

CHAPTER 2

RECOMMENDED DEVELOPMENT CONCEPTS AND DEVELOPMENT REVIEW PROCESS

Establishment of Mall Road (MR) Overlay District

This chapter outlines development concepts and the zoning process recommended for the Study Area. A new overlay district entitled “Mall Road” (MR) Overlay District that will be used in conjunction with the Planned Development District (PD) outlined in Article 15 of the Boone County Zoning Regulations is proposed to be established. The Mall Road (MR) Overlay District is recommended to be added to the entire Study Area except for the Paddock Club Apartment complex in Area 7, a residence at the end of Rosetta Drive, and the currently unincorporated area in the western part of Area 7.

For the portions of the Study Area where the PD/MR overlay district combination is proposed, the existing zoning district will serve as the underlying zone. For example, a particular area or site that is currently zoned C-2, and that will have the overlay district combination added to it, would be zoned Commercial Two/Planned Development/Mall Road (C-2/PD/MR). This basic approach has been used in several land use and zoning studies in the City of Florence in the past, including the Central Florence Strategic Plan, An Update of the Parkway Corridor Study, the Houston-Donaldson Study, and the Land Use Study I-75/Turfway Road Interchange Study. The recommended zoning is illustrated on the Recommended Zoning map on page 2.2.

Because the Study Area has a combination of developed, underdeveloped, and vacant land, and development scenarios will range from routine tenant changes within existing buildings to development on raw land and redevelopment of existing complexes, a basic two tier development review process is recommended. This process is outlined below and includes a “short review process” and a “long review process.” It is the same basic review and approval program that is used in the Central Florence Strategic Plan, An Update of the Parkway Corridor Study.

The Mall Road (MR) Overlay District is proposed to be formally incorporated into the Boone County Zoning Regulations as Article 26. The “Recommended Text for Boone County Zoning Regulations” for Article 26 is outlined in Appendix A of this document. The text in Appendix A is highlighted to indicate that it is proposed.

Development Review Process

Two basic review tracks are possible within the Mall Road (MR) Overlay District. Portions

of the Study Area that are outside of the Mall Road (MR) Overlay District shall follow the standard review procedures outlined in the Boone County Zoning Regulations and Boone County Subdivision Regulations. For the areas within the Mall Road (MR) Overlay District, an expedited “short” review process is available to encourage new development, new uses, physical alterations to a building and/or site, and redevelopment to comply with the Study’s recommendations. A “long” review process is available for proposals that do not comply with the Study’s recommendations. These two review tracks are as follows:

Short Review Process: Administrative site plan review and subdivision review as applicable per Article 30 of the Boone County Zoning Regulations and Article 2 of the Boone County Subdivision Regulations upon the Zoning Administrator determining that the Short Review Process Criteria outlined below have been fulfilled. Certain use changes that are subject to the Tenant Finish procedure, certain Minor Site Plans, and projects which are developed in accordance with a previously approved Concept Development Plan may follow the Short Review Process as described further below.

Long Review Process: Prior to the administrative site plan and subdivision review processes, the development proposal must be approved through the Concept Development Plan or Zoning Map Amendment process per Article 3 “Amendment” and/or Article 15 “Planned Development District” of the Boone County Zoning Regulations. Both processes involve a Public Hearing before the Planning Commission, a recommendation by the Planning Commission to the Florence City Council, and a final decision by the City Council.

Review Processes Overview

Step One - Pre-application Meeting: Applicant meets with staff for a pre-application conference. Applicant presents proposed uses or project to staff and is informed of The Mall Road Study requirements.

Step Two - Zoning Administrator Determination: Zoning Administrator determines whether the proposal follows the Short Review Process per Step Three or Long Review Process per Step Four, based upon the submittal information. This determination is given in written form and is based upon the “Zoning Administrator Criteria for Determining Review Process” outlined below.

Step Three - Short Review Process: If the determined process is the Short Review Process, then the applicant applies for Major Site Plan or Minor Site Plan review based on Article 30 of the Boone County Zoning Regulations and/or subdivision review. Both of these reviews are conducted by staff. The Short Review Process represents action taken by the Planning Commission staff within 30 days.

