4. Combinations of open and closed systems or impoundments as an internal part of the storm drainage system.

5. Water quality best management practices.

Sanitation District No. 1's requirements apply to all land disturbing activities and all development or redevelopment activities that disturb an area greater than or equal to one (1) acre. Sites that are smaller than one (1) acre may also be covered by these regulations if they are a part of a larger common plan of development or sale. These regulations also apply to land disturbing activities in the area designated by the Kentucky Division of Water for coverage under the KPDES Phase II MS4 Permit.

There are four (4) types of activities specifically exempted from SD1's regulations. They are as follows:

1. Land disturbance activities on properties used for agricultural, horticultural, or botanical production of plants and animals (must fall within the listing of activities).

2. Land disturbing activities undertaken on forest land for the production and harvesting of timber and timber products.

3. Minor land disturbing activities such as residential gardens, individual residential or commercial landscaping, minor home repairs or maintenance work, and construction or maintenance of individual underground utility connections.

4. Activities undertaken by local governments, special purpose or public service districts relating to the emergency repair and maintenance of existing facilities and structures. However, these activities should be carried out using appropriate best management practices to minimize the impact on the environment and surrounding properties.

Land Disturbance Permits must be obtained by the persons responsible for a land disturbing activity, prior to initiating the activity. These permits can be obtained by making a complete application with SD1. Once approved the permit remains in effect until construction is complete. If no grading or construction has begun within two (2) years after the permit is issued then the permit is void.

It is important to note that Sanitation District No. 1's storm water requirements supercede any previous regulations promulgated by the Alexandria City Council and Planning Commission. Therefore, the city's Zoning Ordinance and Subdivision Regulations must be revised to include and/or refer to SD1's storm water regulations, permitting, review, and enforcement process.

SOLID WASTE MANAGEMENT

An effective system of solid waste management is imperative to protect the public health and environment in Campbell County and the City of Alexandria. Solid waste is generated by households, businesses, industries and institutions. As the number of generators increases, the task of planning for pickup and disposal becomes more difficult. In consideration of the potential growth and development of Campbell County and the City of Alexandria, careful proactive planning on solid waste issues must come to the forefront. Much legislation, namely Senate House Bill 2 and HB 174, has passed in the past several years and has influenced regional and local solid waste management techniques.

Senate Bill 2 was enacted in the 1990 General Assembly and significantly impacted the collection of solid waste in the following ways:

1. Encouraged a regional approach to solid waste planning and management.

2. Required reduction by a minimum of 25% on a per capita basis the amount of solid waste by weight that is landfilled by July 1, 1997.

3. Required that all waste management districts submit solid waste management plans to the cabinet.

More recently, House Bill 174 which amends KRS 224.43-010 was signed into law on April 23, 2002. This bill requires: (1) the closure and characterization of municipal solid waste facilities that ceased operations before July 12, 1992; (2) establishes priority funding initiatives to encourage solid waste management districts to conduct educational outreach efforts regarding the proper disposal of solid waste; (3) permits and reporting to ensure the proper collection and disposal of solid waste; (4) elimination of all illegal open dumps; and (5) litter abatement on state and county rights-of-way. The bill also established $1.75 per ton environmental remediation fee to be collected beginning January 1, 2003 to be paid quarterly by owners and operators of transfer stations or municipal solid waste facilities. In addition, all solid waste collectors are required to register and report annually to the counties in which they provide service. The bill also establishes the Kentucky Pride Fund to be distributed to counties for litter abatement and elimination of open dumps. Finally, the

bill officially authorizes solid waste coordinators to enforce criminal littering laws and gives the county 60% of the fines imposed.

NORTHERN KENTUCKY SOLID WASTE MANAGEMENT AREA (NKSWM)

The Northern Kentucky Solid Waste Management Area (NKSWM) was created by an action of the Natural Resources and Environmental Protection Cabinet in 1991 and was empowered to create a waste management district in accordance with KRS 109.115. The NKSWM District includes the counties of Boone, Kenton and Campbell. This program was formulated through an interlocal agreement and funded through the Boone, Kenton and Campbell Fiscal Courts. One of the objectives of the NKSWM is to implement the Northern Kentucky Solid Waste Management Plan. The NKSWM is also provides a centralized point of contact for people, businesses and organizations in Northern Kentucky to get information on various solid waste issues.

The NKSWM has a governing body made up of six (6) voting members, the three (3) Judge/Executives from Boone, Kenton and Campbell Counties and one (1) Fiscal Court member from each county. There are also four (4) non-voting members of the governing body consisting of the Solid Waste Coordinators from each of the counties and the Chair of the Technical Advisory Committee.

The NKSWM recently completed and received approval (2003) of the 2003-2007 Northern Kentucky Solid Waste Plan which was an update to the 1998-2002 solid waste plan. These plan updates are prepared in order to comply with the Natural Resources and Environmental Protection Cabinet, Division of Solid Waste Management Guidelines. In addition to the 2003-2007 Solid Waste Management Plan, each Waste Management District is required to submit an annual report to the Division of Waste Management for approval. The latest report for the district covered the reporting period from January to December 2003.

According to the report, counties in the Waste Management District utilize four (4) disposal facilities for solid waste:

Bavarian Trucking Landfill (Boone County, KY)
Rumpke of Kentucky (Pendleton County, KY)

Rumpke (Colerain, Ohio)
Epperson Waste Disposal (Grant County, KY)

Only Kenton County has mandatory garage collection (where every household is required to subscribe), with Boone and Campbell Counties having Universal Collection Services meaning that garage collection is available to every household but participation is not mandatory. Rumpke, out of Cincinnati, provides garbage collection services in the City of Alexandria through a franchise agreement and in 2003 served approximately 2,595 households with a monthly cost per household of $10.00.

In addition, there were thirty-one (31) chipping and mulching operations and twenty-six (26) recycling operations for use by those located in the NKWMD. Two (2) chipping and mulching operations were listed for Alexandria; A&M Tree Service and Golden Rule Tree Service. In addition, to Rumpke providing door-to-door recycling opportunities in Alexandria, additional recycling facilities there is a drop-off recycling center in Campbell County and the following:

Campbell County Road Department (located on Race Track Road, Alexandria)-accepts appliances and scrap metal. Hazardous waste is also collected at the road department.

Campbell County Police Department (located on US 27 in Alexandria)-accepts cardboard, aluminum and steel cans, glass, plastics and newspaper.

Newport Public Works Garage (located in 6th and Wildcat in Newport)-accepts cardboard, aluminum and steel cans, glass, plastics and newspaper.

There are also four (4) auto salvage yards/scrap metal dealers listed for Campbell County as follows:

Pike 27 Auto Parts at 4546 Alexandria Pike, Alexandria
Reitman Auto Parts on Four Mile Pike in Camp Springs
Newport Recycling at 527 West 10th in Newport
River Metals Recycling at 1220 Licking Pike in Newport

In addition, it has been noted by the planning commission there are two (2) additional salvage yards in the county: Hennard's Auto Salvage and Bessler Auto Parts.

As part of the NKSWM annual report, open dumps are to be documented and characterized. The total number of dumps reported for the three (3) county solid waste management area in 2003 were 176 , 101 of these were cleaned with 75 remaining to be cleaned. Four (4) of these sites were identified in Campbell County. Of the four (4), one (1) was identified in the Alexandria Planning Area on Low Gap Road. In addition to eliminating open dumps, it is also important to note that Campbell County also spent $111,986.42 on litter abatement activities in 2003.

With the recent changes in state law regarding solid waste management it is important that Campbell County, with the participation and assistance of the City of Alexandria, continued to meet the state's requirements on public education, collector registration and reporting, litter abatement, and open dump clean up activities.

CHAPTER FIVE

The quality of life in any region is integrally related to the quality of its housing stock. Goals for the improvement of housing must focus simultaneously on issues of supply and demand. Demand factors include population growth, demographic patterns of household formation, income factors, and economic opportunities in the county and region. Additional local factors affecting demand include transportation, education, commercial and recreational facilities and proximity to jobs. Housing supply factors include the availability of land, capital, financing, and appropriate infrastructure including road access and required utilities.

In a market economy, the role of government in housing may not be well understood. Housing supply is typically considered a market matter, except where housing for the economically disadvantaged is concerned. However, government provision or withholding of designated areas for residential development or services, such as water and sewer availability, can affect housing supply in an area. On the demand side, homebuyers' perceptions of local and regional amenities influence private decisions to locate in an area. Government actions affecting the transportation system, schools, parks, recreational facilities, and other local amenities can affect these perceptions and, in turn, the desirability of an area as a place to live. Housing decisions, whether a result of deliberate policy orientation or an accumulation of private choices, in turn carry long-term consequences affecting community growth patterns and lifestyles. The potential benefits of a concerted, coordinated housing policy should therefore be clear.

In the City of Alexandria, population growth has been continuous and is projected to continue and increase. Housing construction will have to keep pace if decent, safe, and sanitary housing is to be made available to the expanding population. The city must be concerned with the housing needs of the current and projected population in terms of location and affordability. In addition, an appropriate mix of housing types must be encouraged and maintained to ensure that local fiscal revenues will be sufficient to provide necessary services in an efficient manner. These two sides of the housing equation must be kept in balance if the city is to maintain a decent standard of public health, safety, and welfare for its citizens.

Apart from the use of public money to build or rehabilitate low and moderate income housing or to subsidize housing costs, the major tools that local governments have to influence the quantity, quality, type and location of housing are (1) direct regulatory means such as building code enforcement, zoning, and aesthetic regulations, and (2) indirect means such as provision of services and amenities.

HOUSING TENURE

Overall, Campbell County's housing stock grew by 12.1% between 1990 and 2000 from 32,910 units to 36,898 units. Table 5-1 shows comparative 2000 Census Data for Campbell County, Alexandria, and other unincorporated cities located in the county. The City of Alexandria accounts for 8% of the total number of housing units in the county and ranks third among Campbell County cities in terms of the number of housing units. The City of Newport had the most housing units (7,779) with California having the least (30).

Of the 34,742 occupied housing units in Campbell County, 69.0% were owner occupied, and 31.0% were renter occupied in 2000, representing little change in tenure from 1990. Alexandria had a total of 2,989 housing units in 2000. Of the units that were occupied (2,884), 84.8% were owner occupied and 15.2% were renter occupied. Of the incorporated cities of the county, Crestview had the highest homeownership rate (92.4%) with Dayton having the lowest homeownership rate (60.6%).

The overall vacancy rate for Campbell County in 2000 was 5.8%, slightly higher than 5.3% in 1990. The vacancy rate for Alexandria was slightly lower in 2000 at 3.5%. Of the incorporated cities, Newport had the highest vacancy rate (10.9%) with Crestview having the lowest (0.6%).

It is important to note that vacancy rates of four to five percent are considered necessary to provide choice and mobility in the housing market and meet short term increases in demand. Too many vacancies reduce the demand for new units while two few vacancies will often force housing costs to increase as demand is generated for new units. An adequate supply of both rental and owner housing units is also necessary to foster growth and meet the demands of new families moving into the area.

TABLE 5-1 HOUSING UNITS BY TENURE							
AREA	TOTAL UNITS	PERSONS PER HOUSEHOLD	OWNER OCCUPIED HOUSING UNITS		RENTER OCCUPIED HOUSING UNITS		VACANCY RATE
			TOTAL	%	TOTAL	%	
Campbell County	36,898	2.49	23,958	69.00%	10,784	31.00%	5.80%
City of Alexandria	2,989	2.87	2,445	84.80%	439	15.20%	3.50%
City of Bellevue	2,936	2.35	1,843	66.80%	915	33.20%	6.10%
City of California	27	3.31	25	96.20%	1	3.70%	3.70%
City of Cold Spring	1,507	2.59	1,359	92.60%	108	7.40%	2.70%
City of Crestview	167	2.84	160	96.40%	6	3.60%	0.60%
City of Dayton	2,401	2.69	1,334	60.60%	866	39.40%	8.40%
City of Ft. Thomas	7,024	2.39	4,709	69.80%	2,033	30.20%	4.10%
City of Highland Heights	2,787	2.16	1,710	63.60%	978	36.40%	3.60%
City of Melbourne	160	2.54	131	87.30%	19	12.70%	6.30%
City of Mentor	73	2.59	58	82.90%	12	17.10%	4.10%
City of Newport	7,828	2.38	3,086	44.20%	3,889	55.80%	10.90%
City of Silver Grove	496	2.56	330	69.60%	144	30.40%	4.40%
City of Southgate	1,665	2.17	1,131	70.60%	470	29.40%	3.80%
City of Wilder	1,162	2.26	983	84.60%	179	15.40%	3.20%
City of Woodlawn	101	2.73	86	87.80%	12	12.20%	3.00%

Source: 2000 U.S. Census

TABLE 5-2 HOUSING UNITS BY STRUCTURE											
AREA	TOTAL UNITS	SINGLE FAMILY HOUSING UNITS		DUPLEX HOUSING UNITS		3 TO 4 UNITS PER STRUCTURE		5 OR MORE UNITS		MOBILE HOMES	
		#	%	#	%	#	%	#	%	#	%
Campbell County	36,898	24,674	66.9%	2,649	7.2%	1,773	4.8%	6713	18.2%	1089	3.0%
City of Alexandria	2,984	2,517	84.3%	70	2.3%	34	1.1%	256	8.6%	107	3.6%
City of Bellevue	2,894	2,096	72.4%	367	12.7%	172	5.9%	252	8.7%	7	0.2%
City of California	30	27	90.0%	3	10.0%	0	0.0%	0	0.0%	0	0.0%
City of Cold Spring	1,481	1,351	91.2%	15	1.0%	30	2.0%	77	5.2%	8	0.5%
City of Crestview	169	168	99.4%	1	0.6%	0	0.0%	0	0.0%	0	0.0%
City of Dayton	2,462	1,788	72.6%	288	11.7%	153	6.2%	228	9.3%	5	0.2%
City of Ft. Thomas	7,064	4,774	67.6%	487	6.9%	472	6.7%	1,234	17.5%	97	1.4%
City of Highland Heights	2,754	1,272	46.2%	46	1.7%	39	1.4%	1,397	50.7%	0	0.0%
City of Melbourne	136	131	96.3%	4	2.9%	0	0.0%	0	0.0%	0	0.0%
City of Mentor	76	72	94.7%	0	0.0%	3	3.9%	0	0.0%	1	1.3%
City of Newport	7,779	4,100	52.7%	1,202	15.5%	702	9.0%	1,732	22.3%	43	0.6%
City of Silver Grove	505	303	60.0%	23	4.6%	9	1.8%	68	13.5%	102	20.2%
City of Southgate	1,702	888	52.2%	58	3.4%	56	3.3%	700	41.1%	0	0.0%
City of Wilder	1,215	617	50.8%	14	1.2%	15	1.2%	569	46.8%	0	0.0%
City of Woodlawn	96	91	94.8%	2	2.1%	3	3.1%	0	0.0%	0	0.0%

Source: 2000 U.S. Census

HOUSING CHARACTERISTICS

Information on housing characteristics for Campbell County is available from U.S. Census Data. Table 5-2 shows comparative 2000 Census Data for housing units in Campbell County, Alexandria, and other incorporated cities in the county.

With the exception of the City of Highland Heights, single family residences are the predominate type of housing in the county and incorporated cities. In Campbell County, single family residences account for 66.9% of the housing stock. In Alexandria, the number of single family residences is 2,517 or 84.3% of the housing stock. Of the other incorporated cities, Crestview had the highest percentage of single family homes (99.4%), with Highland Heights having the least (46.2%). In Highland Heights the predominate housing type are those with five (5) or more units. For the most part this can be attributed to higher density housing for students enrolled in Northern Kentucky University.

Duplex units and three (3) to four (4) units were found in the least numbers in the county and incorporated cities. For the most part, most higher density residential structures are those with five (5) or more units. In Campbell County, 18.2% of the housing stock fell into this category. Five (5) or more units accounted for 8.6% of the housing stock in Alexandria. As previously mentioned, Highland Heights had the highest percentage of five (5) or more units (50.7%). The cities of California, Crestview, Melbourne, Mentor, and Woodlawn did not have any five (5) or more units. It is important to note that these same cities all have less than two hundred housing units in their respective jurisdictions.

In Campbell County, mobile homes accounted for 3% of the housing stock. This percentage is slightly higher in Alexandria (3.6%). The highest percentage (20.2%) of mobile homes can be found in the City of Silver Grove. The cities of California, Crestview, Highland Heights, Southgate, Wilder, and Woodlawn did not have any mobile homes according to the 2000 Census.

Tables 5-3 and 5-4 show the changes in housing composition from the 1990 Census to the 2000 Census for Campbell County and the City of Alexandria. According to the 1990 and 2000 Census', the most significant changes in the housing stock for Campbell County has been the development of higher density multi-family housing which increased by 36.3% over this ten (10) year period. Comparative data for Campbell County shows a 19.8% reduction in duplex housing units which could either be attributed to conversion of these homes to commerical areas along

the riverfornt or annexation of these higher density areas into other incorporated cities. The number of single family homes in the county overall increased tby 12.8%.

In Alexandria, the largest numeric increase (884) in housing units were single family dwellings. However, the U.S. Census reports that the largest percentage increase occurred in the category of mobile homes. According to the 2000 Census the number of mobile homes increased by 59.7% between 1990 and 2000. It is assumed that this number includes mobile home parks outside of city limits as Alexandria can only document seventy-four (74) mobile home units within the city. Therefore, there has only been a 10% increase of mobile home units from 1990 to 2000. Based upon this information, the highest percentage increase by dwelling type was the duplex unit.

HOUSING CONDITIONS

Housing conditions can be evaluated by analyzing selected census data measures and through visual surveys. Census data indicators of substandard housing include the age of the housing stock, structures lacking complete plumbing facilities, and overcrowding. Those units lacking complete plumbing facilities are considered to be substandard. A housing unit is considered to have complete plumbing facilities if it has hot and cold piped water, a flush toilet and a bathtub or shower. A unit is considered to lack complete plumbing facilities if any of the three (3) are not present. Housing units constructed prior to 1940 are considered to be potentially substandard. Overcrowding is considered to exist if there is more than one (1) person per room in a household. In Kentucky, homes that lack a heat source or use coal or wood as the primary heat source are also an indication of potentially substandard housing. A summary of housing conditions using 2000 Census data is presented in Table 5-5 and shows comparative data for Campbell County, Alexandria, and other incorporated areas.

The majority of houses lacking complete plumbing facilities are located in the unincorporated areas of the county and comprise .30% of the housing stock in the county overall. Only the cities of Bellevue, Highland Heights, Newport, and Southgate are reported to have housing units without plumbing facilities. The highest number of units using wood or coal as a primary heating source, (1.2%) are also located in the unincorporated areas of the county. Eight (8) out of the fifteen (15)

TABLE 5-3 SUMMARY OF HOUSING UNITS FOR CAMPBELL COUNTY					
HOUSING TYPE	1990		2000		% CHANGE 1990-2000
	#	%	#	%	
SINGLE FAMILY	21,867	66.4%	24,674	66.9%	12.8%
DUPLEXES	3,303	10.0%	2,649	7.2%	-19.8%
3-4 UNITS	1,611	4.9%	1,773	4.8%	10.1%
MULTI-FAMILY	4,926	15.0%	6,713	18.2%	36.3%
MOBILE HOME	1,017	3.1%	1,089	3.0%	7.1%
OTHER	186	0.6%	0	0.0%	-100.0%
TOTAL	32,910	100.0%	36,898	100.0%	12.1%

Source: U.S. Census Bureau, 1990, 2000

TABLE 5-4 SUMMARY OF HOUSING UNITS FOR THE CITY OF ALEXANDRIA					
HOUSING TYPE	1990		2000		% CHANGE 1990-2000
	#	%	#	%	
SINGLE FAMILY	1,630	83.4%	2,517	84.3%	54.4%
DUPLEXES	45	2.3%	70	2.3%	55.6%
3-4 UNITS	31	1.6%	34	1.1%	9.7%
MULTI-FAMILY	182	9.3%	256	8.6%	40.7%
MOBILE HOME	67	3.4%	107	3.6%	59.7% **please see text on page 5-6 for explanation
OTHER	0	0.0%	0	0.0%	0.0%
TOTAL	1,955	100.0%	2,984	100.0%	52.6%

Source: U.S. Census Bureau, 1990, 2000

TABLE 5-5
HOUSING CONDITIONS, 2000 CENSUS

AREA	TOTAL	BUILT BEFORE 1940		LACK COMPLETE PLUMBING		MORE THAN 1.0 PERONS PER ROOM		WOOD/COAL OR NO PRIMARY HEAT SOURCE	
		#	%	#	%	#	%	#	%
Campbell County	36,898	11,735	31.8%	96	0.3%	528	1.5%	395	1.2%
Alexandria	2,984	170	5.7%	0	0.0%	15	0.5%	10	0.3%
Bellevue	2,894	1,791	61.9%	5	0.2%	18	0.7%	7	0.3%
California	30	11	36.7%	0	0.0%	0	0.0%	0	0.0%
Cold Spring	1,481	85	5.7%	0	0.0%	9	0.6%	14	1.0%
Crestview	169	7	4.1%	0	0.0%	2	1.3%	0	0.0%
Dayton	2,462	1,397	56.7%	0	0.0%	64	2.8%	6	0.3%
Ft. Thomas	7,064	2,346	33.2%	0	0.0%	21	0.3%	21	0.3%
Highland Heights	2,754	134	4.9%	8	0.3%	34	1.3%	0	0.0%
Melbourne	136	47	34.6%	0	0.0%	1	0.8%	0	0.0%
Mentor	76	20	26.3%	0	0.0%	3	4.4%	2	2.9%
Newport	7,779	4,265	54.8%	25	0.4%	239	3.4%	7	0.1%
Silver Grove	505	134	26.5%	0	0.0%	12	2.5%	5	1.0%
Southgate	1,702	428	25.1%	8	0.5%	15	0.9%	0	0.0%
Wilder	1,215	58	4.8%	0	0.0%	8	0.7%	0	0.0%
Woodlawn	96	32	33.3%	0	0.0%	2	2.1%	0	0.0%

Source: 2000 U.S. Census

incorporated cities report housing units with no primary heating source. Ten (10) such units were reported to be in the City of Alexandria. Over 500 housing units in the county were reported as overcrowded. While the majority of these units are located in unincorporated areas, the City of Newport accounts for 239 of these units. Alexandria had fifteen (15) units that were potentially overcrowded.

Due to the large number of historic resources in the county, a moderate amount of homes were constructed prior to 1940. In Campbell County, homes built prior to 1940 accounted for 31.8% of the housing stock. Of this number, 170 of these units were located in the City of Alexandria. The City with the largest percentage of homes over sixty (60) years of age, was Bellevue where 61.9% of the housing stock fell into this category. However, the largest number of older homes (4,265) was located in the City of Newport. These homes account for 54.8% of the housing stock in Newport. Crestview had the least, in number (7) and as a percentage (4.1%), of older houses.

CURRENT HOUSING TRENDS

Housing trends since the 2000 Census can be analyzed by examining building permit information for the City of Alexandria. This permit information was obtained from the U.S. Census Bureau which conducts a monthly Building Permits Survey. Building permit statistics are summarized for the U.S., by Census Regions, Census Divisions, Metropolitan areas, and counties. Data are also available for individual permit offices. The survey collects the number of housing units and the valuation of construction for new single family and multi-family structures. For additions, alterations, renovations, and major replacements, the survey collects the number of total permits and total valuation for each month. Monthly data are available January 2000 forward and annual data from 1990 forward. It is important to note that this information will not account for housing units that may have been demolished or otherwise removed from the housing supply since 2000. It is also important to note that mobile or manufactured homes are not included as part of the survey as the Census Bureau considers them to be a movable or portable dwelling constructed to be towed on its own chassis. These units are also excluded from the census as they are built under HUD Code, which means that they are inspected at the factory and are exempt from local government building inspections. Table 5-6 shown on the

next page details building permit information for the City of Alexandria for the years 2000 to 2003 taken from the U.S. Census Annual Reports.

In the City of Alexandria building permits were issued for a total of fifty-nine (59) housing units since the 2000 Census. All permits were issued for the construction of single family housing. During this period an average of fifteen (15) houses were constructed per year. The average cost of these homes was $149,450 per unit.

PUBLICLY ASSISTED HOUSING

A variety of financial assistance is available to help low income elderly, handicapped persons, and families find decent, safe, and sanitary housing. Assistance may be unit-specific or household specific. In unit specific housing, the housing subsidy stays with the housing unit for a contract period or indefinitely as is the case with public housing. Household-specific assistance is committed to participating households. These households may relocate from one housing unit to another while continuing to receive the housing subsidy.

Assisted rental housing units in Campbell County fall under a variety of programs, as indicated in Table 5-7. Public housing programs serve low and very low income families, with rents based on income. Eligible tenants must pay the higher of either 30% of their adjusted gross income or 10% of their gross income. The Section 8 program helps low and very low income people pay their rent, with rents based on the same formula used for public housing assistance. Many Section 8 apartments, but not all, are reserved for elderly people. Some are also specifically designed for handicapped persons. The Section 202 program assists applicants 62 years of age or older and/or individuals with a disability. These units are designed for elderly or disabled persons. In addition, some supportive services may be available on the premises. The former Farmers Home Administration (FmHA) program, now known as the Rural Development (RD) program, serves low and moderate income people in rural areas. Low-income senior citizens or families paying rents of more than 30% of their adjusted annual incomes can qualify for rental assistance. In properties not offering rental assistance, tenants pay the greater of 30% of adjusted income or the base rent. Low interest rate loans are made to owners to reduce the rents (including utilities) paid by low-income tenants.

Household specific assisted rental units are available under the Section 8 Existing and Section 8 Housing Voucher programs. These rental units are allocated

TABLE 5-6
CITY OF ALEXANDRIA BUILDING PERMIT INFORMATION

YEAR	TYPE OF DWELLING UNIT								TOTAL		AVERAGE COST PER UNIT
	SINGLE FAMILY		2 FAMILY		3 to 4 FAMILY		5 or MORE FAMILY				
	# Bldgs.	# Units	# Bldgs.	# Units	# Bldgs.	# Units	# Bldgs.	# Units	# Bldgs.	# Units.	
2000	17	17	0	0	0	0	0	0	17	17	$129,679.41
2001	12	12	0	0	0	0	0	0	12	12	$143,842.25
2002	14	14	0	0	0	0	0	0	14	14	$166,500.00
2003	16	16	0	0	0	0	0	0	16	16	$157,776.94
TOTAL	59	59	0	0	0	0	0	0	59	59	**$149,449.65**

Source: U.S. Bureau of Census

TABLE 5-7
CAMPBELL COUNTY ASSISTED RENTAL HOUSING

Complex Name	Location	Total Units	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	Telephone Number	Program
721 Isabella	Campbell County	2							(513) 871-5150	HC
Alexandria Manor	Alexandria	46		46					(502) 484-5802	RD
Center Park Apartments	Ft. Wright	28		2 EH					(859) 331-5858	HC
Central Avenue	Newport	2							(859) 491-8303	HOME
Horizon House II	Ft. Thomas	7		7H					(859) 261-0909	Section 202 &GH, Section 8
Housing Authority of Dayton	Dayton	45			2 H 8	23	8	4	(859) 491-7749	Public Housing
Housing Authority of Newport	Newport	573	104E 6H	171E	166	88	36	2	(859) 581-2533	Public Housing
Lakeside Terrace	Highland Heights	96		96E					(859) 441-5166	Section 8 & Section 236

TABLE 5-7
CAMPBELL COUNTY ASSISTED RENTAL HOUSING
CONTINUED

Complex Name	Location	Total Units	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	Telephone Number	Program
Meadowview Apartments	Campbell County	118		10EH					(513) 381-8696	HC
Saratoga Place	Newport	48							(859) 491-8303	HOME
Speers Court Apartments	Dayton	91	82E 9H						(859) 261-0536	Section 8
Two Rivers	Newport	70	63E 7H						(859) 431-2166	Section 8 & Section 202
The Austinbury Apartments	Newport	40	1H 9	4H 26					(859) 291-9047	Section 8 & Section 202
Vista Pointe Apartments	Campbell County	98		9H					(513) 489-1990	HC
	Totals	1264	23H 249E 9	20H 363 E 12EH 72	2H 174	111	44	6		

Source: Kentucky Housing Corporation, Assisted Rental Housing in Kentucky

E= units reserved for the elderly (62 and older)
H= units reserved for the handicapped

in groups by the U.S. Department of Housing and Urban Development for a specific area which may cover more than one county. The type of assistance available is the same as that outlined for the Section 8 program. Tenants served under these programs locate rental housing of their choice in the geographic area. The housing unit may be an apartment, mobile home, duplex or house, and must meet HUD housing quality standards.

There are a variety of other forms of financial assistance available to low to moderate income persons for housing assistance. Assistance is available through both public and private non-profit groups. As these programs frequently change, current information on the types of assistance available should be obtained from the Kentucky Housing Corporation in Frankfort, Kentucky.

A total of 1264 assisted rental units, an increase of 36.5% since 1993, are currently available in Campbell County (Table 5-7). This includes 612 elderly units, 45 handicapped units, and 12 units for persons who are both elderly and disabled. Of this number, forty six (46) of these units are located in the City of Alexandria at Alexandria Manor.

It is important to note that the Kentucky Housing Corporation, in conjunction with the University of Louisville, recently conducted a Kentucky Housing Needs Assessment. This assessment was completed in October 2001. County level information is included in the report. In Campbell County, the study estimates that there were 3,860 low income renter households in Campbell County in the year 2000. Of these, KHC estimated that 1,727 or 44.8% are low income renter households which have not been assisted. Also noted in the study is the number of renters who have received homeownership assistance from KHC through the KHC Home Loan Program. From the years 1973-1990, a total of 446 loans were processed for this program. From 1991-2000, the number of loans had decreased to 162.

FUTURE HOUSING NEEDS

An estimate of the number of additional housing units needed in the future can be made using population projections and some assumptions based upon demographic trends. Since the number of persons per household is expected to slightly decline in the future, the persons per household for the county and cities will reflect this trend. Although Campbell County had 2.45 persons per household in

HISTORIC RESOURCES

The historic preservation movement and restoration activities did not begin in the United States until the early nineteenth century. In the movement's beginning, the primary objective of historic preservation was to establish a national identity for the American culture and was implemented to celebrate the accomplishments and deeds of our forefathers. However, at the end of the nineteenth century, the preservation movement began to shift its focus to the historical and architectural merit of the structures themselves. Today, the importance of maintaining historic resources focuses on the great accomplishments of individuals and community's history as well as architectural style. Both are integral to the community's values and local character.

Both the City of Alexandria and Campbell County contain historic resources. These resources document the early beginnings of the area and serve as reminders of the community's heritage and tradition. Campbell County, formed on December 17, 1794, was named for Col. John Campbell, a Revolutionary War officer, originally from Ireland. The county, nineteenth in order of formation, was established from portions of Harrison, Mason, and Scott Counties. Frank Spillman, a Virginia native, settled the City of Alexandria around 1793. It is thought that Spillman named the city after Alexandria, Virginia. In September of 1819, Spillman began developing the town by selling lots. The City of Alexandria was incorporated in 1834 and became one (1) of two (2) county seats in 1840. A plat of the original town is included on the next page.

The master list of historic survey sites maintained by the Kentucky Heritage Council lists a total of twenty-five (25) historic sites in Alexandria and 130 sites in Campbell County. Of the twenty-five (25) sites in the city, one (1) meets National Register Criteria with the remaining sites listed as undetermined. It is interesting to note that neither Campbell County (unincorporated areas) nor the City of Alexandria have a designated National Register Historic District. However, the city does contain a concentration of historic survey sites in the Old Town area of the city. Pages 5-23 and 5-24 provide is the master list (as maintained by the Kentucky Heritage Council) of historic sites in the City of Alexandria. It is important to note that the list, as maintained KHC may contain structures that are no longer standing. Figure 5-2 shows the locations of significant historic structures within the planning area.

2000, this number will be assumed to be 2.4 in the future. The number of persons per household for Alexandria will be assumed to be 2.8 in the future. In 2000, there were 2,041 persons living in group quarters in Campbell County representing 2.3% of the population. This compares to 2.8% for the State of Kentucky overall for the same period. Only three (3) persons reported living in group quarters in Alexandria. For housing projection purposes, the group quarters rate will be assumed to be 2.3% for Campbell County and .1% for the City of Alexandria as the number of elderly persons residing in group quarters can be expected to increase somewhat in the future.

Assuming a 2010 population of 92,315 (as projected by the Kentucky State Data Center), a 5% vacancy rate, a 2.3% group quarters rate, and 2.4 persons per household, 39,359 housing units will be the minimum needed in Campbell County by the year 2010. As there were 36,898 units in 2000, a minimum of 2,561 additional housing units will be needed by the year 2010. In the year 2020, it is anticipated that Campbell County will need a total of 40,590 housing units or 3,601 additional units from 2000.

A similar analysis can be conducted for the city. However, it is less meaningful as the city limits may change over time due to annexations. Assuming a 2010 population of 15,537, 3.5% vacancy rate, a .1% group quarters rate, and 2.7 persons per household, a minimum of 4,760 housing units will be needed in Alexandria by the year 2010. As there were 2,989 housing units in 2000 and 59 built from 2000 to 2003, a total of 1,712 housing units will be needed by the year 2010 if the city continues to grow and annex developing residential property. By the year 2020, the total number of housing units needed is estimated to be 5,749 or additional 2,902 from 2000.

It is important to note that the city must be careful when continually annexing property to be developed as residential. As is occurring in some cities across the Commonwealth, new residential growth is not paying for itself because jobs aren't being created at a commensurate pace. As is the case with Alexandria, the city is housing more people who commute to work in other places. Therefore, the city may want to initiate a study to evaluate its current growth rate, annexation and land use policies.

Archeological and Natural Resources

In addition to significant architectural sources, Campbell County has natural and archeological resources. Most resources of this type are fragile and irreplaceable. For the most part, many damaged or aged architectural structures can be restored while archeological resources cannot. Since all are sensitive to the development that occurs around them, it is important to take precautionary measures when considering this type of preservation. Areas of concern should be identified and mapped during the development process.

HISTORIC PRESERVATION

Unique historic features not only contribute to the quality of life of the city but also contribute to the region's current and future potential as a tourist destination. There are several ways to encourage preservation of historic sites at the local level. First it is necessary to educate citizens about community resources and their significance to the community. Public education efforts have been undertaken by the Campbell County Historical Society who house a collection at the Campbell County Courthouse in Alexandria. However, these outreach efforts do not ensure the preservation of historic areas. The following paragraphs describe other effective methods of historic resource management for the Old Town District. In the future, the challenge for the city will be to ensure that new development in the Old Town district is compatible and complementary to historic structures in this area.

Historic Resource Management

As defined in the county's goals and objectives, the overall goal is to recognize and preserve the unique historic and cultural resources of the City of Alexandria. Objectives include the identification and maintenance of historic features while also informing residents and visitors of the unique resources of the city. To attain these goals in the future, the planning commission has a variety of options. Each option is briefly described in the following paragraphs.

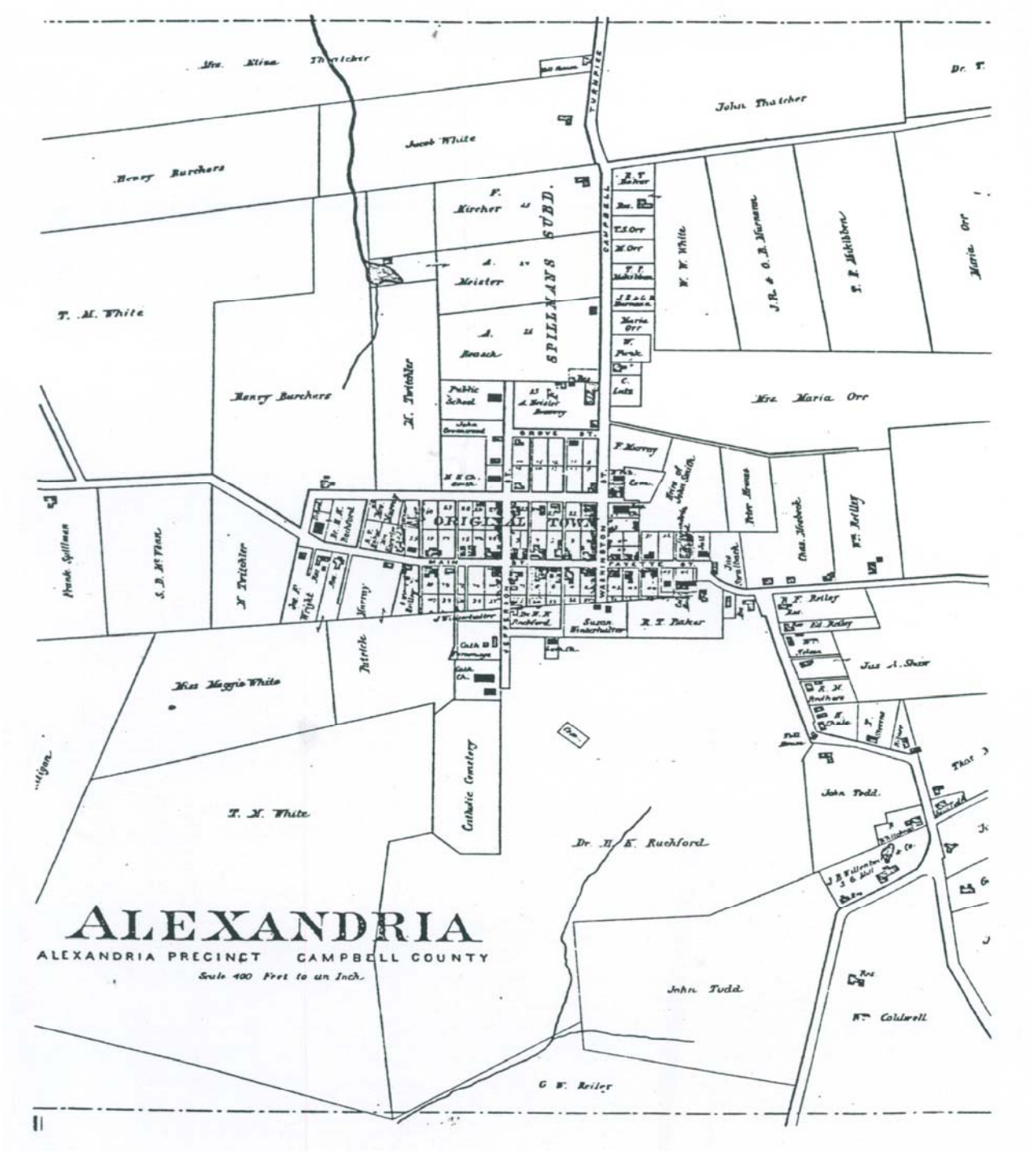


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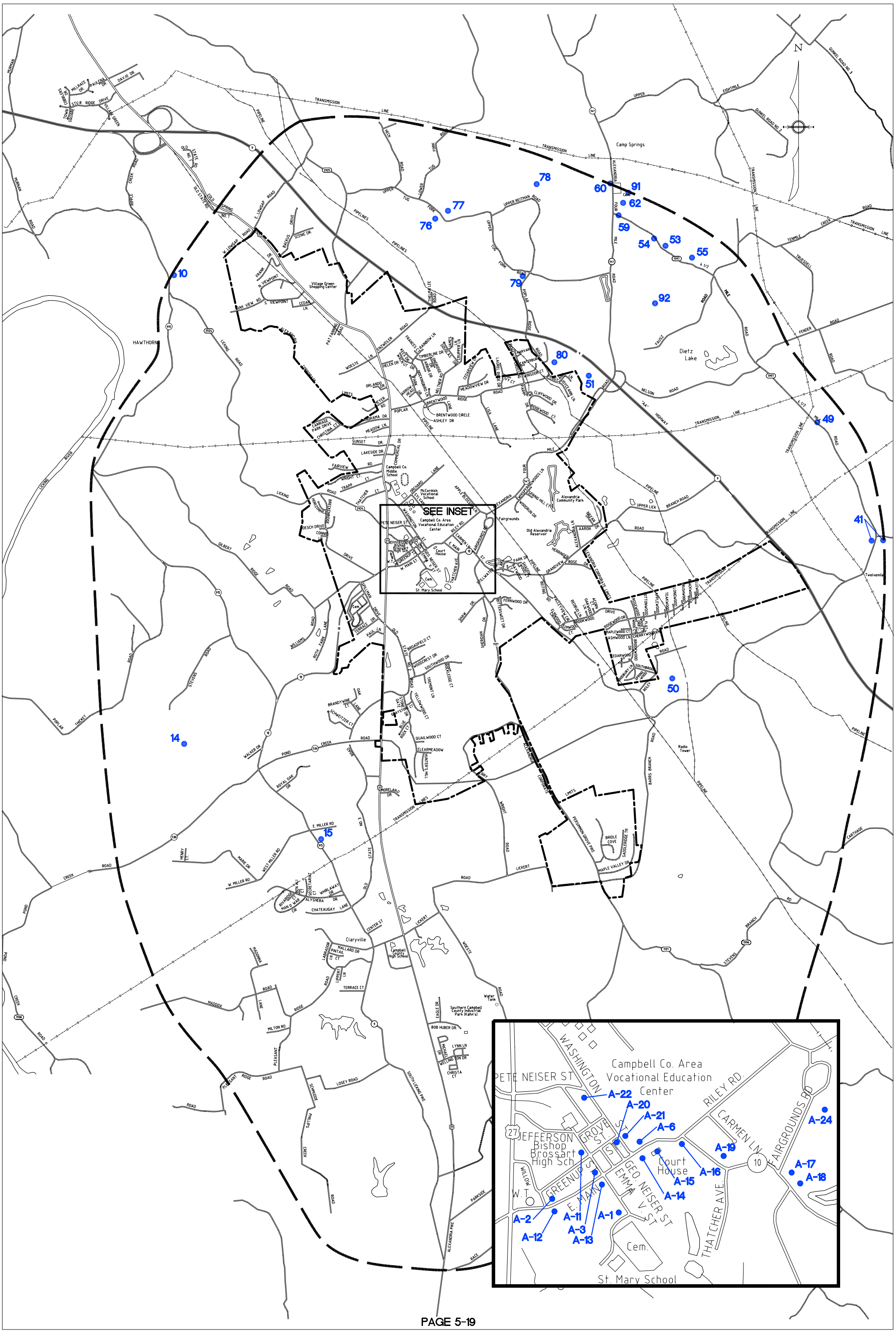
FIGURE 5-1
ORIGINAL TOWN PLAT

Alexandria, Kentucky
Campbell County



1500 750 0 1500
GRAPHIC SCALE IN FEET

LEGEND
CITY LIMITS
PLANNING AREA BOUNDARY
HISTORIC SITE

FIGURE 5-2
ALEXANDRIA PLANNING AREA
HISTORIC AREA MAP
CAMPBELL COUNTY, KENTUCKY

KL&A

National Register Designation

While there are several historic sites identified by the Kentucky Heritage Council in Old Town Alexandria this does little to ensure their preservation. The first and most obvious part of historic resource management is to identify suitable sites. To date, the identification and documentation of sites has been conducted by the Kentucky Heritage Council and Campbell County Historical Society.

Once a structure or area is locally identified, the State Historic Preservation Officer (SHPO) should be contacted. The SHPO ensures that the proper nomination forms, documentation, and photographs are used in order to nominate a structure of district to the National Register of Historic Places. It is important to note that all structures within a potential district do not have to be historic. A limited amount of "non-contributing" structures may also be included to give continuity to the boundaries of the district. As Old Town has numerous "non-contributing" structures, this area may not be eligible for listing on the National Register as a District; however, assistance should be provided to individual property owners who wish to have individual structures listed on the National Register.

Local Historic District Designation

Another way to preserve cultural resources is to designate local historic districts. These districts, when designated as such, can include special zoning provisions and a Board of Architectural Review. Another alternative is to establish a local historic district "overlay" zone which consists of requirements in addition to those in the underlying zoning for the area (commercial or residential for example). An overlay zone could be tailored to the area of concern and can include a variety of provisions to encourage design for new development which is compatible with the historic character of adjacent properties. Regulations include special setback lines to conform to existing buildings, sign regulations, restrictions on the demolition or modification to existing buildings, additional restrictions on appropriate land uses, etc.

Currently, the City of Alexandria has designated Old Town as a separate zoning district (B-1). Although, the purpose of this district is to preserve and protect the existing character of the district, specific design guidelines were not included to ensure context sensitive design. It is recommended that the planning commission re-evaluate this area and consider establishing design guidelines that preserves and enhances this area.