Step Four - Long Review Process: If it is determined that the applicant follow the Long Review Process, then the applicant submits an application through the either Concept

Development Plan or Zoning Map Amendment procedure. This includes public notification, a public hearing before the Planning Commission, committee review and action, full Planning Commission action, and final action by the City of Florence. This review process requires action within 180 days from the date of application to final action by the City of Florence. The Planning Commission shall act within 90 days and the City of Florence shall also act within an additional 90 days. When the Long Review Process is required, the administrative site plan and subdivision reviews outlined in Step Three occur after approval of the Concept Development Plan or Zoning Map Amendment application.

Zoning Administrator Criteria for Determining Review Process

1. Tenant Finishes for Principally Permitted Uses: Proposals that only involve a change to a use that is Principally Permitted in the underlying zone, and which will occupy space in an existing building with no physical alterations or additions to the building or site (excluding signage) are subject to the administrative Tenant Finish procedure.
2. Minor Changes or Additions to Building or Site: Proposals that involve a use that is Principally Permitted in the underlying zone and that involve changes or additions to an existing building, or parking additions, that qualify as a Minor Site Plan as described in Article 30 of the Boone County Zoning Regulations are subject to said process.
3. Previously Approved Concept Development Plans: Concept Development Plan approvals that were granted prior to the adoption of The Mall Road District Study are valid as originally approved, including any supplemental conditions of approval. Projects proposed to be developed pursuant to a previously approved Concept Development Plan may follow the Short Review Process.
4. New Development, Site Redevelopment, Changes or Additions to Building or Site Subject to Major Site Plan, Other Use Changes: The Short Review Process may be followed provided the Zoning Administrator determines that:
 - A. The proposal follows the recommendations in the “Recommended Land Use and Development Concepts for the 8 Sub-Districts” section in this chapter as they relate to the specific site and surrounding vicinity. Proposed uses that are not listed in the underlying zone text may still qualify for the Short Review Process if they follow the recommendations in this section. Proposed uses that are listed in the underlying zone text (Principally Permitted Uses or Conditional Uses) may not necessarily qualify for the Short Review Process if they do not follow the “Recommended Land Use and Development Concepts for the 8 Sub-Districts” section. The objectives outlined in Chapter 1 “Introduction” and the current Boone County

Comprehensive Plan may also be consulted in this determination.

- B. The proposal follows all applicable standards and requirements in Chapter 3 “Development Standards” and Chapter 4 “Design Requirements.” The proposal also follows any applicable provisions in Chapter 6 “Transportation and Connectivity Improvements.”
- C. The proposal does not present unknown or undue impacts on infrastructure or public services based on the recommendations in The Mall Road District Study, such as water, sanitary and storm sewer, traffic impacts, public schools, and emergency services.

If the Zoning Administrator determines that any of the above criteria is not met, then the proposal must follow the Long Review Process.

Recommended Land Use and Development Concepts for the 8 Sub-Districts

This section outlines both the recommended land uses and broad-scope development design concepts for each of the Study Area’s 8 sub-districts as shown on the Sub-District Areas Map on page 1.4. The text of this section shall be used in determining whether a development proposal qualifies for either the Short Review Process or Long Review Process as described under the “Zoning Administrator Criteria for Determining Review Process” outlined above. The text of this section shall also be considered by the Planning Commission and Florence City Council for any proposal that is subject to the Long Review Process.

Area 1

Commercial and office uses that are Principally Permitted in the respective underlying zone are recommended provided they do not include outside storage or display (including motor vehicle dealer display) along KY 18 or Mall Road, and all business functions occur indoors. Motor vehicle dealers that are Principally Permitted in the underlying C-3 zone are appropriate for sites whose primary frontage is Action Boulevard. Additionally, residential uses are appropriate in this Area, except for on ground floors.

Service Road is recommended to be either: 1.) upgraded and extended as a combination connector road between KY 18 and Mall Circle Road and an access road for the adjoining properties, or 2.) altogether removed with driveway interconnections provided between sites. If upgraded and extended, which is the preferred option from a planning perspective, it should include a defined and channelized right-in/right out intersection at KY 18, and the current right-of-way alignment may need to be adjusted for optimal roadway geometrics. It should also include sidewalk and street tree improvements along the entire alignment. Integral curbswalks are recommended along Service Road.