Architectural Review Board

Architectural Review Boards are typically established in conjunction with designating a local historic and/or "overlay" district. The function of the board is to review proposed development projects and their impact upon local historic resources. Members appointed to the board should include persons with historic knowledge as well as building and design experience who can review projects and make a determination whether or not a project or development proposal is compatible with existing land uses. The board may also have the responsibility to identify and nominate historic sites, recommend local historic designations, develop design guidelines, advise persons interested in historic preservation, and regulate building alterations and other construction activities in designated districts. The power of such a board can range from a voluntary program where advisory recommendations are made to include veto power and approval of various design elements.

The planning commission may want to consider implementing an architectural review board if more specific design guidelines are established for the Old Town District. It is important to note that detailed design guidelines will be necessary for Alexandria to qualify as a gold city as part of the Renaissance Kentucky Program.

Additional Options and Requirements

Beyond nominating structures for the National Register or creating different districts or architectural review boards, a community can implement a variety of other initiatives to encourage preservation of these resources. One way to do this is to encourage greater local participation and control in the designation and regulation of significant sites by working with various property owners and the Campbell County Historical Society. Another option is the provision of information and educational materials to citizens and tourists by utilizing local and state newspapers as well as generating brochures on various sites. It is also important to coordinate historic preservation activities with legislative bodies so that any proposed improvement projects will be sensitive to adjacent historic resources. The City of Alexandria may also want to consider the Renaissance Kentucky Program to address the streetscape and renovations of buildings in the Old Town District.

Finally, it is important to note that an environmental assessment must be prepared for any project that involves significant federal action. While this usually

means federal funding is involved, an assessment may also be necessary, for example, if a federal permit is required. During the environmental assessment, the potential impact of the project on properties either on or eligible for listing on the National Register of Historic Places must be determined. If there is a potential negative impact, mitigation measures are required. This may range from restoring the building in conformance with Secretary of Interior Standards to simply preparing detailed documentation about a site prior to demolition. No assessment of potential impact is generally required if the project is funded with state or local funds.

CHAPTER SEVEN

Transportation has always been a major contributor to a region's prosperity and quality of life. For this reason, it is well known that increased mobility, accessibility and efficiency of a region's transportation system can be a stimulant to population growth, residential development and have a pronounced effect on the location of industrial and commercial land uses. The effect that transportation has on land use dictates that a study of the planning area's transportation system be included in the comprehensive plan.

Cincinnati's emergence as a gateway to the west and Northern Kentucky's subsequent development can be attributed to the Ohio River which served as a point of convergence for people and goods in the late 1700's. In addition, the Miami-Erie Canal and the railroad system established this region as a commercial and transportation center during the 1800's. These improved methods of transportation also facilitated population growth. By the year 1880, the mean center of the population for the United States was located in Northern Kentucky. Today, the region has developed and continues to cultivate a diverse and efficient transportation system.

For the City of Alexandria, its location near major transportation routes, namely I-275 and the "AA" Highway, have enabled the city to continually grow even as other cities have lost population in Campbell County. As roadways are the predominant means of transportation within the planning area, roads will be discussed first, followed by public transportation, rail, air, bike, and water related transportation facilities. Figure 7-1 depicts the planning area's major transportation facilities.

REGIONAL TRANSPORTATION SYSTEM

It important to recognize the fact that Alexandria's transportation network is component of a regional, metropolitan transportation system. This metropolitan region consists of eight counties in the three (3) states of Ohio, Kentucky and Indiana (as shown in Figure 7-2). The responsibility for transportation planning in this region rests with the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments.

OKI has assumed responsibility for all transportation planning efforts in order to ensure that all modes of transportation are carefully coordinated as the region prepares to meet future transportation and land use needs.

In September 2001, OKI published the *2030 OKI Regional Transportation Plan* which is an update to the previous long range plan developed in 1998. The most recent update extends the planning period for an additional ten (10) years from 2020 to 2030 and responds to federal planning requirements enacted since 1998. In addition, the revised plan further refines and expands upon recommendations contained in the 1998 document and places additional emphasis on environmental justice issues and Intelligent Transportation Systems. Issues addressed as part of the planning process are the "metropolitan planning factors" which are a product of TEA-21. The impacts of the federal directives of TEA-21 are evident in the plan's recommendations which place emphasis on expanding modal alternatives and improving the transportation system's efficiency. Specifically, the recommendations for improving highways are accompanied by recommendations for improving bus service and developing rail transit, using advanced technologies to move traffic more efficiently, applying strategies to help reduce drive-alone commuting, promoting ride sharing and bicycle and pedestrian travel, upgrading highway operating efficiency, and further exploring options for achieving plan objectives. In addition to meeting the future travel needs created by growth and development, the plan's recommendations address requirements for congestion management, air quality conformity, and financial constraints. The plan also states that the transportation system envisioned for the metropolitan area is an intermodal system that expands travel options and improves and maintains transportation infrastructure in order to:

Support economic vitality
Increase safety
Increase accessibility and mobility options
Protect and enhance the environment
Enhance the integration and connectivity of the transportation system
Promote efficient system management and operation
Emphasize the preservation of the existing transportation system

Overall goals for the improvement of the region's transportation system, as written in *2030 OKI Regional Transportation Plan* include**:**

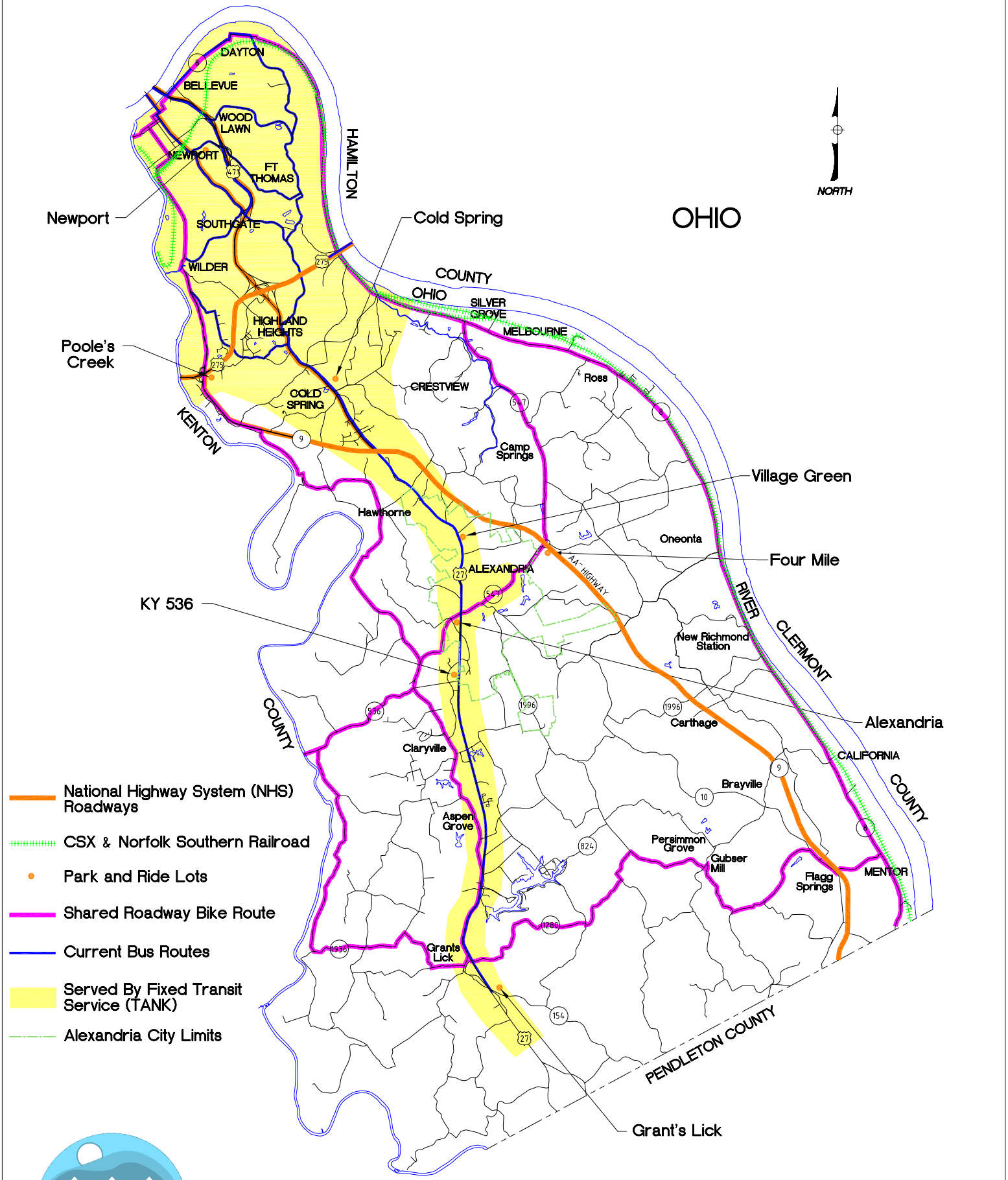
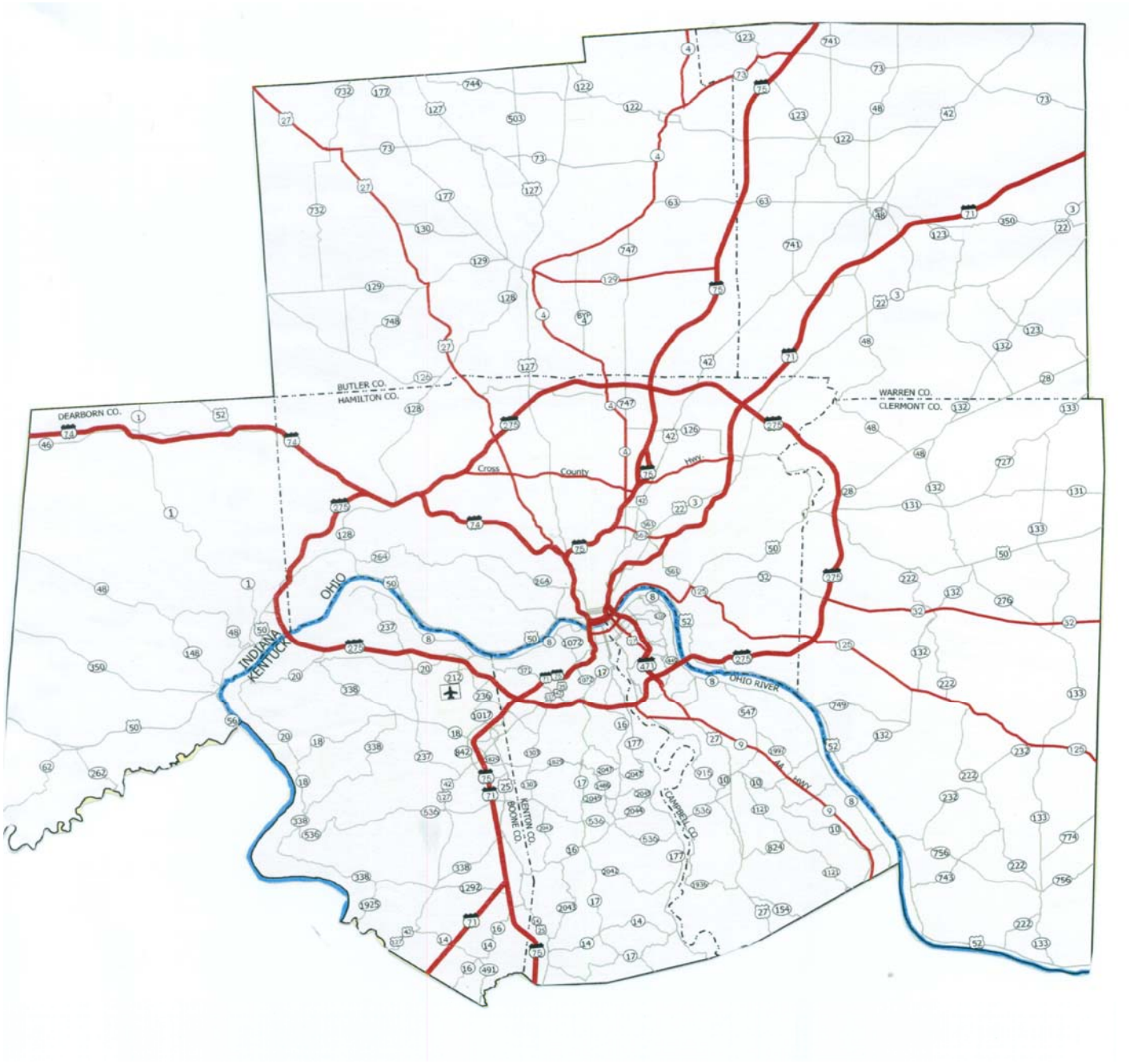


FIGURE 7-1
MAJOR TRANSPORTATION SYSTEMS
CAMPBELL COUNTY, KENTUCKY

FIGURE 7-2



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OHIO-KENTUCKY-INDIANA (OKI)
METROPOLITAN TRANSPORTATION
PLANNING AREA

Map Produced by OKI in the:
OKI 2030 Regional Transportation Plan

GOAL: Improve mobility for people and goods. To enable people and commodities to be moved with greater speed and safety, major investments are needed to improve the transportation system and reduce congestion. Improvements are needed both for expanding the present system and improving its efficiency. Improvements should be sensitive to differences in development patterns and community needs with special consideration given to safe use of the transportation system by our region's older population.

GOAL: Protect environmental quality. Air quality is a major environmental issue in the OKI region. Much progress has been made in reducing mobile source emissions, but the impact of travel growth on total emissions could threaten the region's ability to maintain federal clean air standards. Emission reductions are needed to protect air quality. Strategies that would reduce mobile source emissions would also have a beneficial effect on other environmental issues and quality of life.

GOAL: Develop new transportation funding sources and strategies. Financial resources are needed to maintain the region's transportation system and address its deficiencies. In light of limited federal and state resources, there is a real need to generate funds from within the region for transportation improvements. New funding sources are needed, particularly for capital formation, and strategies to use funds prudently.

GOAL: Improve travel safety. The transportation system should provide for reducing the risk of accidents that cause death or injuries and provide for the security of transportation users.

GOAL: Provide transportation opportunities in an equitable manner. The transportation system should provide for a balanced transportation system in which no group or groups of people assume a disproportionate share of positive or negative impacts.

GOAL: Strengthen the connection between land use and transportation planning. The transportation system, along with other infrastructure, has a significant impact on future land use. Transportation decisions should be consistent with local land use policies, resulting in travel and land use patterns that promote multimodal travel alternatives and reduced vehicle trips.

Campbell County Transportation Plan

In addition to the OKI Plan, Campbell County developed its own transportation plan in September of 2003 in order to address specific transportation needs within the county. This study was initiated in 2002 upon the request of the Campbell County Fiscal Court and OKI Regional Council of Governments. As part of the planning process, a Campbell County Transportation Task Force was

appointed for input during the development of the plan. The plan includes summary information on the planning process, assessment of existing roadway conditions, prioritizing of roadway needs, identification of transit, bicycle, and pedestrian transportation, financial and implementation strategies. Where applicable, information from the Campbell County Transportation Plan is incorporated into the text of this document.

ROAD NETWORK

The roadway network serves as the backbone of the region's transportation system. The OKI network is typical of those in other metropolitan areas. The system includes a circular freeway that surrounds the Cincinnati Metropolitan Area and several interstate freeways that pass through the region. The network is then supplemented with a web of arterials, collectors and local streets that provide access to employment opportunities, community facilities, and residential neighborhoods.

According to OKI's *2030 Regional Transportation Plan,* more than 3,000 miles of major roadways (and an additional 6,000 miles of other roadways) are used to transport both passengers and goods via private automobile, taxi, bus, bicycle, and truck, traveling more than 34 million vehicle miles per day (based upon 1995 data). The core of the roadway network is the region's components of the National Highway System (NHS) as shown on Figure 7-1. The NHS is a 160,000 mile interconnected system of interstate and principal arterial routes which serve major population centers, international border crossings, ports, airports, public transportation facilities, and travel destinations. The 398 miles of roadway included in the NHS are as follows:

I-71, I-74, I-75, I-275, I-471, the Ronald Reagan Highway, portions of US 27 (in Ohio, north of I-74; in Kentucky, between the Ohio state line and I-471 in Southgate and between I-471 in Highland Heights and KY 9), KY 8 (between I-71/75 and I-471) and KY 9 (the "AA" Highway) in Kentucky, SR 4 (north of I-75), SR 32 (east of I-275), SR 125, SR 129 (the Butler Regional Highway) and SR 562 (the Norwood Lateral) in Ohio.

Furthermore, OKI reports that this region's NHS components carry an estimated 18,090,000 vehicle-miles per day or 53% of the daily traffic.

Campbell County's road system consists of federal and state roads maintained by the state, county roads maintained by the County Road Department and

local roads maintained by the various cities. According to the *Campbell County Transportation Plan*, Campbell County contains approximately 595 total miles of roads (118 miles of local streets, 184 of county maintained roadways and 223 miles of state and federal roads). These roads provide the primary transportation needs for approximately 89,000 residents (2000 U.S. Census) and other users. Table 7-1 includes a listing of all streets maintained by the City of Alexandria.

Kentucky state maintained roads are classified by truck weight capacity. Designated Class "AAA" trucking highways have an 80,000 pound permitted gross load limit, while "AA" highways have a 62,000 pound gross load limit. All other state maintained roads are designated Class "A" trucking highways, with a 44,000 pound gross load limit. Figure 7-3 shows trucking classifications for roads in Campbell County. These classifications were last updated by the Kentucky Transportation Cabinet on December 18, 2003. As shown on the map, the Alexandria Planning Area has two Class "AAA" highways (U.S. 27 and KY 9). Highways designated as Class "AA" include KY 10 from Alexandria east and KY 154. The remainder of state highways are classified as Class "A" trucking highways.

FUNCTIONAL CLASSIFICATION SYSTEM

The analysis of an existing roadway system includes the assessment of the various functions performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. As established by the Kentucky Transportation Cabinet, and shown on Figure 7-4, the functional roadway classification for Campbell County is as follows:

Rural Principal Arterial - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1) Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; 2) Serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over; 3) Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Rural Minor Arterial - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following characteristics: 1) Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting

travel over similarly long distances) and form an integrated network providing interstate and intercounty service; 2) Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; 3) Provide (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural Collector Roads-Rural collector roads generally serve intracounty traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two (2) types of rural collector routes, characterized as follows:

> *Major Collector* - These routes typically: 1) provide service to the county seat not on an arterial route and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, etc. ; 2) link these places with nearby larger towns or cities, or with routes of higher classification; and 3) serve the more important intracounty travel corridors.
>
> *Minor Collector* - These routes are; 1) spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road; 2) provide service to the remaining smaller communities; and 3) link the locally important traffic generators with rural areas.

Rural Local Roads - Roads within this classification have the following characteristics: 1) serve primarily to provide access to adjacent land; and 2) provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

According to the Kentucky Transportation Cabinet, Campbell County has two Rural Interstates, I-275 and I-471. The only road classified as a Rural Principle Arterial is KY 9 south of KY 547. Rural Minor Arterials include KY 547, and U.S. 27 south of Aspen Grove. Rural Major Collectors are KY 915, KY 8 (in the unincorporated areas of the county), and KY 154. Rural Minor Collectors are KY 10, KY 1997, KY 1566, KY 1996, KY 824, KY 1121 (south of Persimmon Grove) , KY 2828, and KY 1936. All grey roads are classified as state maintained local roads.

The Kentucky Transportation Cabinet uses a separate classification system for incorporated or urban areas. Therefore, the classification for streets within the City of Alexandria differs slightly from those in the County as shown on Figure 7-4.

Classifications for more urban areas are as follows:

Urban Principal Arterial - This system of streets and highways serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, the longest trips, and should carry a high proportion of the total urban area travel on a minimum of mileage. These roads should be integrated both internally and externally between major rural connections.

Table 7-1
Street Listing for the City of Alexandria

Aaron Drive
Acorn Court
Alex/Licking Pike
Alexandria Drive
Alexandria Pike*
Apple Blossom Lane
Applewood Court (N & S)
Arbor Drive
Arrowhead Drive
Ashwood Lane

Barrs Branch Road
Baywood Court
Beiting Drive
Bellewood Court (N & S)
Bittersweet Drive
Blackwood Court (N & S)
Bluerock Court
Boesch Drive (E&W)
Breckenridge Drive
Bridle Cove
Brookwood Drive
Brushwood Court (N & S)
Bryan Lane

Canterbury Court
Carmen Lane
Carriage Park Drive
Cedar Lane
Cedar View Drive
Cedarwood Court (N & S)
Cherrywood Court
Christina Court
Clearmeadow Court
Cliffwood Court
Connie Lane
Constable Drive
Cottonwood Court (N & S)
Crupper Lane

Douglas Drive
Driftwood Court (N & S)

Elmwood Circle
Elmwood Court
Emma V. Street
Enzweiler Road

Fairground Road
Fernwood Court
Flatwood Court
Frances Court
Frank Drive

George Neiser Street
Gilbert Ridge Road
Grandview Road
Graystone
Greenup Street
Grove Street

Harvard Lane
Helen Drive
Heritage Hill
Herringer Drive
Highway 10
Horizon Hill Court
Hunters Hill

Ivy Court

James Lane
Jefferson Street
Jerry Wright Road
Joyce Anne Lane

Kees Drive
Keussner Drive

Lake Park Drive
Lakeside Drive
Laurel Ridge Drive
Lisa Lane
Longridge Drive (N & S)
Longwood Lane
Low Gap Road

Main Street (E & W)*
Maple Valley Lane
Maplewood Court
Meadow Lane
Meadowview Drive
Meyer Road
Mockingbird Lane

Neltner Road

Oakview Drive
Oakwood Lane
Orchard Lane
Orlando Drive

Panorama Drive
Parkview Drive
Paul Lane
Peggy Ann Lane
Persimmon Grove Pike
Peter Neiser Drive
Poplar Ridge Road

Quailwood Court

Rainbow Lane
Red Bud Lane
Ridge Drive
Ridgeway Crossing
Ridgewood Court
Ridgewood Drive
Riley Road
Rockledge
Rose Drive
Rosewood Court (N & S)

Saddle Ridge Trail
Shadow Wood Court
Shaw Drive
Sheridan Drive
Southbrook Drive
Southwood Drive
Spillman Drive
Spring Hill Court
Spring Wood Drive
Stillwater Drive
Stonegate Drive
Sunset Drive
Sylvan Drive

Teakwood Court (N & S)
Terrace Drive
Thatcher Avenue
Thatcher Court
Timberline Drive
Trapp Court
Tremont Lane

Valleyview Circle
Viewpoint Drive
Walnut Park Drive
Washington Street
Whispering Woods Lane
Willow Street
Windsor Court
Woodbury Lane
Woodrun Drive
Wright Court

Yellowwood Court

***Note:**
Roads listed within the city limits but not maintained by the city are as follows:

6705-8333 Alexandria Pike (US 27)

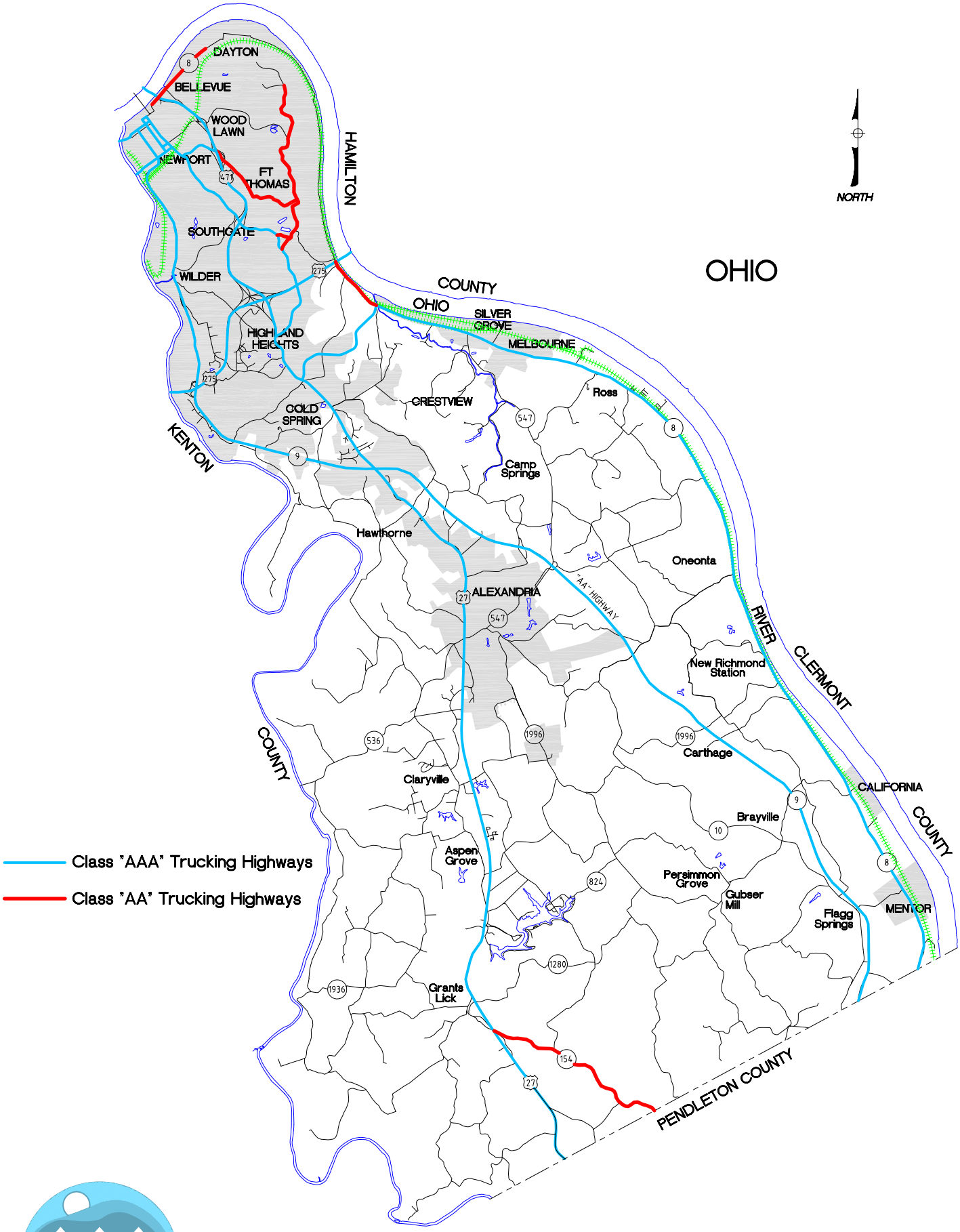


FIGURE 7-3
TRUCKING CLASSIFICATIONS
CAMPBELL COUNTY, KENTUCKY

Urban Minor Arterial - These roadways interconnect with and augment the urban arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterial routes.

Urban Collector Streets - The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. These roads differ from arterials as they penetrate residential neighborhoods distributing trips from arterials to the ultimate destination. The collector street also collects traffic from local streets in residential areas and channels it to the arterial road system. In the central business district, the collector system includes the street grid to facilitate traffic circulation.

Urban Local Streets - The local street system comprises all roads not placed in higher classifications. These streets primarily provide direct access to abutting land and access to the higher street classifications. These streets offer the lowest level of mobility. Service to through traffic movement is typically discouraged.

Within the city's planning area, U.S. 27 and portions of KY 9 (north of KY 547) are classified as a Urban Principal Arterials. Urban Minor Arterials are KY 547, KY 915, KY 536, and KY 10. One portion of KY 10 is classified as an Urban Collector Street.

Traffic Volume

Traffic volume on roadways is measured by average daily traffic counts. These counts are periodically performed on major state maintained highways by the Kentucky Transportation Cabinet, Division of Planning. Figure 7-5 is the Kentucky Transportation Cabinet Traffic Count Map (released February 2004). This map shows the average daily traffic counts for major state maintained roads within Campbell County and the City of Alexandria. The majority of traffic counts were taken between the years 2001 and 2003. As can be seen from reviewing the maps, the most highly travelled routes in unincorporated Campbell County are U.S. 27, and KY 9. Least travelled routes are those listed as Rural Minor Collector Roadways. In the City of Alexandria, U.S. 27 and KY 9 also carry the most traffic. In conjunction with functional classification system, the data provided in Figures 7-5 can assist the county and city in assessing the adequacy of major roadways for development and gives sufficient background data to request traffic impact studies on development proposals as part of a review process.

It is important to note that the *Campbell County Transportation Plan* evaluated existing traffic and operational conditions of county roads. Existing

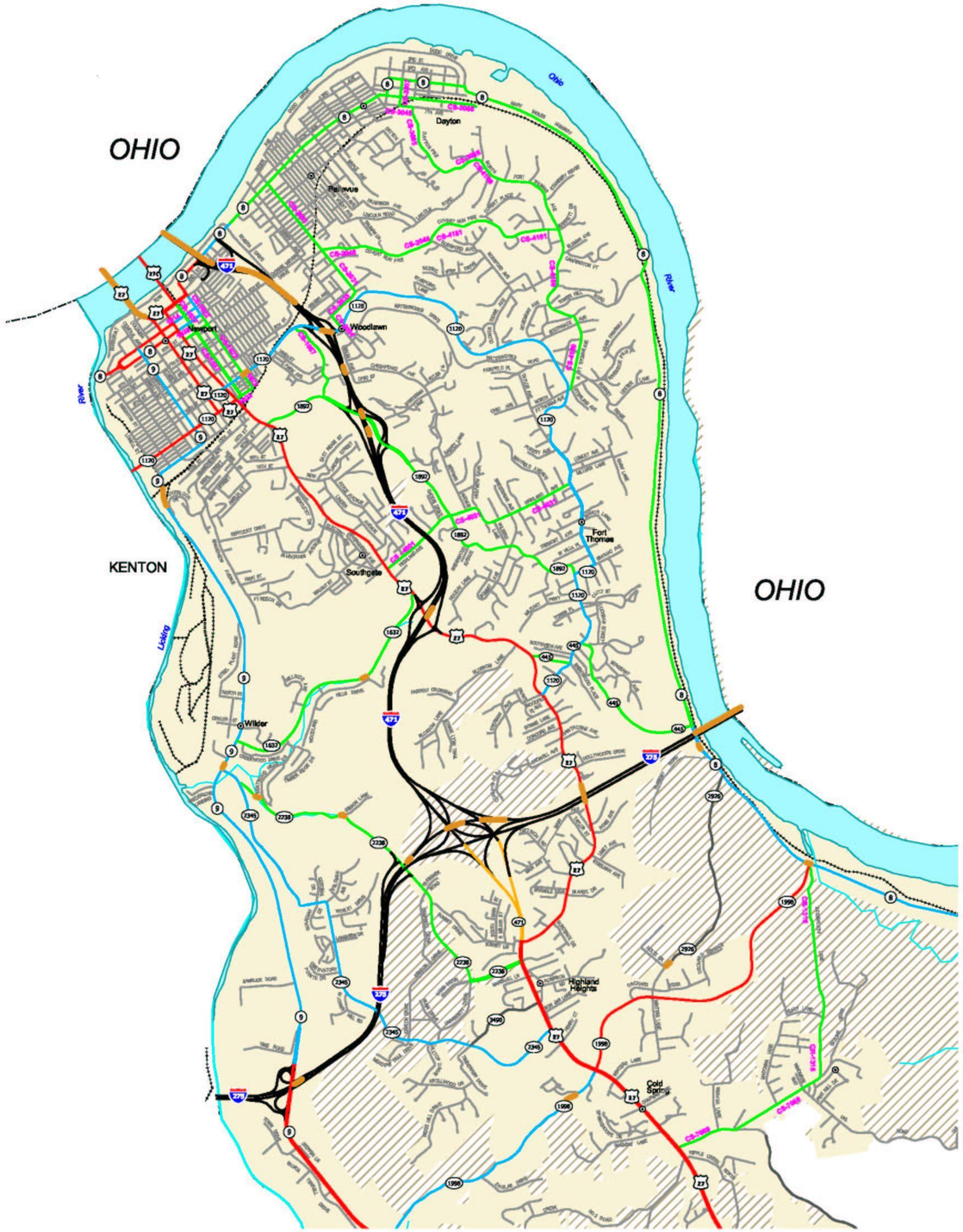
traffic volumes (Year 2002) for select segments were summarized based on information provided in the HIS database. The county also evaluated the Level Of Service (LOS) of these roads. Level Of Service (LOS) is a qualitative measure defined in the 2000 Highway Capacity Manual, published by the Transportation Research Board (TRB), and is used to describe traffic conditions. Individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six (6) levels of service are defined and are given letter designations from A to F. Typically, a minimum LOS D is acceptable in urban areas and LOS C in rural areas. Within the Alexandria Planning Area, all evaluated roads (KY 915, KY 547, KY 2924, KY 10, KY 824, and KY 1121) were rated as an LOS C or better. This classification means that traffic flow is stable, but interactions with other vehicles in the traffic stream begin to affect operations. Speed selection and maneuvering are affected by the presence of other vehicles. Delays become noticeable and general levels of comfort and convenience decline as well.

It is anticipated that KY 9 (the "AA" Highway) and U.S. 27 will continue to carry the most traffic within the planning period especially in consideration of Alexandria's location to I-275, recent and proposed improvements to US 27, projected population growth rates and potential increase in the local housing stock. Other roads that are expected to experience a significant increase in traffic volume include KY 536 (once improved), KY 10 and KY 1121. These roadways will require regular maintenance and improvement in the future to ensure continued or improved efficient functioning. In addition, it is important that the city continually monitor traffic volumes as development is proposed along these routes. In order to maintain the functionality of these roadways, it is recommended that more stringent access management techniques are applied to these areas.

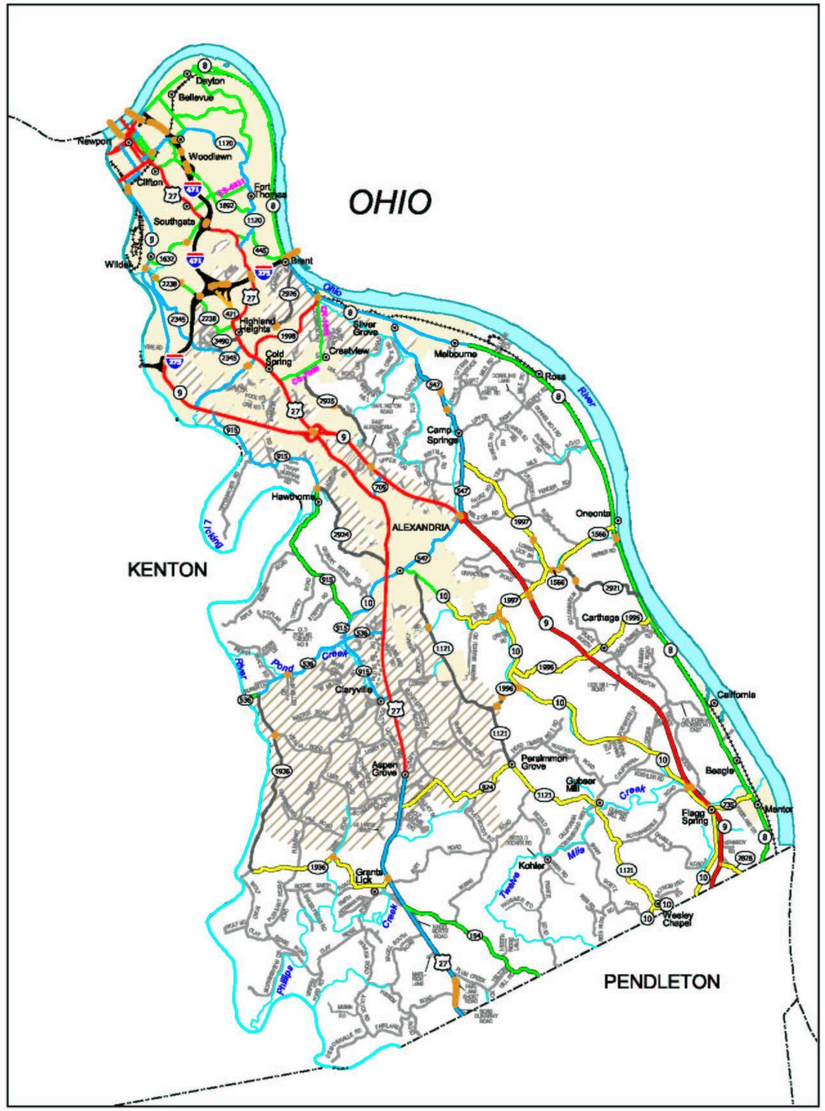
Accident Data

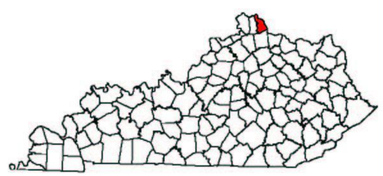
Accident data for designated routes were also examined in the *Campbell County Transportation Plan.* Crash data for the routes were considered for a three (3) year period from January 1, 1999 to December 31, 2001. A spot location or segment of roadway is considered to have a high crash rate when the total crash rate is higher than the critical crash rate for similar roads in the area. As part of the process, each crash was classified into one (1) of three (3) categories based on the degree to severity: fatal, injury, or property-damage only. During the period studied

FIGURE 7-4



NORTHERN CAMPBELL COUNTY





W E S

Functional Classification

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- State-maintained Local
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- Urban Local

Other Features

- Rivers, Streams or Creeks
- Railroad
- Bridge
- City/Town
- Incorporated Area Boundary
- Urban Area Boundary
- Lake
- State Park

CAMPBELL COUNTY KENTUCKY

Functional Classification

Last Map Revision: 10/23/03
Last Official Order Change: 02/04/03

Kentucky Transportation Cabinet
Department of Highways
Division of Planning

2 0 2 4 6 8 Miles

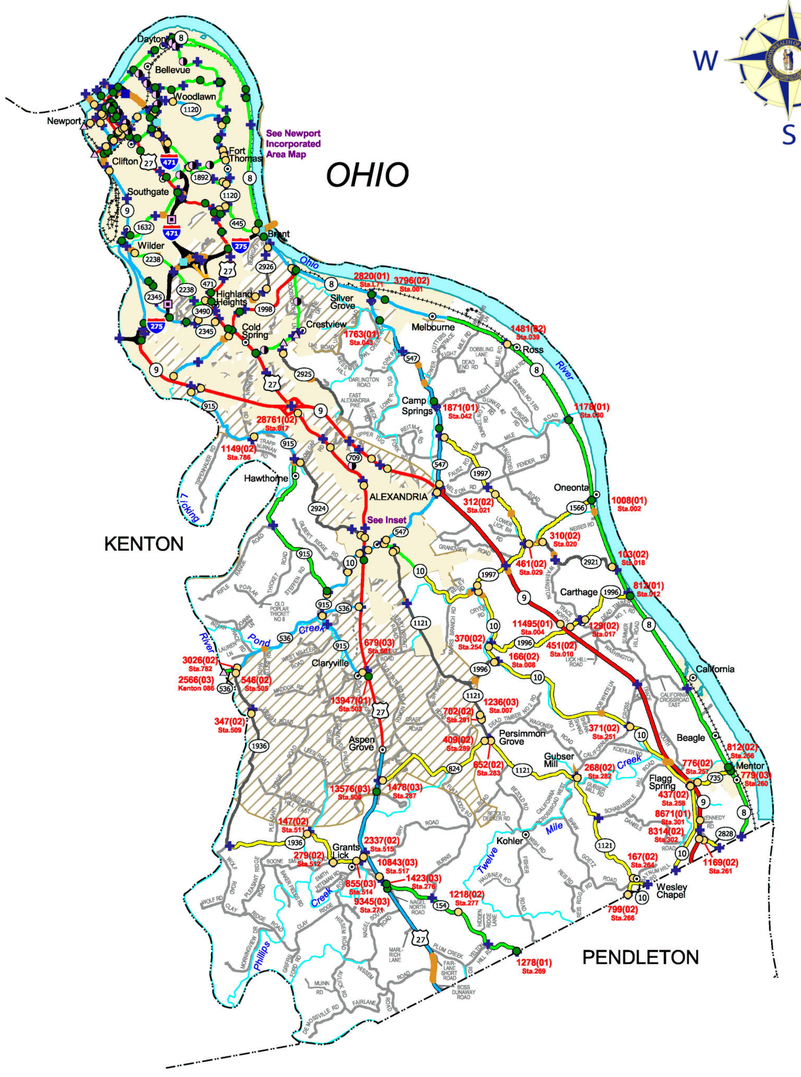
3 0 3 6 9 12 Kilometers

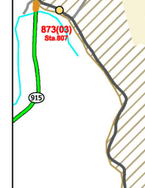
Kentucky State Plane Coordinate System (NAD-83)
Road centerlines collected using GPS technology

Functional Classification, Campbell County 19

KENTUCKY TRANSPORTATION CABINET

Division of Planning





ALEXANDRIA

FIGURE 7-5

Traffic Station Counts

CAMPBELL COUNTY
KENTUCKY

Kentucky Transportation Cabinet
Department of Highways
Division of Planning

3 0 3 6 Miles

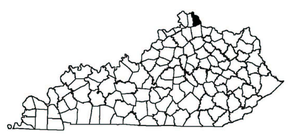
5 0 5 10 Kilometers

Last map revision: February 2004 CLN

Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning web page at www.transportation.ky.gov/planning/index2.asp

Station locations are plotted at segment midpoints where actual milepoints have not been verified in the field.

Kentucky State Plane Coordinate System (NAD-83)



Count Stations

- ATR
- HPMS
- Index Station
- Interstate/Toll Road
- Local HPMS
- Full Coverage
- Rest Area
- Urban Minor
- Adjacent Station
- Traffic Section Terminus

999 (99) Sta. 999 — Count (Collection Year) / Station ID

Functional Classification

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- State-maintained Local
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- Rural or Urban Local

Other Features

- Stream
- Railroad
- Bridge
- City/Town
- Incorporated Area Boundary
- Urban Area Boundary
- Lake
- Wildlife Management Area
- State Park
- Nature Preserve
- National Forest
- State Forest
- Army

there were six (6) fatal, 273 injury, and 735 property-damage only crashes along designated Campbell County routes. High accident segments were identified along KY 8, KY 10, KY 547, KY 915, KY 1121, and KY 2238. Smaller spot locations were also identified throughout Campbell County along designated routes. In the City of Alexandria, high vehicle crash points were identified on KY 10 (just south of KY 547) and KY 547 at Gilbert Ridge Road. Within the Alexandria Planning Area, high crash areas are located at the intersection of KY 10 and KY 915 (to the west of city limits), U.S. 27 in Claryville, and KY 1121 (just south of Shaw Hess Road).

TRAFFIC ANALYSIS

Another important facet of transportation planning is the analysis of travel patterns in relation to existing land use. This analysis aids in the determination of future travel projections and assessment of network deficiencies that must be improved to meet future demand. Thus, it becomes necessary to realize that the amount of traffic in Campbell County and Alexandria's planning area depends upon a number of factors. These include the population, the amount and location of industrial, commercial, public facility and higher density residential uses, and the degree to which automobiles are used.

The most useful method of determining travel patterns is to differentiate between the types of trips that are taken. These can be classified into three main categories:

1. ***External-Internal Trips:*** Either the origin or destination of the trip is within the planning area while the other end of the trip is in another city or county.
2. ***Through Trips:*** Both the origin and destination of the trip are outside the planning area.
3. ***Internal Trips:*** Both the origin and destination of the trip are in the planning area.

External-Internal trips are of greater importance in terms of transportation planning and are easily assessed by reviewing the commuting patterns of Campbell County residents. In 2000, commuting patterns indicated that the majority of workers living in the county (63.9%) worked elsewhere. Of those commuting into the county, 61.7% commute from other Kentucky Counties. This pattern is even more

prevalent in the Alexandria planning area which primarily serves as a bedroom community to residents. These trends indicate that a moderate volume of traffic is entering and leaving the county each day. The majority of trips to work occur on the "AA" Highway and US 27 as most traffic accesses I-275 to travel north to other northern Kentucky counties or into Ohio. Those who commute into Campbell County to work predominately come from Kenton and Boone Counties in Kentucky or Hamilton County, Ohio.

The primary avenues for through trips within the Alexandria Planning Area are the "AA" Highway and U.S. 27. The traffic volumes along these two routes far exceed those on other county roads due to the volume of pass through traffic. In terms of land use planning, pass through traffic encourages the development of commercial services along these routes, having the potential to create congestion where traffic management techniques are not utilized.