The existing small car dealer site along KY 18 between Service Road and Action Boulevard is recommended to be redeveloped in accordance with the standards outlined in this document. Outlots/frontage buildings are appropriate along the entire length of Mall Road in this Area, and along a reconstructed Service Road. New development or redevelopment should site buildings in closer proximity to the street with the majority of the parking and vehicular areas placed at the side and rear of the buildings. An interconnected pedestrian system should be provided throughout this Area with obvious pedestrian links between individual sites and the larger circulation system. Shared access points should be provided where possible. Direct access onto Mall Road or KY 18 should be avoided if feasible with access into individual sites provided from internal drives and secondary roads.

The southeast corner of the Mall Road/KY 18 intersection is an “Impact Site” per the Impact Site Map on page 2.16. Any redevelopment of this site should: place the building immediately at the road intersection without any intervening vehicular areas; include a multiple story building (or high parapet or other means to provide additional height to a single level building) to create a larger scale and to anchor the building to the intersection; include broad storefronts or other form of substantial fenestration on both street frontages; and include unique, high quality signature architectural design which uses visually substantive building materials.

Area 2

Further development is recommended to occur throughout this Area to increase density, increase activity levels, shorten distances between activities, and decrease the amount of open surface parking. This Area, combined with Area 8 across Mall Road, should be reinforced as the main activity center in the overall Study Area. In addition to commercial and office uses that are Principally Permitted in the underlying C-2 zone, entertainment, recreation, hospitality, and other uses which help to diversify functions and create a 24 hour environment are sought. Additionally, residential uses are appropriate in this Area, except for on ground floors. Development design must be responsive to the view into this Area from I-71/75. A formal landscaping scheme with large trees and seasonal color is recommended to be added around the water tower site.

The Mall itself is anticipated to remain, however, building additions and cosmetic facade improvements to the Mall are recommended. In particular, additions which house new entertainment and recreation functions are encouraged, as are building improvements which help to further define and emphasize the main pedestrian and vehicular entrances, particularly those on the east side and west side facing Mall Road. Facade improvements which help reduce the apparent scale of the overall building, add architectural detailing, and help create the appearance that the structure is a combination of multiple zero lot line buildings are encouraged. Amenities such as water features, sculptures, flag pole arrangements, and/or landscaping with bright seasonal color within civic “square” type

settings are encouraged at the main entry points to the Mall. The addition of a green space or square in the Mall parking area is encouraged to reduce the amount of surface parking and to create a space for an outdoor event venue as discussed in Chapter 3. These spaces would be “civic space plazas” as outlined in Chapter 4. Additions to the Mall should be sited so that they bridge the span between the Mall, new development around Mall Circle Road, and Mall Road into a comfortable walking distance. Defined, separate pedestrian paths should be provided to new development around Mall Circle Road and Mall Road, with the main pedestrian spines being covered with arcades. A interconnected pedestrian system around Mall Circle Road which also links new outlet development is also recommended. The use of multi-level parking structures is particularly encouraged, as are shared parking facilities in general. Active business functions may occur on the lower level(s) of a parking structure.

Additional development around the perimeter of this Area including along Mall Circle Road, Plaza Boulevard, and Mall Road, is recommended. Multi-story buildings are encouraged for this additional development, as are shared parking facilities including parking structures. For development along Mall Road, this will entail relocating the portion of Mall Circle Road that is parallel to Mall Road eastward to provide sufficient depth for new outlots. No direct access for individual lots should occur from Mall Road. Mall Circle Road itself should be redeveloped as a shared private development street/driveway per the standards in Chapter 3, or similar approach which creates the effect of an urban “street,” even if this occurs incrementally as additional development occurs. Development or redevelopment immediately along Mall Road should be sited in close proximity to said road to create a “street wall” effect with the primary facades facing Mall Road. Separate turn lanes need to be provided at the main intersections within this Area, including along Mall Circle Road. Other new structures around the perimeter of this Area should be sited in close proximity to Mall Circle Road or Plaza Boulevard. Access to any development in the southern-most portion of this Area that is currently vacant should occur from Plaza Boulevard or other internal route and not from Mall Road.