Internal trips within a city are also important to consider in the analysis of traffic patterns. The land uses that generate the heaviest traffic volumes are as follows:

1. Village Green Shopping Center (as well as the strip commercial corridor along US 27).
2. The Campbell County School District Campus including offices and the middle, elementary and vocational schools.
3. Campbell County High School
4. Bishop Brossart High School
5. Alexandria's Old Town Business District.
6. Kahn's

PLANNED ROAD IMPROVEMENTS

Traffic in Campbell County and the Alexandria planning are expected to continue to increase in conjunction with the abundance of employment opportunities in the region, population growth and anticipated increases in the housing stock. The completion of the "AA" Highway and improvements to U.S. 27 have greatly enhanced accessibility and traffic movement in the planning area.

Because Campbell County is within the OKI metropolitan planning area, planned road improvements for Campbell County are addressed in three (3) documents: *Kentucky Department of Transportation 2002 Six-Year Plan*, *OKI 2030 Regional Transportation Plan* approved September 2001, and *Campbell County*

Transportation Plan, adopted September 2003. Figure 7-6 shows the location of these improvements.

Major planned improvements that affect the Alexandria Planning Area are described as follows:

1. Owl Creek Bridge Replacement on KY 2925. Design for this project is scheduled for 2005 with construction anticipated in 2008.

2. U.S. 27 ramp widening project. This project was awarded to JPS Construction Company on 2/24/2003. The contract amount was $127,557.33. The project is currently 90% complete.

3. KY 547 Reconstruction from the "AA" Highway to KY 10 (including sidewalks at the western end of the project). Design is scheduled for 2005 for this state funded project

4. U.S. 27 Reconstruction (Major Widening) from the Campbell County Park to 1.0 miles south of KY 10. Project construction started in 2002 with estimated total construction costs of $30,300,000.

5. U.S. 27 Reconstruction (Major Widening) from KY 154 to Campbell County Park. Project construction is scheduled to start in 2004 with an estimated construction cost of $22,500,000.

6. U.S. 27 Reconstruction from the Licking River Bridge at Falmouth to KY 154 in Campbell County. Design for this project is scheduled for 2005.

7. Extension of Pond Creek Road from U.S. 27 to "AA" Highway via a portion of KY 10/KY 1997 Corridor (New KY 536). Right-of-way acquisition is scheduled for 2006, with utility relocation in 2007.

In addition to road improvements identified in the aforementioned documents, the City of Alexandria typically maintains a Road Rehabilitation and Resurfacing Needs List. However, at the present time the city has planned to undertake the total reconstruction of Viewpoint Drive. As it is anticipated that this project will take from 2004 to 2006, the city has not scheduled any additional projects. Once Viewpoint is complete, the city will reevaluate the need for improvements on other roadways. In the meantime, the city will continue to evaluate streets on an annual basis and maintain them as necessary.

ADDITIONAL LOCALLY IDENTIFIED PROJECTS

As part of the planning process for the development of the *Campbell County Transportation Plan*, local officials were asked to identify transportation needs within their jurisdictions. Needs that were identified for the City of Alexandria include the completion of the KY 536 extension, and upgrading of KY 547 from KY 10 to the "AA" Highway. Other projects which are not a part of the plans for Campbell County, OKI or Kentucky Transportation Cabinet but have been identified by residents of Alexandria as needed and desired include:

1. Realignment and widening of Poplar Ridge Road to include three (3) lanes and a bikeway.

2. Improvement of U.S. 27 traffic carrying capacity through redevelopment and improved access management.

3. Upgrading of KY 2925 to four lanes (with a turn lane) in order to accommodate existing and future development along this route.

ROAD MAINTENANCE

In addition to constructing new roadways, it is important for a city to maintain their existing transportation system in an operationally safe and efficient condition. As stated in previous sections of the plan, the Alexandria Road Department is responsible for making repairs to city streets while the Campbell County Road Department is responsible for maintaining county roadways. Likewise, the Kentucky Transportation Cabinet is responsible for maintaining state roadways. Other incorporated areas within Campbell County are also responsible for maintaining city streets that are not a part of the state or county system. Campbell County has implemented a formal process for evaluating and maintaining county roadways through the newly adopted *Campbell County Transportation Plan.*

At the present time, the City of Alexandria maintains an inventory and maintenance log for city streets. The inventory of city streets includes information on each roadway, such as the year the road was constructed, length, width, sq. ft., road type, curbing, and cul-de-sacs. The city's maintenance log details the date and type of improvements made to city streets. While these documents are effective tools, the City of Alexandria may want to consider a adopting a more formal capital im-

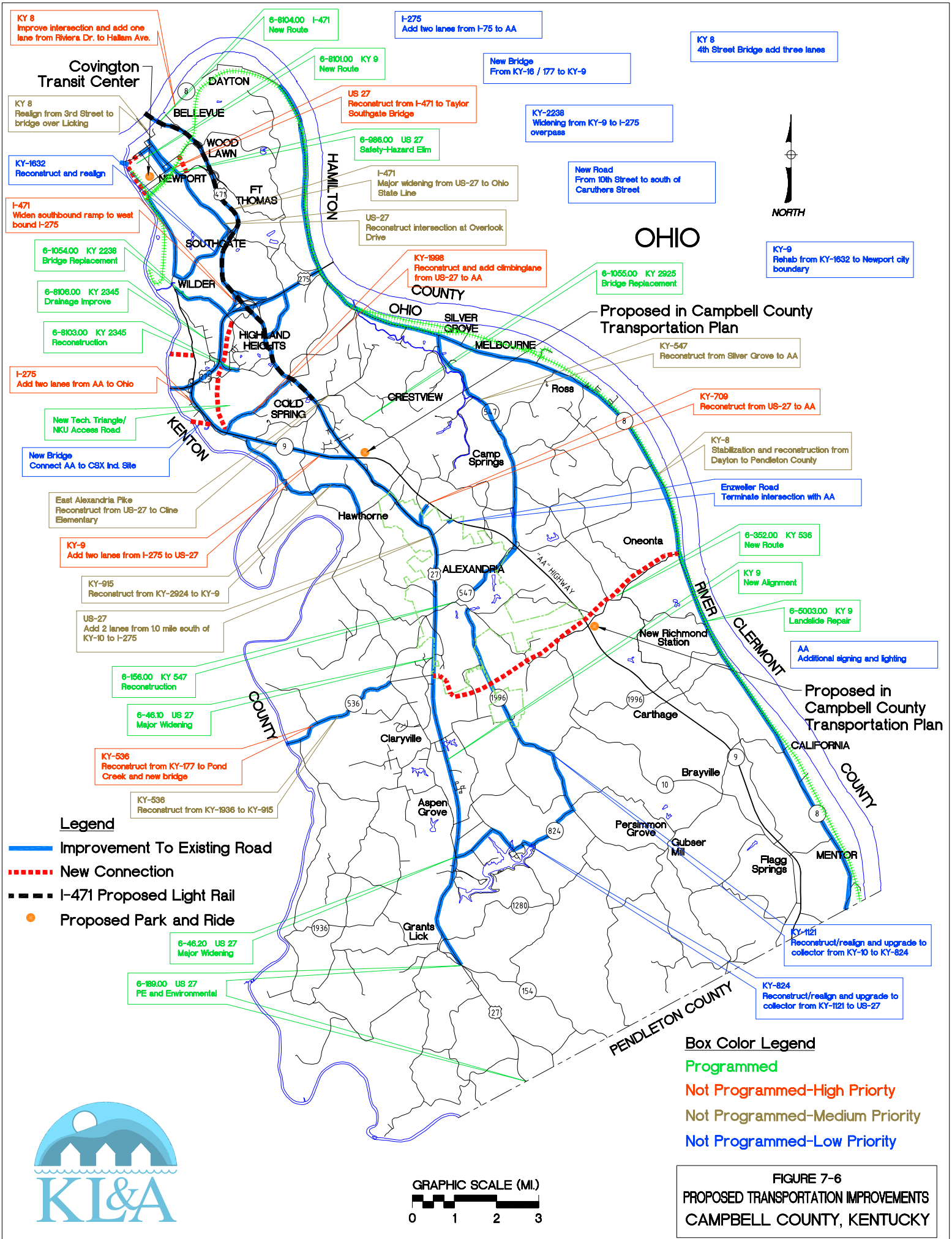


FIGURE 7-6
PROPOSED TRANSPORTATION IMPROVEMENTS
CAMPBELL COUNTY, KENTUCKY

provements program as well as continue to commit increasing resources to street maintenance as the city continues to develop. Potential safety projects would include the straightening of sharp curves, removal of hills that obstruct views, adding and paving shoulders, lane widening and intersection controls. These maintenance functions, while not discussed beyond the city's paving program, are important to the upgrading of local roadways. Once improvements are made to Viewpoint Drive, a list of scheduled improvement projects should continue to be developed and updated yearly.

ACCESS MANAGEMENT

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where these functions conflict, roadway design capacity will not be achieved resulting in congestion and an increase in traffic accidents. Therefore, it is important to mention another category of roadway improvements referred to as access management guidelines. The implementation of access management guidelines enhance the overall transportation system by ensuring that each roadway continues to function at its capacity level.

Although access to local streets is regulated solely by local government, the Kentucky Transportation Cabinet must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. However, the cabinet's standards are in effect, minimum standards since local governments may not approve access denied by the state. However, local governments may establish and enforce their own more stringent access standards through zoning and subdivision regulations.

Access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered as part of access management include provision for:

- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns).
- Limitations on new access points for subdivisions.

It is recommended that the Alexandria Planning Commission review their current access management regulations (especially along the U.S. 27 corridor) and incorporate any modifications into the zoning ordinance and subdivision regulations. These regulations should be extended to include the newly constructed KY 536 corridor prior to extension of this roadway and development in this area.

PUBLIC TRANSPORTATION

The principal alternative to the automobile for local travel is public transit. There are currently seven (7) major public transit systems operating in the OKI region. They are as follows:

Butler County Regional Transit Authority (BCRTA)
Catch-A-Ride (formerly Southeast Indiana Transit-SEIT)
Clermont County Transportation Connection
Middletown Transit System (MTS)
Southwest Ohio Regional Transit Authority/Metro (SORTA)
Transit Authority of Northern Kentucky (TANK)
Warren County Transit System (WCTS)

In addition, it is important to note that intercity bus services is provided by Greyhound Bus Lines and numerous taxicab services.

Public transportation in Northern Kentucky is provided by the Transit Authority of Northern Kentucky (TANK). TANK provides a fixed route bus operation consisting of 117 coaches operating along more than 30 routes with both local and express service. In 1999, 4.3 million miles of transit service were provided to nearly 3.9 million passengers. TANK operates seven (7) days per week, with 98 vehicles in service during peak hours. Fares for TANK Service are currently $1.00 for adults, 50 cents for students, and 35 cents for senior citizens and the disabled. Fares on the Southbank Shuttle are currently 50 cents. Lift equipped service has been available on 100% of TANK's fleet since 2000 and insures fixed-route transit accessibility to all segments of the population in Northern Kentucky. According to the OKI *2030 Regional Transportation Plan*, ridership on TANK has expanded from 3,647,817 in 1996 to 4,315,779 in 2000, an increase of 18.3%.

In addition to its fixed route service, TANK operates a specialized transportation service for people who cannot use the regular fixed route system. This

program is known as RAMP and provides curb-to-curb service in the fixed route areas. The RAMP fleet includes eleven (11) lift-equipped vehicles. In 1999, 49,000 persons were transported via RAMP. The fare for RAMP service is 75 cents.

Figure 7-1 shows the area served by fixed transit service, TANK, and existing park and ride lots in Alexandria (Village Green, Alexandria, "AA" near KY 547). In the recent update of the *OKI 2030 Regional Transportation Plan* it is recommended that another park and ride lot be provided at Four Mile as shown on Figure 7-6.

RAILROAD TRANSPORTATION

Railroads in the OKI Planning Area address both national and regional transportation needs. According to OKI, the region serves as an important point for consolidating and re-routing rail freight. Regionally, the railroads provide the area with access to the national rail system for out-going goods and a terminal for goods with local destinations. The north-south rail corridor produces most of the railway activity. Two railroad companies, CSX and Norfolk Southern have rail lines connecting Detroit, Michigan with Atlanta, Georgia. According to *OKI's 2030 Regional Transportation Plan,* the section of railroad track with the highest gross tonnage moved per year is a 3.5 mile section of the CSX mainline in Cincinnati which parallels Mill Creek. It is estimated that this track carries approximately 100 million gross tons of freight per year. The Norfolk Southern right-of-way, which extends from Cincinnati to Chattanooga, Tennessee is owned by the City of Cincinnati and leased to Norfolk Southern for the operation of its trains. There are two (2) truck-to-rail intermodal hub facilities in the region that are operated by CSX Transportation and Norfolk Southern. CSX's Queensgate Yard, which includes an intermodal facility and a classification yard for sorting freight cars for continued travel, can handle about 5,000 freight cars per day. This facility is one of the nation's largest classification railroad yards. Norfolk Southern's Gest Street Yard, located at the Queensgate Yard, is also a combination of an intermodal and classification facility.

Rail service to Cincinnati and Hamilton County, Ohio is provided three (3) days per week by Amtrak's "Cardinal" route, operating between Chicago and Washington D.C. Amtrak uses the Bi-level "Superliner" with passenger equipment pulled by diesel locomotives for the Cardinal. The Cincinnati station, located in the Union

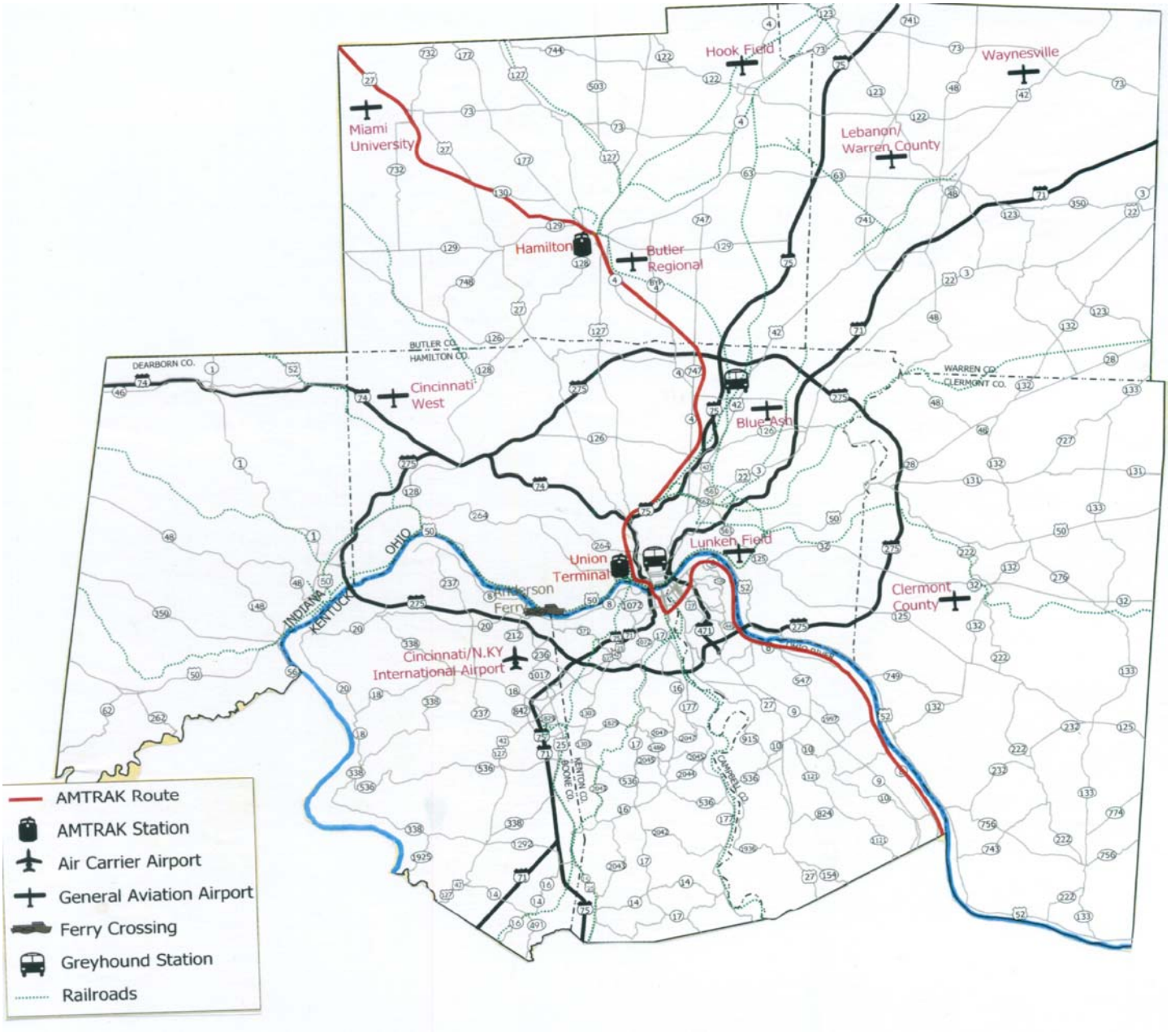
Terminal-Museum Center, provides full service to passengers, including a ticket office, special handicapped service, and checked baggage service. The Hamilton, Ohio station is just a stopping point for the train with no other services provided. CSX trackage is used for most of the Cardinal's Route between Chicago and Washington D.C. Included in Amtrak's operating agreement with CSX are provisions for the Cardinal to be given priority over freight trains which assists Amtrak to keep its schedule.

The Ohio Rail Development Commission (ORDC) is considering the development of high speed passenger service along the Cincinnati-Columbus-Cleveland (3C) Corridor. The alignment that has been identified by ORDC as being the best suited for this corridor is the Norfolk Southern (formerly Conrail) freight line which runs between Cincinnati and Cleveland passing through Middletown, Dayton, Springfield, Columbus, Galion, and Berea. In addition, a new high-speed passenger rail line connecting Cincinnati with Chicago is now being considered as part of a Midwest Regional Rail Initiative. The Midwest Regional Rail Initiative is a cooperative effort among nine (9) Midwest states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin), Amtrak, and the Federal Railroad Administration (FRA). The goal of this initiative is to evaluate the potential for implementation of a Midwest Regional Rail System. The preferred service option chosen for the services are Diesel Multiple Units (DMUs) capable of achieving a top speed of 100 mph.

The railroad line in the region which is most likely to be chosen for the Cincinnati-Chicago Route is the Central Railroad of Indiana's line from Downtown Cincinnati to Shelbyville, Indiana. Since this rail line comes directly into the Cincinnati Riverfront, the ORDC is recommending that Amtrak move its passenger station from the Union Terminal to the riverfront. ORDC's recommendation is also based on CSX's Transportation's unwillingness to let Amtrak expand its services at the terminal. Amtrak's Cardinal temporarily blocks the CSX mainline for the time that is required to unload and load passengers. On the other hand, the riverfront station would have tracks that dead end at the station (requiring back-up moves for trains). Since the main line would not be blocked, it is ORDC's contention that a riverfront station could accommodate Amtrak's Cardinal, the new Cincinnati-Chicago train, and future new routes.

Campbell County is flanked on the east and the west with CSX rail lines. In addition, both CSX and Norfolk South bisect the tip of northern Campbell County. However, it is important to note that there no rail lines that run through Alexandria's

FIGURE 7-7

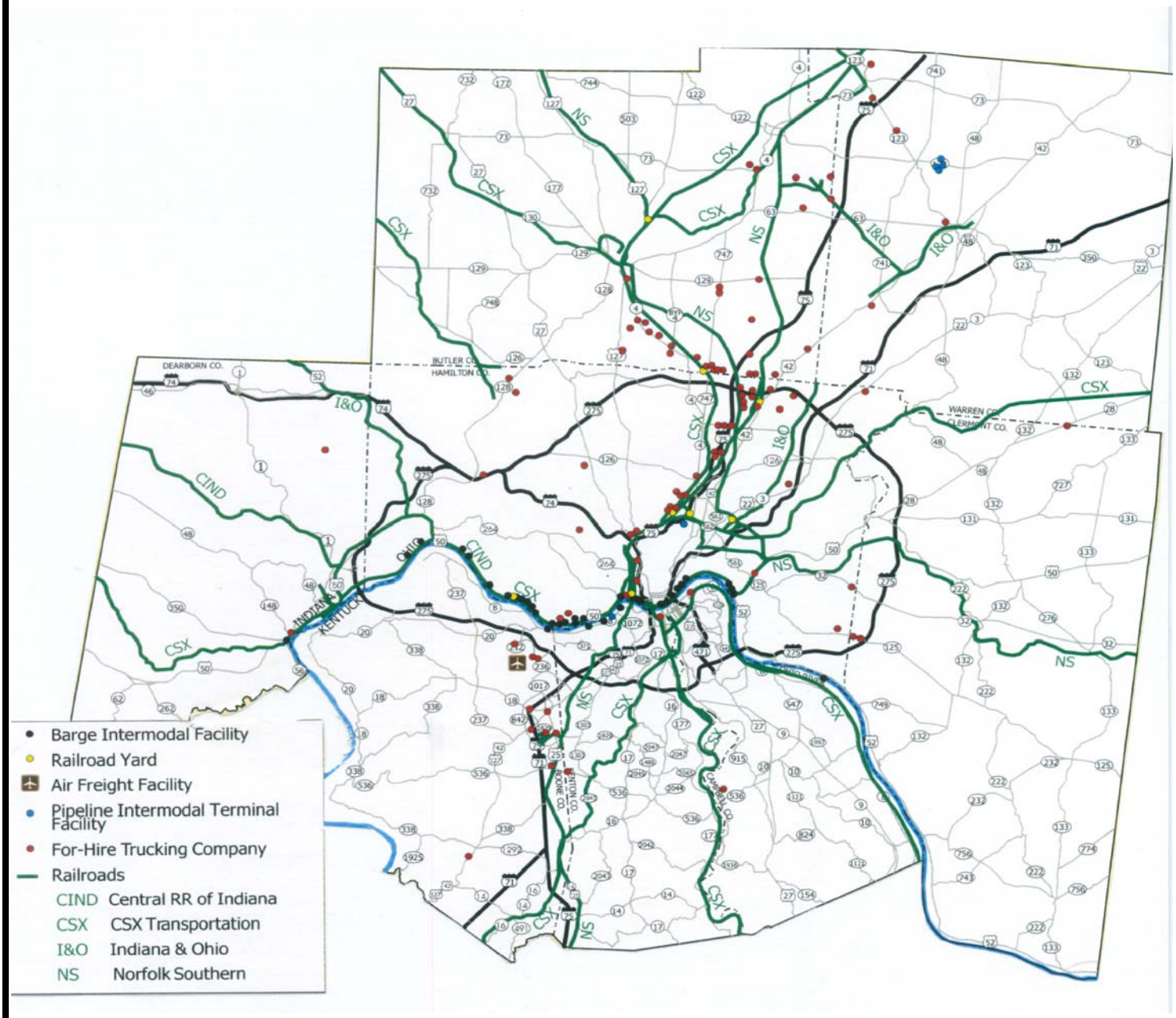


N

OHIO-KENTUCKY-INDIANA (OKI)
PASSENGER RAIL, WATER, BUS AND AIR FACILITIES

Map Produced by OKI in the:
OKI 2030 Regional Transportation Plan

FIGURE 7-8



N

OHIO-KENTUCKY-INDIANA (OKI)
FREIGHT TRANSPORTATION
FACILITIES

Map Produced by OKI in the:
OKI 2030 Regional Transportation Plan

planning area. It is anticipated that the level of rail service within the planning period is sufficient as there are not an abundance of industries within the planning area that require rail service. Therefore, it is not anticipated that there will be additional demand brought about by future industrial expansion. At the present, the availability of passenger service at Union Terminal in Cincinnati also appears to be sufficient.

Figures 7-7 and 7-8, excerpted from the *OKI 2030 Regional Transportation Plan*, show the location Passenger Rail and Freight Transportation Facilities in the OKI Region.

AIR TRANSPORTATION

The Cincinnati/Northern Kentucky International Airport, owned by the Kenton County Fiscal Court, is the primary airport serving all of Northern Kentucky and the Metropolitan Region. The airport, located in northeastern Boone County, serves as the base for sixteen (16) airlines, including one (1) of seven (7) hub operations for Delta Airlines. The airport is also the base for five (5) regional carriers, including the hub location for Comair (Delta Airlines' regional carrier), that provides commuter operations to local destinations and smaller cities nationwide. Delta Airlines operates a total of 550 daily flights to 110 cities around the world. In 1999, over 10.8 million passengers boarded planes at the Cincinnati/Northern Kentucky International Airport, ranking it the 21st busiest airport in the United States.

Other General aviation airports and operations are listed below:

Facility	**Annual Operations**
Cincinnati-Blue-Ash	35,000
Cincinnati Lunken Field	117,300
Cincinnati West	30,200
Clermont County	30,650
Butler County Regional Airport	61,700
Lebanon/Warren County	24,950
Miami University	16,700
Middletown-Hook Field	40,050
Waynesville (Red Stuart Airfield)	16,800

Source: OKI Regional Transportation Plan (September 2001) and FAA 5010 Airport Master Records (12/00)

Commercial air transport is provided by several companies. DHL Worldwide Express, a major air cargo company, uses the Cincinnati/Northern Kentucky International Airport as its hub. Nearly one (1) million pounds of cargo are unloaded, sorted, and reloaded onto DHL's fleet of planes daily. DHL is the process of constructing a new facility south of its present location which will have a larger terminal and more ramp space for aircraft. Federal Express also has air cargo service to the Cincinnati/Northern Kentucky International Airport. One (1) flight per night travels from Cincinnati to Memphis, TN, which is a hub that connects with other cities in the Federal Express air cargo system. Other major airlines also provide air cargo service on a limited basis at the Cincinnati/Northern Kentucky International Airport. Some provide contract carrier service for DHL cities not in DHL's network.

According to the OKI regional transportation plan, helicopter (rotocraft) operations have begun to slightly increase in the OKI region. A number of heliports exist but are mostly associated with hospitals. At the present time, no public facility accommodates helicopter ingress and egress to the Cincinnati Central Business District. As of September 2001, there were eighteen (18) privately owned and operated heliports/helistops in the OKI region, two (2) were privately owned for public use, and one (1) publicly owned for private use.

Figure 7-7, as excerpted from the *OKI 2030 Regional Transportation Plan*, shows the location of Air Facilities in the OKI Region.

BIKEWAY AND PEDESTRIAN TRANSPORTATION

Over the past few years, the use of bicycle and pedestrian trails as viable means of transportation have substantially increased. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for the residents and provides linkages to other recreational or institutional facilities. Bikeway and pedestrian routes typically involve usage by all ages for recreational and educational purposes as well as providing a means of transportation to and from work. Accompanying increased usage of such routes, is the desire for improved bikeway and pedestrian facilities in order to make trips along these routes as safe as possible. This is especially important since some trips occur within existing road rights-of-way.

For the most part, there are two major categories of bicycle facilities: (1) on road and (2) separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost any destination in the region. Separate bike paths and multipurpose trails are designed specifically for the purpose of facilitating non-motorized means of transportation. In addition, trails and greenways can serve both recreational and transportation needs while creating linkages with other areas of the community.

According to the OKI *2030 Regional Transportation Plan*, most bicycle trips are generally three (3) to five (5) miles in length. However, it is not unusual for a touring trip to equal or exceed 100 miles. Data on regional on-road bicycle use is limited. As part of the OKI transportation planning process, the Cincinnati Cycle Club records an average of 30,000 miles of commuter biking by reporting members annually or an average of 800 miles for those reporting. As an indication of per rider bicycle potential, an average of 4,300 total cycling miles each was recorded in 1994 among 20 cyclists who helped with the 1995 update of the Ohio Bike Route Guides.

OKI has developed Bike Route Guides that provide maps and descriptions of roads and trails used by area bicyclists. These guides, last updated in 1995, were developed with the active involvement of area cyclists and are available for Boone, Kenton and Campbell Counties. In the OKI Region, three (3) counties, five (5) townships and sixteen (16) municipalities have prepared bicycle plans and/or are developing local bicycle transportation systems. Four (4) of the plans being developed are in Northern Kentucky and include the bikeway plans for Boone County, City of Florence, Kenton County and the City of Newport.

In Northern Kentucky and the planning area, the major bicycle corridors are primarily shared roadways. Improvements to existing roadways and other alternatives to facilitate cyclists are recommended by OKI for planning and funding priority. Potential projects include; the widening of lanes, paved shoulders, bike lanes, edge striping and signage. The most popular bike route in Northern Kentucky is Kentucky 8 along the Ohio River. It is important to note that Forward Quest, through the Quest River Path Committee, is planning a forty (40) mile bicycle and pedestrian path along the Ohio River, generally following the route of KY 8 from Pendery Park in Campbell County to Boone County. The first leg of the route from Pendery Park to the City of Melbourne has been funded. The second leg is being

planned to extend to the City of Silver Grove. Pedestrian portions of this route will utilize existing and planned walkways through the cities of Dayton and Bellevue and along the City of Newport's River Walk. The conversion of the L&N Bridge, renamed the Newport Southbank Bridge, to a pedestrian and bicycle only facility provides a connection from the City of Newport to Cincinnati.

At the present time, formal plans are not being developed for bicycle or pedestrian ways within the planning area. However, the *Campbell County Transportation Plan* recommends the development of a county-wide bicycle plan which includes Campbell County Cities in the planning process in order to be given consideration as part of the KYTC Pedestrian and Bicycle Policy when highway projects are being planned.

Major roadways are typically used for cycling purposes in and around Alexandria. These roadways include; KY 10, KY 536 and KY 915 as shown on Figure 7-1. However, as part of the comprehensive planning process, the planning commission has outlined potential recreational areas and linkages to these areas as shown on Figure 6-4 in the Community Facilities and Services Chapter of the plan. As a follow-up to the comprehensive planning process, it is recommended that the planning commission, along with the Alexandria Park Committee, develop a strategic plan and investigate funding mechanisms for the development of bicycle and pedestrian facilities, especially in the areas along U.S. 27, KY 536 (and extension) and those the could connect the city to the KY 8 River Path.

Generally, the most effective approaches in order to encourage these alternative modes of travel are to:

- Expand facilities that enable these modes of transportation to be used safely. This will require the reduction of interaction with motorized vehicles through the development of alternative ways, trails or additional sidewalk construction.
- Interaction with motorized vehicles through the development of alternative ways, trails or additional sidewalk construction.
- Increase the connectivity between these facilities and other community and recreational facilities in the planning area.
- Creation of safe intersections or crossings where these types of facilities meet existing roadways.
- Require the provision of such facilities as properties are developed or during major roadway projects where lanes or striping can be added.

If specific bikeway or alternative pedestrian routes plans are developed for the planning area, it is important that the routes are carefully coordinated with the existing road network and traffic volumes to provide safe facilities for the biker, pedestrian and motorist. The safest bikeway is a bicycle trail that is separated from the roadway and is devoted solely to bike travel. Separate bike trails should be used where traffic along existing roadways is heavy and in locations where there are a large number of cyclists expected to travel. Other possible facilities are bicycle lanes and shared roadways. Bicycle lanes are located adjacent to an existing land or curb, while cyclists occupy the existing roadway on a shared bikeway system. These two methods should only be used in areas of low traffic volumes in order to prevent hazardous conditions to the cyclists and motorists. In addition, the availability of usable rights-of-way for bikeways should also be considered.

WATER TRANSPORTATION

The nearest ferry service is provided by Anderson Ferry Boat, Inc. Anderson operates an automobile ferry service on the Ohio River between the foot of Anderson Ferry Road in Hamilton County and River Road in Boone County near the Kenton-Boone County line. The ferry operates every fifteen (15) minutes Monday through Friday from 6:00 am until 9:30 pm and on Saturday and holidays from 7:00 am to 9:30 pm. The cost per automobile is $3.00 per river crossing. According to the OKI plan, it is estimated that the ferry transports an average of 400-500 vehicles per day. Due to the absence of river crossing in that area, the ferry is also important for transporting bicyclists, for which the charge is 50 cents. The fare for foot passengers is 25 cents. Figure 7-7 and 7-8 show the location of water transportation and Barge Intermodal Facilities.

SUMMARY

The transportation system of a community can influence the structure of its cities in many ways. The construction of roads, by their nature, serve to form entrances into a community, create pathways for communication with other cities, and largely establish the visual perception of an area. A street, bikeway or pedestrian pathway can enhance the functionality of the existing transportation system and compliment the character of the city or it can be destructive to the quality of life. However, through careful planning the negative impacts of a community's transportation system can be avoided.

The following general recommendations are made (in addition to the transportation goals and objectives) in order to maintain the character of the community while increasing efficiency of the overall transportation system:

- Improve the existing transportation system by establishing an improvements program for the reconstruction and maintenance of city streets while meeting financial constraints and responding to local concerns.

- Ensure that roadways are functioning at (not above) their design capacity in order to accommodate growth and development while mitigating congestion. Require developer's to address the transportation impact of a proposed development by requiring the submittal of traffic impact studies for large scale developments where the function of the existing transportation system may be unable to handle increased traffic.

- Conduct studies to determine corridor needs and requirements (especially in the areas of access management and signage) that may be necessary in the "AA" Corridor, U.S. 27, and KY 536 Corridors.

- Update access management techniques and consistently apply road standards to all developments while remaining flexible enough to adjust or amend these standards should modifications be necessary.

- Conduct a study on the U.S. 27 corridor in order to facilitate redevelopment of this commercial area and create strategies for new development. This study should focus upon the implementation of access management techniques, aesthetic improvements, and the clustering the commercial and mixed used developments. In addition, bike/walkways should be developed and extended to provide connections from these commercial uses to residential areas and other bike/walk ways. The policies developed for this corridor should also be applied to the KY 536 extension.

- Coordinate with the Kentucky Transportation Cabinet and developers for the provision of sidewalks, bike lanes or other alternative pedestrian/bikeways along existing and improved roadways. In addition, consider requiring an extra fifteen (15) to twenty-five (25) feet of right-of-way for properties developed along existing arterial roadways in order to facilitate multi-modal transportation improvements. Require the extension of bike/pedestrian ways where identified in the comprehensive plan.

- Coordinate all local road improvements with utility companies, especially the Sanitation District No. 1 and Northern Kentucky Water Service, to facilitate utility improvements and extension in conjunction with road and bikeway improvements. For example, utilizing new sanitary sewer easements for connecting the city to the KY 8 River Path.

CHAPTER EIGHT

INTRODUCTION

The land use plan is a guide for the physical development of the city and adjacent unincorporated areas within the Alexandria Planning Area Boundary. It is based upon goals outlined during the preparation of the plan and policy recommendations developed to achieve them. The goals establish a vision of the city and should be representative of how citizens and governing officials would like Alexandria to develop in the future. It is the duty of the planning commission, governing bodies and citizens to edit, refine, adopt, enlarge and alter these previously stated goals in order to develop policy recommendations for future development. Policy recommendations are included in this chapter as development and growth guidelines. They represent procedures to be followed if the city and adjacent unincorporated areas are to develop in accordance with the stated goals.

The land use plan is presented as one of the final chapters of the comprehensive plan because it utilizes the findings and recommendations of all of the preceding chapters. Specific application of the guidelines to new development in the city will occur through amended zoning, subdivision regulations and day-to-day development decisions of the planning commission and legislative bodies.

The process of developing land use policy guidelines includes an analysis of present land use patterns, assessment of the problems associated with these land use trends and recommendations for future land use. A general evaluation of existing land use patterns is discussed first and is based upon generalized existing land use maps prepared during the planning process. Next, a future land use map for the city and adjacent unincorporated areas within the planning boundary is presented along with policy recommendations to guide future land use decisions. It is important to note that although land use data are reported relative to political boundaries, land use trends do not respect such boundaries. Land use activities occurring at the edge of one political subdivision influence the demand for similar activities on the opposite side of the boundary in another political subdivision. Therefore, development activities occurring in Alexandria portend change in the unincorporated areas of Campbell County adjacent to city limits. The same is true for areas of Alexandria which are adjacent to the city limits of Cold Spring.

Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. This will be the basis from which recommendations for future land use are developed. Overall settlement patterns will be summarized, followed by a discussion of the existing land use patterns of the Alexandria planning area. For both the existing and future land use discussions, general land use classifications described in the following paragraphs shall be applied.

LAND USE CATEGORIES

RESIDENTIAL LAND USES- Existing residential land uses are grouped into three categories: low density, medium density and high density. Low density residential includes newer single family development on lots larger than the smaller traditional lots developed within the city. The medium density residential category typically accounts for subdivisions and single family dwellings developed on smaller lots. This category may also include small concentrations of duplex development. High density residential includes large duplex developments, multi-family units and mobile home parks. It is important to note that large lot rural estate development, typically associated with agricultural operations, is typically accounted for under agricultural and open space land uses **but has been included as part of the 1 du/ acre and under land use category due to the urban nature of the planning area.**

Future land use designations for residential land uses are much more specific and are categorized by density. It is important to note that residential densities referred to herein are "net residential densities", meaning exclusive of land to be used for streets and alley rights-of-way and other non-residential uses (i.e. land for schools, parks, utilities, etc.). It is not the intention of this plan to automatically allow development to occur at the upper end of the density ranges. Rather, the density of development should be determined by the residential development policies in the future land use section of this plan. It is also important to note that the land use categories used in this plan are purposefully broad. The density ranges for residential development are intended to communicate that proposed development within each density range must also be consistent with the planning commission's goals and objectives, residential development policies and appropriately served with adequate

infrastructure. The specific listing of uses permitted and their densities in residential districts are determined by the Alexandria Planning Commission and City Council in the adopted Zoning Ordinance.

The following discussion of residential land use is described in terms of density ranges.

1.0 Dwelling Units Per Net Acre & Under

Land designated in this category is generally located on the perimeter of the planning area where less dense development is desirable due to topographic conditions and/or where extension of water and sewer lines are not expected during the planning period. This category was also used to locate areas appropriate for larger lot rural residential development and includes some agricultural operations. Some of the residences in this category are within sewered subdivisions while the majority are concentrated along county or state roadways. Examples of this type of development occur along Lickert and Jerry Wright Road in the southern portion of the planning area. Specific subdivisions in this category include Maple Valley and Saddle Ridge Subdivisions.

1.1 to 2.0 Dwelling Units Per Net Acre

Land designated in this category typically refers to areas of newer larger lot residential development within subdivisions or undeveloped land adjacent to these larger lot neighborhoods. Undeveloped land within this category is so designated in order to preserve the character of existing residential developments or because the topography is limiting to intensive, higher density residential uses. Land within this designation are located in areas with adequate infrastructure or where infrastructure is anticipated to be extended or improved within the planning period.

2.1 to 4.0 Dwelling Units Per Acre

Land designated in this category includes the majority of the residential land use in the planning area. Generally, this density and higher density land uses, indicate areas where growth during the planning period is expected to be concentrated and where the extension of services and facilities are expected to be extended or improved to support this growth. An example of this density is Walnut Park subdivision.

4.1 to 5.0 Dwelling Units Per Acre

This category was created in order to facilitate higher density single family residential development that conforms to the development policies of the overall comprehensive plan. Typically, residential land uses within this density serve as a buffer between higher density land uses and/or non-residential land uses and lower density residential land uses. Examples of this density of development are Whispering Woods Subdivision, Brookwood Subdivision and some of the older subdivisions along Panorama Drive, Meadow Lane, Sunset Drive, etc.

5.1 to 14.0 Dwelling Units Per Acre

Land designated within this category is similar to the density of (4.1 to 5.0 d.u./p.a.) as described in the previous land use designation. The purpose of this classification is to facilitate well-placed concentrations of multi-family housing within the planning area which has available all infrastructure necessary to support the development. Typically, these higher residential land uses serve as a buffer between commercial or public institutional uses and lower density residential land. An example of land use in this category is currently being developed on Poplar Ridge Road.

GENERAL COMMERCIAL LAND USES- All existing commercial land uses fall into this category and are described as follows:

Retail commercial land use consists of those types of establishments, their attendant buildings and lot areas which are used in the retail sale of merchandise for personal, household or farm consumption and the rendering of services which are incidental to that sale.

Office commercial land use is comprised of those types of establishments, their attendant buildings, and lot areas which contain businesses primarily engaged in rendering financial, insurance real estate and specialized professional services. Examples are banking establishments, real estate offices, law offices and similar land uses.

Service commercial land uses generally consist of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the rendering of all personal business, repair and amusement services not otherwise included in the office category and not involving the sale of specific merchandise (except incidentally). Examples are barber and beauty shops, dry cleaning establishments, appliance repair shops and commercial amusement services.

Wholesale commercial land use generally consists of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the selling of merchandise in large quantities to retail commercial operations; to industrial or professional users; or to other wholesalers or acting agents in buying merchandise for or selling merchandise to such users.

NEIGHBORHOOD SHOPPING CENTERS- The purpose of this land use classification is to identify existing shopping centers as well designate areas that would be suitable for this type of large scale commercial development. Areas within this designation must have appropriate access to major transportation routes and utilities. An example of this type of development is Village Green Shopping Center.

INDUSTRIAL LAND USES- An industrial land use is that type of establishment, its attendant buildings and lot area which is primarily engaged in the mechanical or chemical transformation of organic or inorganic substances into new products whether the products are sold back into the manufacturing process or sold wholesale or retail. Uses primarily engaged in the warehousing storage of commodities and landfilling, recycling and other primary waste handling facilities are also included in the industrial classification.

PUBLIC/INSTITUTIONAL/RECREATIONAL LAND USES-Public and semi-public land uses are defined here to include three (3) categories of uses: (1) all enterprises engaged in providing transportation services, communication services or utilities; (2) public buildings and lands, including government buildings, public schools and public park and recreational facilities; (3) semi-public land uses that serve the public but are not government owned, including churches, private schools, hospitals, cemeteries, charitable and social service organizations. Semi-public uses are typically scattered throughout the city and planning area.

AGRICULTURAL AND OPEN SPACE LAND USES- All land which is used agriculturally (including residential structures) or is undeveloped is included in this category and is shown as part of the "1.0 DU/AC and under category" on the land use map. Within the city, there are not many areas devoted to active or inactive agricultural uses. The majority of land used for agricultural purposes is located outside of city limits or beyond the planning area boundary. For this reason, most areas

in city limits under this classification are typically conservation areas or sites which are not suitable for development due to environmental constraints (i.e. areas with extreme slopes). These lands are not well suited to urban-type development, though potential uses for these lands may include passive recreation or very large lot single family or estate development. **It is important to note that there are two (2) large concentrations of Agricultural Districts located west and south of the Alexandria Planning Area. KRS Chapter 292 permits the establishment of these districts by a landowner or group for designation by the local conservation district, provided that a minimum of 250 contiguous acres of land are available. These areas should be preserved and protected.**

CAMPBELL COUNTY EXISTING LAND USE

Although, the majority of Campbell County is outside of the planning area boundary, it is necessary to briefly analyze the county's existing land use pattern in order to accurately anticipate future land use trends within the planning area. The land use of Campbell County is structured by the Ohio River, the location of its fifteen (15) incorporated cities, small unincorporated areas, the transportation network and topography. The cities of Campbell County are typically older and well established. In fact, most of the cities began in the early 1800's. The river communities are the county's oldest settlements and date close to the pioneer era. The river cities typically experienced growth in conjunction with Cincinnati's growth. Other cities within the county are more suburban in nature and developed along U.S. 27, the primary north-south route through Campbell County. In general, the river cities experienced early growth and sustained population into the 1980's. Recent trends and population estimates show the declining population of the northern most river cities (as commercial land uses expand), while the suburban cities are experiencing extreme population growth due to their location, quick access to major transportation routes, and suburban residential nature.

The majority of commercial, industrial and high density residential development is located in the northern most Campbell County cities of Dayton, Bellevue, Newport and Woodlawn. Cities closer to the 1-275 intersections, I-471 and the "AA" Highway (Southgate, Wilder, Highland Heights, Cold Spring and Alexandria) have experienced more single-family residential construction and strip commercial development. Strip commercial areas extend along U.S. 27 and have created traffic congestion along this route. Northern Kentucky University is also located along this corridor in Highland Heights.

The smaller river cities along the eastern portion of Campbell County (Melbourne, California and Mentor) experience fluctuations in population growth. In addition to the smaller incorporated areas, the southern and eastern sections of Campbell County have several small unincorporated communities. The most notable unincorporated communities are: Aspen Grove, Brent, Camp Springs, Carthage, Claryville, Flagg Springs, Grants Lick, Gubser's Mill, Oneonta, Persimmon Grove and Ross. These communities are often older crossroad areas with minimal development such as one or two stores, a church and/or cemetery, and/or a small concentration of single family residential structures. However, the small communities of Claryville and Ross contain mobile home parks.