The corners at the intersections of Mall Road with Mall Circle Road at the northwest corner of this Area, and the Mall connector drives at the approximate midpoint along Mall Road and across from Cayton Road, are “Impact Sites” per the Impact Site Map on page 2.16. Any redevelopment of these sites should: place the building immediately at the road intersection without any intervening vehicular areas; include a multiple story building (or high parapet or other means to provide additional height to a single level building) to create a larger scale and to anchor the building to the intersection; include broad storefronts or other form of substantial fenestration on both street frontages; and include unique, high quality signature architectural design which uses visually substantive building materials.

Area 3

Because this Area is large and substantially undeveloped, several options are appropriate. Development of this Area can occur as a single-purpose, multi-use, or mixed-use district, although any development should be interconnected with an integral neighborhood or campus style layout with a common architectural theme for either the overall Area or recognizable phases within it. Development design must be responsive to the view into this Area from I-71/75. At least one formal public gathering space which serves the overall Area is recommended. Options for this Area include:

- Commercial uses per the underlying C-2 zone requirements. Commercial uses should generally be placed in closer proximity to Mall Road.
- Entertainment, recreation, hospitality, and/or civic uses. A large destination facility(ies) such as an ice center, bowling center, multi-purpose recreation center, concert venue, hotel, convention center, museum, IMAX theater, church, educational facility such as a school, business or community college, et al are recommended. The design of any major facility of these types should be as an iconic, stand-alone structure which includes an over-scaled public entrance with a formal civic space between the entrance and the street (a “civic space plaza” per Chapter 4). “Clean” public facilities which do not include operations such as outside storage, vehicle fleet parking, vehicle maintenance/shop functions, larger scale transmission antennas, etc., are also appropriate under this option. Any regional destination or attraction should be placed where it is recognizable from I-71/75.
- Residential uses. These may be intermixed within multi-use/mixed-use buildings or freestanding. Any type(s) of freestanding residential structures may occur within a close knit traditional neighborhood setting provided the density is at least twelve (12) units per acre. Residential development should include neighborhood support or service type businesses. The physical layout should front buildings close to internal streets, include integral curb walks, street trees, and separate parking lanes along the streets. Parking and vehicular areas should largely be placed to the rear of buildings along alleys or driveways which serve a comparable function.
- A combination of the options outlined above.

The existing auto parts store which includes auto repair services is anticipated to remain. A TANK transit hub is planned to be constructed along the south side of Heights Boulevard on the second lot eastward from the intersection with Mall Road. The former Old Time Pottery building is being renovated for a church. If vacated in the future, it could be reused for entertainment/recreation purposes, a civic/public assembly use, or a destination boutique big box user. This site could also be redeveloped with a project that was

integrated into the overall development of this Area. If feasible, the existing dwelling near the US 42 interchange is recommended to be retained and incorporated into any development of this site. The existing cemetery should be retained in accordance with the cemetery requirements in the zoning regulations and subdivision regulations.

The provision of transportation connections (vehicular and pedestrian) which can be readily navigated through this Area and to the surrounding sites and major street network is critical. These are also mentioned in Chapter 6 and should include:

- A connection to Mall Road Center, the extension of Diane Drive into this Area, and a connection to the site along US 42 that is immediately to the east of Area 4 and outside of the Study Area, provided they are feasible due to the creek crossing and grade issues.
- Streets which interconnect between the temporary dead end of Heights Boulevard, US 42 near the interchange across from Holiday Drive, and Mall Road at the approximate midpoint between Heights Boulevard and Mall Road Center in Area 4. The new intersection at US 42 should be restricted to either right-in only or right-in/right-out only. This interconnecting system should include the Diane Drive extension if it is feasible.
- A frontage road parallel Mall Road. No direct access for individual lots should occur from Mall Road. The south end of this frontage road could serve as the connection to Mall Road Center.

Area 4

Commercial and office uses that are Principally Permitted in the underlying C-2 zone are recommended provided they do not include outside storage or display and all business functions occur indoors. Additionally, residential uses are appropriate in all office/commercial buildings in this Area, except for on ground floors.