South of the City of Alexandria and its planning boundary, the county continues to remain rural residential and agricultural in nature. Some changes of agricultural land have occurred with the development of low density residential areas adjacent to city limits. This type of limited residential development has occurred along county roads.

ALEXANDRIA EXISTING LAND USE

Alexandria, the third largest city and one of two county seats, is located in central Campbell County. Settlers began arriving in Alexandria in the 1790's although the city was not incorporated until February 22, 1834. Frank Spillman laid out lots for the development of Alexandria in 1818 but a city plat was not filed until two months after incorporation. The plat laid out four streets: Washington, Jefferson, Main and Fayette. All but Fayette still exist. In 1840, Alexandria, being a half-mile west of the county center was named the county seat. Historically, Alexandria has been a farming community but in recent times expanded with the completion of the "AA" Highway. Most of the growth of the city prior to the development of the "AA" Highway was single family residential in nature. As the population of the city continues to grow, single family residential development and services to support this type of development have continued. One of the most significant changes to Alexandria's land use pattern was the Village Green Shopping Center which opened in 1993. Notable changes in the land use pattern since the last comprehensive plan include more intensive commercial developments just north of city limits (Cold Spring Crossing) and along U.S. 27. In addition, there have been several new low density subdivisions just beyond city limits on Williams Road and Roth Farm Lane. Public/ Institutional uses are currently situated in the center of the city in and adjacent to the

Old Town District. There are currently no industrial developments within city limits.

AGRICULTURAL USE & OPEN SPACE-There are very few scattered areas of agricultural use within the city limits. The majority of agricultural parcels are located along existing roadways leading out of city limits. In general, these areas can be found along Four Mile Road, KY 2924, Gilbert Ridge Road, Grandview Road, KY 547, Jerry Wright Road and along the southern portion of the Alexandria planning area along U.S. 27. Some of the agricultural parcels within city limits are typically remnants of residential or commercial development.

The majority of open space within city limits are those areas which remain undeveloped due to the environmental constraints of excessively steep slopes. Although steep slopes in these areas limit development, the views and vistas created by this type of topography allow for scenic residential development and provide a valuable resource for the maintenance of the city's rural character.

RESIDENTIAL LAND USES- The first residential development within the City of Alexandria occurred near the city's civic and commercial core along the earliest established streets of Washington, Jefferson, Fayette and Main. Residences concentrated along the existing streets were developed in this area in order to provide quick and easy access to available goods and services. As more intensive commercial development occurred within the Old Town area, some residences and mixed uses were converted to businesses. As city services became more widely available and transportation routes were improved, residential development expanded toward the city boundaries. Today, the majority of new subdivision development has occurred in the eastern and southern portions of the city. Within the planning boundary, newer residential areas developed since the last comprehensive plan include: West Hill and Roth Farm Subdivisions and the continued extension of Brookwood Subdivision off of KY 10. In addition, a limited amount of single family residential development has occurred just beyond city limits along county roadways in the southern most half of the planning area. High density residential development mostly consists of small concentrations of multi-family units in or around the city's central business district. The largest concentration of multi-family dwellings is currently being constructed on Poplar Ridge Road. The only other type of high density housing located within the planning area are mobile home parks. Two of the three parks are located within city limits. The first mobile home park is located at the

northern most city limits along Frank Drive with the second being located on Helen Drive. Both of the mobile home parks are not visible to the motoring public as they are either screened by the steep topography or are situated behind commercial and residential development on U.S. 27. The third mobile home park within Alexandria's planning area, is located to the southwest of city limits off of KY 915. This mobile home park is the largest in the planning area and is completely visible along KY 915.

COMMERCIAL LAND USES-Commercial development of Alexandria began within the historic central business district known as Old Town. Some of the first structures located in this area were the courthouse and jail. Today, uses located within Old Town include the county courthouse, churches, offices, small stores, specialty shops and older (some historic) single family residential structures. However, in recent years the majority of commercial development has occurred outside of Old Town along the U.S. 27 corridor. This development has occurred because of the recent improvements to U.S. 27, development of the "AA" Highway, and continued commercial sprawl from Cold Spring. In addition, there is a lack of available land and parking opportunities for businesses located within the Old Town area. Commercial development along the entire length of U.S. 27 corridor (within the city's planning area) is mostly characterized as strip commercial. It is important to note that development along this corridor without the use of frontage roads and other access management techniques has resulted in a highly congested area and facilitates numerous traffic accidents.

The majority of development along U.S. 27 includes gas stations, fast food restaurants, banks, car dealerships, grocery stores and retail shops. Some residences along the U.S. 27 strip commercial route have been replaced or converted to commercial uses, office space or home businesses. In addition to strip development along this corridor are several small shopping centers, the largest being Village Green Shopping Center, (opened in 1993) which contains a Wal-Mart, the post office and several smaller retail stores.

PUBLIC, INSTITUTIONAL, AND /RECREATIONAL- Public land uses within the city limits include the Campbell County Courthouse, Alexandria City Hall, Campbell County Police Station, Alexandria Fire Station, the Campbell County Middle School, Alexandria Elementary School, McCormick Area Vocational School,

Bishop Brossart High School (private), St. Mary's Elementary School (private) and several churches scattered throughout city limits. Beyond city limits, the most notable and most recently developed public/institutional use is the Campbell County High School. Open space and recreational uses currently existing within the planning area include: Alexandria Community Park, Alexandria Fairgrounds, VFW Ballfield and two cemeteries.

INDUSTRIAL USE- There are no industrial developments within the city limits of Alexandria. Within the planning area, the largest industrial development (Kahn's) occurs within the Southern Campbell County Industrial Park located south of the city off of U.S. 27 on Bob Huber Drive. Kahn's employs approximately 600 workers. A smaller, more noxious industrial development consisting of an automobile recycling yard (junkyard) is located on KY 10 just beyond city limits. In addition, there is a Reis concrete and another trucking company located along U.S. 27 south of city limits. The newest industrial development within the planning area is Bray Trucking located to the east of the "AA" Highway which is also beyond city limits.

FUTURE LAND USE

INTRODUCTION

The Future Land Use Plan is intended as a guide for the physical development of the city. The plan includes proposals for the amount and location of land that will be needed as the city grows. Its purpose is to serve as a basis for creating an environment or pattern of development where the various uses of land compliment rather than conflict with each other.

The future land use plan includes both the future land use map and the associated text. It is important to note that the map and text should be used together when making land use decisions. Exhibit I, inserted as the last page of the plan, is the future land use map for the City of Alexandria Planning Area. In some areas the map shows that little or no change from the existing land use pattern is anticipated. In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five (5) to ten (10) years due to unpredictable economic conditions and other factors such as the construction of the new sewer plant. Rezoning of various areas consistent with future land use designations may therefore become appropriate at various times throughout or beyond the five (5) to ten (10) year planning period as conditions warrant. Never-

theless, the maps indicate areas deemed most suited to future urban development when it occurs.

The second major element of the future land use plan is the set of land use policy recommendations included in the text. These policies supplement the maps by providing a framework for managing and directing land use changes that may occur during the planning period. Application of the policy guidelines will help determine when an area is ready for the changes anticipated on the land use map. At times, application of the policy guidelines may indicate the appropriateness of changes not anticipated on the land use map, thus necessitating an amendment to the zoning map prior to granting a development request.

In addition to determining the appropriate location and intensity of various land uses, the policy guidelines provide a framework for reviewing and ensuring the quality of new development. They also assist the planning commission in regulating the impacts of new development on surrounding uses, the environment and existing public service delivery systems. These policies will be implemented both through the subdivision review process and through site review of development proposals.

BASIC ASSUMPTIONS

Basic assumptions about future social and economic conditions in the city underlie the formulation of goals, objectives and policies upon which this plan is based. These basic assumptions, some of which have been stated or implied in previous chapters, are as follows:

Economic growth will continue in the county as a result of existing development pressures. Current growth rates are likely to slow, as national and regional growth rates slow.

Population growth will continue in response to regional employment opportunities, the city's location near transportation routes, and cost-of-living factors. While population increases will occur as the city annexes additional land, some of this growth will result from a natural increase in population with most population shifts resulting from in-migration. In the near term, population growth may continue to outpace economic growth unless there are major changes in the economy. No major natural or economic catastrophes are anticipated during the planning period.

The major transportation mode in the county and city will continue to be the private automobile, with supplemental publicly funded transportation becoming more widely available. The realignment of U.S. 27 and the extension of KY 536 will greatly influence land use in the southern portion of Alexandria's Planning Area.

The topography and environmentally sensitive areas of the city will continue to be a major factor in determining appropriate and economically feasible development patterns, including type and intensity throughout the city.

As a result of new and continuing federal and state initiatives, environmental protections will become a significant aspect of the development process. This factor, combined with economic and topographic constraints may affect the type, intensity, location, timing or cost of new development.

Projected national and regional demographic trends show a decline in the number of workers and children in relation to total population by the end of the next decade. At the same time, quality of life aspects of community living are becoming more important to workers and their families. Maintaining and improving quality of life factors will therefore be critical to attracting and retaining jobs and workers in the future.

Future growth in Alexandria will be contingent upon the City resolving its current sewer problems as new development projects continue to be approved on a case-by-case basis. Development of the proposed Eastern Regional Wastewater Treatment Plant and subsequent lifting of sewer sanctions have the potential to significantly increase the location and amount of development within the planning area.

FUTURE LAND USE IN THE ALEXANDRIA PLANNING AREA

Exhibit I, included as the last page of the comprehensive plan is the Future Land Use Map for the Alexandria Planning Area. Major developments that will impact the future land use of the city will be the realignment of U.S. 27, KY 536 extension, and construction of the proposed Eastern Regional Wastewater Treatment Plant. For this reason, higher density ~~**mixed uses**~~ and public/institutional

uses such as parks (as identified in the county's recreational plan) and the library and are anticipated south of city limits along the route of KY 536. More residential development is also anticipated in the eastern and southern sections of the planning area as infrastructure (arterial access, water and sewer) becomes available and due to the bedroom community nature of the planning area. Limited multi-family development has occurred in recent years and is projected to continue as more people move to the suburbs of Campbell County. These multi-family developments are expected to locate along the major transportation corridors in the planning area and serve as buffers between commercial development and lower density residential uses. Additional industrial development is also anticipated in the southern portion of the planning area near the KY 536 extension, along US 27 and the "AA" Highway as existing industries expand their operations in more accessible areas. As the KY 536 is adjacent to city limits, the city may want to consider annexing property along this route and establishing an overlay district for this area.

FUTURE LAND USE OBJECTIVES

The principle objective of the land use plan for the City of Alexandria planning area is to contain urban development to areas where urban services are presently existing or where such services can easily be extended without undue cost. Urban development includes, but is not limited to industrial, commercial, high density residential and concentrated single family uses. It generally does not include agricultural uses and their related housing. This objective accomplishes two basic purposes:

1. Future development will have minimal impact upon the direct and indirect costs of providing government services and will thereby assure government of sound utility and service planning. It also assures future residents of a continued high standard of service.

2. Prime agricultural areas will be protected from multi-family residential and commercial urban sprawl**, especially in designated Agricultural Districts.**

LOCATION PRINCIPLES AND POLICIES FOR FUTURE LAND USES

General principles relating to the location of urban land uses provide a reference for the Planning Commission in the development of a land use plan and other tools to promote orderly and systematic growth within the City of Alexandria and its planning area. Principles for the major types of land uses are provided below as general development guidelines. These policies and the land use map should be utilized together in consideration of zone change requests. The map should provide the planning commission with the preferred land use for a site, while the written development policies serve as guidelines by which to review a development plan to ensure conformance with the comprehensive plan, determine the appropriate district classification and density.

GENERAL PRINCIPLES FOR ALL NEW DEVELOPMENT

1. All new development shall meet applicable federal, state, and local standards regulating the impact of development on land, air, water, historic resources, and/or natural areas in the county.

2. Development should be contiguous to already built-up areas to minimize costs of public facilities such as water, sewer, police, and fire services. If possible, provision of these services should be contingent upon these areas being annexed into the city.

3. No lot shall be created by any subdivision of property that will result in a failure of any lot, existing structure or ability to conform to applicable city regulations.

4. Where land conditions are in doubt, it shall be the responsibility of the developer to prove the feasibility of development upon the land in compliance with federal, state and local regulations and/or standards.

5. All development shall be designed to utilize and retain natural topography and vegetation to the greatest extent practicable. Development of hillside areas at flat land densities and standards create problems of unstable cuts and fills due to excessive grading. In general, development of this type creates potential problems of erosion, slippage, street design, storm water drainage, sewage disposal, water supply and access for fire fighting. In order to reduce these problems, the over development of slope areas should be avoided unless specific evidence or a geotechnical report is issued to the contrary. In addition, no principal structure should be proposed or constructed on a hillside fill area unless such areas meet compaction standards.

6. No development should be allowed to be built in designated floodplain areas, sinkholes or other environmentally sensitive areas. In addition, development impacts along blueline streams should be identified and mitigated in accordance with federal, state, and local standards.

7. The protection of structures and sites that have historical value is encouraged in the development process.

8. Areas of critical environmental importance, high ecological sensitivity and those containing unique features shall be preserved in the development process.

9. Compatibility standards as specified in the following land use development policies and zoning ordinance shall be followed. These standards shall require more intensive uses, locating next to less intense uses, to provide buffering to protect the less intense use from the impacts of noise, glare, dust, vibration, odors, traffic or other vehicular use and visual appearance. Acceptable buffers may include any combination of fencing, deciduous and/or evergreen plantings, open space, earthen mounding, etc. as accepted and approved by the planning commission in the development plan process.

AGRICULTURAL DEVELOPMENT POLICIES

Although there is little agricultural land within the city, some agricultural operations reside within the city's planning area **with some being included as part of established Agricultural Districts.** Therefore, as part of the planning process, policies must be **established for the review of development proposals that involve the conversion of agricultural land to other uses.**

The following criteria should be considered when development in an agricultural area is proposed:

1. **Soils.** Soils considered to be prime farmland by the U.S. Department of Agriculture are of major importance in providing food and fiber. They have properties favorable for economic production of high yields of crops with minimal inputs of economic resources. Farming these soils results in the least damage to the environment. Deterring urban development from areas with prime soils should be encouraged to be consistent with the goals and objectives related to agricultural uses. Many areas exist within the Alexandria planning area where prime soils are not located. Development of a residential nature in these areas will not greatly impact agricultural production.

2. Previous Land Use. A good method for determining whether or not properties are no longer agriculturally viable is by determining when the land was most recently farmed. Land currently being farmed or farmed within the last year may still be economically productive while land not farmed for the last five (5) years may have lost its utility. **In addition, properties located within established Agricultural Districts should be preserved and protected.**

3. **Surrounding Land Use.** Reducing conflict between various land uses is a central concern. Farming requires use of heavy noisy machinery and produces dust that can be disturbing to non-farm rural residents. On the other hand, farmers may be disturbed by vandalism to crops and fences that may occur when large numbers of people live near their operations. Residential developments should be discour-

aged in areas where little previous residential development has occurred.

4. **Availability of Urban Services.** This indicator is concerned with the costs of providing additional public services to previously undeveloped areas. Development in areas located great distances from existing city services, police and fire protection is not only inefficient but cause the cost of providing the services to increase.

5. **Type and Width of Road.** This is another indicator of public service costs. New development on narrow, unpaved roads will eventually require road improvements. An orderly plan for road improvements is the most desirable and cost efficient method of managing public road systems. Consequently, rural residential development should be located near or along already improved roads. Although, it is important to note that lots for residential development should not front directly on collector or arterial roads.

RESIDENTIAL DEVELOPMENT POLICIES

The following are general principles that apply to all residential development:

1. The increase or decrease of density can function as a transition between incompatible land uses.

2. Residential development should be of a very low density, rural character in areas where urban services (especially public sewers) cannot economically be provided and are not anticipated to be provided within the planning period.

3. Permitted residential densities shall be calculated on the basis of net developable land, excluding street rights-of-way, steeped sloped areas, other public land dedication, and shall be compatible with adjacent land uses.

4. In areas where residential development occurs along ridge tops or valleys with adjacent steep sloped areas, lot frontages should be wide enough to prevent the formation of long narrow lots with little room between houses. This ribbon type of development should be avoided as it results in higher densities of housing than

planned for the area.

5. Residential areas shall generally be located away from incompatible land uses such as large commercial or industrial sites, railroad tracks or other uses characterized by high traffic volumes, odor, noise, dust or dirt, inappropriately intense lighting, and any other nuisance created by these types of uses.

6. Residential subdivisions at densities greater than one (1) unit per acre must be served by central water and public sanitary sewer systems. The use of package treatment plants as an alternate to public sewer shall be strongly discouraged by the planning commission.

7. Within the range of allowable residential densities (as specified in the Alexandria Zoning Ordinance) for a given residential zone, the maximum permitted density for a zone change request shall be determined by referring to the Comprehensive Plan Future Land Use Map and by using the following criteria:

Soils and Slope Assessment

- Acreage in different soil groups.
- Acreage in slopes if varying degrees
- Other physical limitations of the site (floodplain, karst topography, etc.)

Characteristics of road network serving the development

- Distance from the nearest state or federal highway with available capacity to absorb projected increases in traffic due to proposed new development. Traffic analysis is suggested for higher density developments and should be provided by the developer upon request from the planning commission prior to the approval of the development proposal.
- Distance from a publicly maintained road of at least 18 feet in width with available capacity to absorb the projected increases in traffic due to the proposed development.
- Characteristics of the access road:
  a. Hard surfaced, state maintained road
  b. Hard surfaced, city/county maintained road
  c. Gravel surfaced, city/county maintained through road
  d. Gravel surfaced, city/county maintained dead-end road
  e. Public or private road not publicly maintained

Community Services/Public Facilities Assessment

- Percent of adjacent and surrounding area developed
- Distance to nearest development within an unincorporated area
- Compatibility with adjacent or surrounding development, in terms of type, intensity and nature or existing or planned land uses.
- Access to central water supply with available capacity to serve the proposed development
- Access to central wastewater treatment facility with available capacity to serve the proposed development
- Distance to 1) a fire department and/or 2) a fire hydrant.
- Distance to a public school facility with capacity to accommodate additional students at the projected date of project completion.
- Distance to nearest neighborhood shopping center

Design

- Residential units should not be located facing directly on or have access directly to arterial or major collector roads.
- Adequate buffering and/or building setbacks shall be required where residential uses abut arterial or major collector roads or existing industrial or commercial uses.
- Each residential area or neighborhood should be served internally only by minor streets that discourage through traffic. These minor streets should channel local traffic into collector streets that serve to connect several neighborhoods with major thoroughfares.
- Residential developments should offer amenities in the form of greenspace/recreation areas, varied topography, attractive vegetation and good views, avoiding sites that are low, poorly drained or with slopes exceeding 12 percent.
- All residential development shall be required to provide adequate off-street parking, street lighting, sidewalks (or other alternative pedestrian routes). In addition, new residential development should be compatible (in size, design, construction materials, etc.) with existing homes and neighborhoods.

COMMERCIAL/PROFESSIONAL OFFICE DEVELOPMENT POLICIES

1. Commercial development should be convenient to and separate from other use areas unless developed in a designated Planned Development Area and in accordance with the standards for Planned Unit Development contained in the City of

Alexandria Zoning Ordinance.

2. Existing commercial activities, which are presently located in areas that are not desirable for commercial development or expansion, should either be redeveloped or stabilized (not expanded); especially those that contribute to the strip commercial nature of U.S. 27. Where appropriate, these areas should be redeveloped into office or retail clusters with shared access drives, etc.

3. Commercial areas should be accessible to major traffic arteries; however, new curb-cuts should be kept to a minimum by requiring commercial facilities to share frontage roads, service access areas, or parking lots.

4. Concentrated clusters of stores, as opposed to linear developments along major thoroughfares should be encouraged, as they are more convenient and tend to protect overall property values.

5. Buffering or screening shall be required when a commercial area is proposed adjacent to existing residential areas. Trees, landscaping, benches and other site amenities should be incorporated into the design.

6. Commercial development should be designed to include sidewalks or other alternative routes for pedestrians, bicycles and disabled citizens.

7. Commercial signs should not be a visual nuisance or safety hazard to vehicular traffic.

8. Commercial design shall include adequate parking facilities with entrances and exits from major streets that minimize interference with traffic flow.

9. In certain cases, some limited mixing of commercial and residential uses may be desirable, such as second floor apartments above first floor commercial uses. Such mixing should be well planned and well regulated in accordance with the Planned Unit Development standards established in the City of Alexandria Zoning Ordinance.

10. All commercial development proposals shall include an assessment of im-

pacts on the environment, on existing service systems, traffic patterns and on adjacent properties.

NEIGHBORHOOD SHOPPING CENTER DEVELOPMENT POLICIES

In addition to the general commercial development policies, the following issues should be addressed in the development of neighborhood shopping centers:

1. Development of neighborhood shopping centers should be allowed when it can be proved that the need clearly exists.

2. There should be a smooth transition between the commercial area and adjacent land uses. This transition should reflect existing architectural and residential character. Typical big box uses or design should be discouraged through the implementation of regulations to mitigate the impacts of this type of development.

3. Neighborhood shopping centers should be developed according to appropriate shopping center standards in order to ensure attractive, stable, convenient places to shop and to permit maximum benefit and support of shopping centers from compatible uses and community facilities. Appropriate standards include the following:

a. Internal traffic circulation and adequate parking.
b. Loading and unloading areas.
c. Pedestrian circulation within the proposed development and between the commercial area and adjacent neighborhoods and other public facilities.
d. Buffering from less intense adjacent uses
e. Adequate setback from the street right-of-way.

OLD TOWN DEVELOPMENT POLICIES

The central business district of each city typically functions as the historic focal point of the community as well as serving a variety of functions including retailing, entertainment, administration and government. In addition to the general commercial development policies, development policies for the Old Town District in

Alexandria should encourage:

1. An efficient and compact place in which to move about and conduct business. The central business district functions more efficiently if shopping and other activities are oriented to the pedestrian. Convenient parking lots and sidewalks are a necessity. Therefore, any development or redevelopment of properties in this area shall provide adequate sidewalks and attractive, safe parking facilities located to the side or rear of the lot.

2. Old Town should be an attractive place in which to shop in order to provide shoppers with facilities that are pleasant and convenient. The development of a safe and attractive pedestrian environment in Old Town shall be encouraged.

3. Infill development or redevelopment of a property in Old Town should be compatible with the historic context of the area and consistent with existing structures in terms of scale, mass, design and streetscape. Any plans for development should focus on the preservation and revitalization of the area while keeping a similar mixture of land uses.

4. The development of a variety of activities within the Old Town area shall be encouraged to enhance its appeal for human interaction.

Additional Recommendations:

It is recommended that the planning commission conduct a study to: 1) determine the unique characteristics of the Old Town area; 2) to establish more specific design guidelines in order to maintain the area's scale, streetscape, building orientation and mass; 3) ways in which to increase the diversity of commercial activities and services in order to encourage use of the downtown at times other than standard business hours, and 4) methods by which to increase parking opportunities in this area. In order to accomplish these tasks it is recommended that the city consider participating in the Renaissance Kentucky Program.

INDUSTRIAL DEVELOPMENT POLICIES

Although the City of Alexandria does not currently have industrial areas

within city limits, it is necessary to generally describe industrial development policies should the city annex potential sites in the future and/or review a zone change application for a industrial use. General industrial development policies are as follows:

1. Industries should be located in planned industrial parks or adjacent to an existing industry to form industrial clusters.

2. Land, which can be most advantageously used for industrial purposes, should be identified and reserved for industrial use and encouraged to be exclusively used for such purposes.

3. Industrial sites should have good access to highways and when required, rail facilities.

4. Industrial areas should be located in areas served by or capable of being served by water, public sewer, gas and electricity within the planning period. The availability and sufficient size must be a prerequisite for an industrial use.

5. Industrial developments shall provide adequate buffering between proposed uses and adjacent existing or zoned commercial and residential uses. These sites should also be separated from other areas by such buffers as major highways, railroad lines, parks, greenways or natural geological features. In addition, landscaping and beautification of all industrial sites shall be required.

6. Enough land should be provided for industrial operations, future expansions, off-street parking, loading and unloading.

7. All applications for new or expanded industrial development shall include an assessment of impacts on the environment, existing service systems and adjacent properties. This assessment shall include:

   a. Impacts on land, air quality, surface and ground water, historic resources, and natural areas.
   b. Impacts on community service systems, including water, wastewater, traffic, schools, police, fire, and recreation.
   c. Impacts on adjacent land uses, including noise, traffic, glare, dust, odors, vibrations and visual appearance at the property line of the proposed use.

PUBLIC AND SEMI-PUBLIC DEVELOPMENT POLICIES

Public facilities such as schools, city and/or county administrative buildings, fire stations, etc. should be designed so as to compliment the areas in which they are located. They should be convenient to the population served while at the same time creating the least possible conflict with adjoining uses. Particular importance is attached, therefore, to adequate site size to accommodate future as well as existing needs. Buildings should be properly related to parking and service areas and the streets must have adequate capacity to handle the circulation requirements of the facility.

Utility development policies are an important part of a land use plan. These policies can be used to control and guide development by encouraging development where utility services are available. Due to extreme topographical conditions, sparse population, and/or remoteness of many areas of the county, it is often cost prohibitive and impractical to extend public utilities to those areas. The following policies are recommended to guide future utility extensions:

1. Adequate utilities should be extended on a priority basis to all areas within the planning area that are urban in character (and within the service areas of the respective utility providers). Those sites within the city that are currently unserved shall be the first priority. The utilities extended into urban or urbanizing areas should meet health and safety standards, including fire-fighting capability.

2. All new developments whether they are residential, commercial, industrial, or recreational in character should have the proper utilities installed by the developer whether private or public. The use of package treatment plants is discouraged.

3. The extension of utilities of proper capacity in designated growth areas should precede development or be installed at the time development occurs.

4. The use of underground utilities should be encouraged where feasible.

5. When utility construction equipment, materials or hardware are stored out

doors, the site shall be screened and landscaped in such a manner as not to detract from the surrounding area.

US 27 CORRIDOR DEVELOPMENT POLICIES

The following development guidelines are established for the U.S. 27 area in addition to the general commercial development policies:

1. All new development shall be clustered and generally conform to the adopted Comprehensive Plan with respect to type, character, intensity of use and impact upon community facilities. Deviation from the Comprehensive Plan is dependent upon whether the site is part of an urban service area for public infrastructure and upon the provision of public facilities. In addition, the developer must mitigate the impact of the proposed development on these infrastructure systems.

2. Buffering or screening of more intensive uses from less intensive ones shall be required when a commercial or high density residential area is proposed to existing single family uses. Trees, landscaping, benches and other site amenities should be incorporated into the design.

3. Extension of sidewalks (or alternative pedestrian routes or bikeways) shall be mandatory for all developments along this corridor.

4. The planning commission in an attempt to mitigate traffic congestion in this corridor shall require that a developer keep the number of curb cuts to a minimum. Therefore, the development of frontage roads, shared parking and loading areas shall be required.

5. Smaller, non-obtrusive, monument-style signage shall be encouraged for all properties in this area.

6. All applications for new or expanded development shall include an assessment of impacts on the environment, on existing service systems and on adjacent properties. This assessment shall include:

a. Impacts on land, air quality, surface and ground water, historic resources, and natural areas.
b. Impacts on community service systems, including water, wastewater, traffic, schools, police, fire, and recreation.
c. Impacts on adjacent land uses, including noise, traffic, glare, dust, odors, vibrations and visual appearance at the property line of the proposed use.

"AA" HIGHWAY & KY 536 RECOMMENDATIONS AND FUTURE LAND USE DEVELOPMENT POLICIES

The "AA" Highway and proposed KY 536 extension are located within the Alexandria planning area but are not within the city limits. This situation has the potential to create development directly adjacent to city limits which may not be consistent or compatible with development in the city and without much input from the public and planning commission. For this reason, the following general recommendations should be considered by the city:

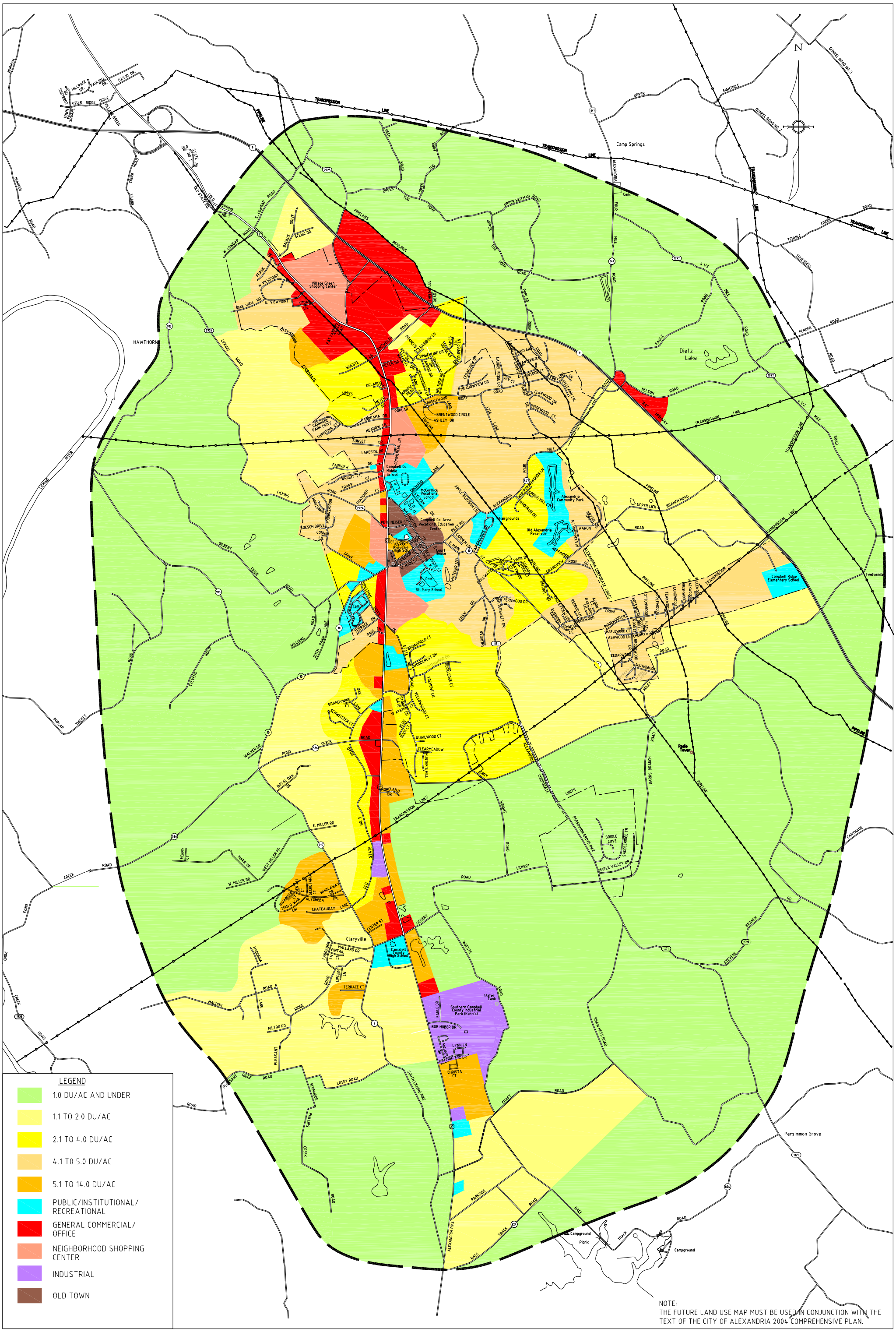
- Annexation by the City of Alexandria to the outer "AA" Highway and KY 536 right-of-ways.
- Creation of gateways into Alexandria from the "AA" Highway and KY 536.
- Implementation of general land use policies similar to the U.S. 27 Corridor Development Policies should be considered in these areas.
- Implementation of a "AA" Highway and KY 536 Overlay Zones are suggested with the following requirements: .

1. Buffers and landscaping shall be required for all new developments surrounding the by-pass in order to minimize the visual impact of development upon viewsheds from the public roadway.

2. New street intersections should be limited and require the use of shared service and frontage roads. The use of street trees in these areas should also be required.

3. Centralized and monument style signage shall be required along the KY 536 extension.

4. Extensions of, or connections to, identified walk/bike ways as shown in Figure 6-4, or any future transportation/recreational studies, shall be dedicated and provided as development occurs in these area.



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GRAPHIC SCALE IN FEET

LEGEND

CITY LIMITS

PLANNING AREA BOUNDARY

EXHIBIT I
ALEXANDRIA PLANNING AREA FUTURE LAND USE MAP
CAMPBELL COUNTY, KENTUCKY

KL&A

CHAPTER NINE

In developing this Comprehensive Plan, goals for land use in the City of Alexandria were established and recommendations made for their attainment. The recommendations are of little value, however, unless steps are taken to implement them. Planning is a continuous process, needing constant updating and refinement as conditions change. This plan is intended to cover a five to ten year period, while looking further ahead where possible. During the next five years the plan is intended to serve as a guide for public and private decisions, after which time a thorough re-evaluation should be made to determine its applicability for the next five years.

The existence of this plan, however, does not preclude a thorough examination of each recommended project or regulatory approach as it is developed to consider whether it continues to be in accordance with the planning program. Nor does the existence of the plan preclude changes to the goals, objectives, or standards in the document itself, through the public review process set out in KRS Chapter 100, where changed conditions warrant. As described in the following pages, a number of means are available to assist in the implementation of the plan.

LOCAL LEADERSHIP

The public officials of Alexandria bear the primary responsibility for implementation of the Comprehensive Plan. It is important that public officials understand, accept, and adopt the development policies and that public and private agencies understand and support the plan. As the decision makers, the Alexandria City Council and Planning Commission have the power that is necessary to adopt policies and fulfill the goals of the city. These bodies should maintain a close relationship with the Campbell County Planning Commission and the planning commissions of surrounding cities so that the planning process is properly coordinated. Because of their statutory role in planning and development review, the Planning Commission and its staff possess special expertise and insight into the development patterns and needs within the city. If properly utilized by local elected officials, the Planning Commission is very well positioned to act both as policy advisor and enforcer of local development policies. In addition, the public should be kept informed of community development plans to solicit input and support for the program.

In order to effectively and efficiently implement the policies and recommendations contained in the Comprehensive Plan, the planning commission in conjunction with the city council should consider hiring full or part time planning personnel. This person should serve as liaison to the city council and other planning entities in the county in order to better coordinate growth and development policies within the city and Campbell County on a on-going basis. In addition, staff should be responsible for daily administration of the planning program by issuing permits, coordinating inspection of improvements and enforcement activities, as well as providing the planning commission with staff reports for development proposals in the city. Having a person on staff would streamline the application process, increase consistency in permitting and review of development proposals, and assist the planning commission to provide ongoing, efficient service to citizens of Alexandria.

ADDITIONAL STUDIES

Prior to updating the Alexandria's Zoning Ordinance and Subdivision Regulations, city officials should also consider conducting additional studies for the Old Town District in order to develop more specific design standards and participate in the Renaissance Kentucky Program for funding of improvements in this area. In addition, another study should be conducted to determine the feasibility of redeveloping the U.S. 27 corridor prior to additional improvements and realignment of this roadway in order to:

-facilitate clustering of commercial uses
-eliminate numerous access points
-create a more aesthetically pleasing entrance corridor to the city
-increase opportunities for multi-modal transportation
-improve linkages to recreational and residential areas.

In conjunction with the Campbell County Transportation and Recreational Planning Processes, the city should work with the county in order to identify open space/recreational areas, pedestrian and bikeways, and methods of creating multi-modal linkages between recreational areas.

SUBDIVISION REGULATIONS

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are locally adopted regulations that serve to govern the conversion of raw land into building sites. The quality of the subdivisions and the standards that are built into them determine the form and character of a community. Once land has been divided into blocks and lots, streets built, and utilities are installed, a development pattern is permanently established and unlikely to be changed. For generations the entire community and the individuals who live in the subdivision will be influenced by the quality and character of subdivision design. Therefore, subdivision regulations applied in advance of development provide a community with its only opportunity to ensure that its new neighborhoods are properly designed.

Subdivision regulations play a crucial role in establishing standards for new development. Good standards help assure effective traffic patterns, adequate streets, adequate water pressure for domestic use and fire fighting capacity, adequate provision for sewerage, storm water drainage, appropriate spacing between buildings and between streets and buildings, adequate recreational facilities, and an aesthetically pleasing environment.

It is recommended that the subdivision regulations be reviewed and updated as necessary after final adoption of the comprehensive plan. Several areas that should be reviewed and modified are more stringent access management requirements and integration of (or reference to) the new storm water management standards administered by Sanitation District No. 1. In addition, subdivision regulations should also address minimum standards for the creation of open space, greenway corridors and the inclusion of bike paths, walking trails and sidewalks in all developments, especially where indicated on Figure 6-4 of this plan. Updates to the subdivision regulations, approved since the last printing (i.e. conservation subdivision standards), should also be integrated into the existing document.

ZONING

The zoning ordinance is considered to be one of the principal tools for implementing the land use plan. Zoning generally divides the community into exclusive use districts - agricultural, residential, commercial, and industrial - specifying the particular uses that will be allowed in each district. Standards are then set for each district which regulate uses permitted, density of population and structures, lot sizes, percent of lots coverage by buildings, building setbacks and off-street parking. The theory behind separation of uses through zoning is that of protecting property values by preventing incompatible uses from locating next to one another. Zoning implements the land use plan because the use districts are based upon the land development policies established in Chapter 8 of the plan. Alternate approaches to strict use separation are also available. Performance standards may be developed to regulate permissible impacts of each land use on neighboring uses and on community services. In theory this would allow any mix of land uses within an area as long as negative impacts on neighboring uses could be controlled. Some of the methods that could be required to control potentially negative impacts could include buffering along property boundaries, special sound proofing and lighting of structures, and altering traffic patterns on site. A combination of the above approaches is also possible. Such an approach could include a separation of uses into broad categories, such as residential, commercial, industrial, and agricultural. Within these broad categories, standards could be provided to determine the appropriate type or density of development based on site factors (for example, soils, slope, and drainage characteristics), compatibility with neighboring uses, and availability of needed services (for example, road capacity, availability of central water or sewer, and school capacity).

Upon final adoption of the comprehensive plan, the zoning ordinance should be reviewed and updated as necessary to implement the comprehensive plan. In addition to incorporating changes (Conservation Subdivisions, Planned Unit Development, etc.) that have occurred since the last printing of the document, the planning commission should review standards for the development of industrial uses and modify current regulations concerning sexually oriented businesses in order to be consistent with the findings and recommendations contained in the study conducted by Duncan and Associates for Kenton and Campbell Counties.

SITE PLAN REVIEW

An important element of regulating any land use is site plan review. While zoning specifies permitted uses of land, site plan review is the means by which the quality of new development is protected through evaluation of the proposed layout and design. It is also the means by which potentially negative impacts on neighboring uses are controlled. Where more intense uses abut less intense uses, for example a neighborhood shopping center next to a residential area, site plan review is the appropriate tool to evaluate potential noise and traffic impacts. The importance of a professional review of site plans should therefore not be underestimated.

It is recommended that the Planning Commission review their current site plan review procedures to determine if additional coordination with other agencies is warranted or if formulation of a site plan review committee could streamline the current review and approval process. In addition, the planning commission should consider the implementation of, or amendment to, existing policies to efficiently coordinate the storm water review process with Sanitation District No. 1.

CODE ENFORCEMENT

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working in unsound, unhealthy, or otherwise dangerous structures or conditions. Building, plumbing, electrical and fire codes provide minimum standards for the construction of both new buildings and the alteration of existing structures. The housing code provides that existing dwellings must be maintained in a safe and sanitary manner. Structures that are considered unfit for human habitation may be condemned and removed. Other regulations, such as health department regulations, provide minimum standards for on site septic installations. These codes apply to the community as a whole and are uniform in nature. In some cases the local government may establish its own standards, or the state may dictate a uniform or minimum set of standards for the commonwealth. In order for these codes to be useful an inspection system must be maintained with qualified inspectors enforcing the regulations in the code. Inspectors may be employed by the state to staff district offices or may be locally hired to enforce local codes.

At the present time, code enforcement for new construction seems adequate. However, it is recommended that the planning commission review procedures to address violations of the zoning ordinance and inspection of subdivision improvements in order to insure uniform enforcement and compliance with existing regulations. In addition, the city council may want to consider the adoption of a property maintenance code.

ROAD MANAGEMENT PLAN

The development of recommended highway improvements in Campbell County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, much responsibility rests on the local units of government. Local agencies must work among themselves and Department of Highways to resolve differences with respect to location and features of particular road improvements. Local groups must actively support highway improvements in their areas. They must also be prepared, when required, to provide rights-of-way, for example. Local groups also have the responsibility of helping to maintain the traffic-carrying capacity of major streets and roads by developing appropriate land use planning practices, subdivision regulations, and zoning ordinances. Roads not maintained by the State Department of Highways are maintained by the fiscal court or the cities. The responsibility for making improvements to these roads also rests with local agencies. It is important that a systematic method of inventorying conditions on these roads and scheduling needed maintenance and improvements be established in the form of county and city road management plans. Scheduling should be based on established criteria, such as volume of traffic, severity of need, etc. In addition, the plan should be integrated into a multi-year capital improvements program for the county and cities.

At the present time, a systematic road management plan is not in effect for Alexandria as the city has committed its resources to improve Viewpoint Drive over the next several years. Once this project is complete, the City of Alexandria may want to consider a adopting a more formal capital improvements program as well as continue to commit increasing resources to street maintenance as the city continues to develop. In addition, the city should also work with Campbell County to coordinate multi-modal transportation initiatives and schedule improvements to county streets immediately adjacent to the city which are undersized, unpaved and in very poor condition.

PUBLIC IMPROVEMENTS PROGRAM AND CAPITAL BUDGET

The capital improvements budget is a method used by governmental units for scheduling the financing of a public improvements program which can be realized during a definite period of time, normally six years, on a systematic basis. This budget contains detailed improvement proposals including cost estimates. It should also be carefully coordinated with the financial resources and debt service structures of the community.

The first year of a capital budget should be adopted by the governing body as a part of its annual budget. The capital budget should be reviewed annually and extended for one year with the first year being adopted as the current annual budget. Such a program could assist the city to proactively plan for street improvements, redevelopment in the Old Town District and U.S. 27 corridor, and the creation of a community-wide pedestrian/bikeway system.

PUBLIC PARTICIPATION

Community acceptance and cooperation is essential to the success of a comprehensive plan. The ideas and support of local civic clubs, neighborhoods groups and community clubs, private citizens, business and industrial leaders are needed to implement a successful community improvement project. A large part of achieving successful citizen participation is through a public education program designed to permit a two way flow of information between the citizens and the planning commission, county, and cities. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms usually result.

As development policies, ordinances, regulations are revised it is recommended that various public workshops be held to obtain meaningful input into the planning process. In addition, it is recommended that the planning commission develop a link to the city's website to facilitate public access to planning documents such as the Comprehensive Plan, Zoning Ordinance, Subdivision Regulations, Forms and Applications, planning commission schedule and meeting minutes, etc. Allowing the public access to forms and other documents would effectively reduce the amount of time that city personnel spend answering general information questions about the city's planning program.

LAND ACQUISITION

One means of implementing a comprehensive plan is the acquisition of rights in land. This may involve advance acquisition or options on land for use in the future, or acquisition of easements for use of certain features of land. Advance acquisition and options are presently most commonly used for industrial sites, but may also be used for future roads, school sites, and park lands. Easements are commonly used for utilities and roads, but can also be used to preserve scenic features, establish pedestrian/bike ways, prevent use of floodways, and other purposes.

STATE AND FEDERAL ASSISTANCE

State and federal grants or loans can be important sources of financing for public improvement projects which can be difficult for a small town or county to undertake financially. A number of funding sources exist, although the trend is toward assembly of a financing package from multiple sources, including evidence of a substantial local commitment. It is important to be aware of possible funding sources and conditions of funding.

It is recommended that the City of Alexandria consider participation in the Renaissance Kentucky Program in order to obtain funding for improvements (building renovation, parking, underground utilities, etc.) to Old Town and for redevelopment of the U.S. 27 corridor (access management, streetscape improvements, development of walk/bike ways, etc.).