The auto repair uses on the northeast corner of the Mall Road/US 42 intersection are recommended to be redeveloped with an office/commercial building. This corner is an "Impact Site" per the Impact Site Map on page 2.16. Any redevelopment of this site should: place the building immediately at the road intersection without any intervening vehicular areas; include a multiple story building (or high parapet or other means to provide additional height to a single level building) to create a larger scale and to anchor the building to the intersection; include broad storefronts or other form of substantial fenestration on both street frontages; and include unique, high quality signature architectural design which uses visually substantive building materials.

The Brook Run Apartments site is recommended to be further developed or redeveloped.

The recommended options for this site include the following:

- Any type of residential use(s) with a density of at least twelve (12) units per acre.
- * Office and/or commercial uses that are Principally Permitted in the C-2 zone.
- Any type of residential use(s) with a density of at least twelve (12) units per acre, plus a tier of office/commercial buildings along US 42 which contain uses that are Principally Permitted in the C-2 zone.

Regardless of the specific use(s) opted for the Brook Run site's US 42 frontage, the buildings should be oriented towards US 42 and placed in closer proximity to the street. Likewise, the physical layout should front buildings close to internal streets/drives, include integral curb walks, street trees, and separate parking lanes along the streets/drives. Parking and vehicular areas should largely be placed to the rear of buildings along alleys or driveways which serve a comparable function. Diane Drive should be extended northward as an interconnection with Area 3's road system under any redevelopment scenario, provided it is feasible as discussed in the Area 3 text.

The Mall Road Center development is anticipated to remain. A connection between this property and Area 3 should be made, such as to the recommended frontage road, provided it is feasible as discussed in the Area 3 text. Vehicular and pedestrian connections should be made between each of the three properties in this Area.

Area 5

The existing Walgreens on the northwest corner of the Mall Road/US 42 intersection is anticipated to remain. If the site is vacated, it should be redeveloped with a commercial/office building. This corner is an "Impact Site" per the Impact Site Map on page 2.16. Any redevelopment of this site should: place the building immediately at the road intersection without any intervening vehicular areas; include a multiple story building (or high parapet or other means to provide additional height to a single level building) to create a larger scale and to anchor the building to the intersection; include broad storefronts or other form of substantial fenestration on both street frontages; and include unique, high quality signature architectural design which uses visually substantive building materials.

The remainder of the sites in this Area, particularly the multi-tenant retail center and the former Circuit City site, are recommended to be assembled and redeveloped as a single project with either of two options.

- This site could be redeveloped as a tight-knit residential project with at least ten (10) units per acre. Because the site is relatively small and confined, any

residential project should have attached and/or multi-family units.

- The site could be redeveloped for commercial and office uses that are Principally Permitted in the C-2 zone provided they do not include outside storage or display and all business functions occur indoors. Under this option, residential uses are appropriate except for on the ground floors of buildings that immediately front Mall Road. Additionally, buildings will need to be arranged so that a direct viewshed from Mall Road is provided for commercial building frontages that are not located immediately along the road.

The physical layout of either option should front buildings close to Mall Road and the internal streets/drives, include integral curb walks, and street trees. Parking and vehicular areas should largely be placed to the rear of buildings and away from Mall Road. Existing tree cover along the north boundary, west boundary, and at the southwest corner of this Area, should be maintained as part of the required buffering.

A connection between this Area and the sites at/near the northeast corner of the US 42/Airview Drive should be evaluated as part of any redevelopment. A combination vehicular and pedestrian connection should be made between this Area and Area 6 to the north as an extension of the Connector Drive alignment, provided it is feasible due to the creek crossing, and grade and alignment issues. These connections are also mentioned in Chapter 6.

Area 6

Substantial redevelopment is recommended to occur in this Area, especially to the north of the Florence Center property. This will involve widening Steinberg Drive into a two way, grand boulevard entrance, reconfiguring the streets and properties around the Armed Forces Recruiting Building into a regular grid, and providing a viewshed to the west from Mall Road and the I-71/75 off ramp. Steinberg Drive is initially envisioned to contain four lanes, at least for the section between Mall Road and Connector Drive, with sidewalks that are at least 8 feet wide on both sides of the street, regularly spaced decorative street lamps, and matched street trees. The area north of Steinberg Drive is recommended to be redeveloped or further developed with a combination of office and commercial uses that are Principally Permitted in the underlying C-2 zone along Mall Road and Connector Drive, provided they do not include outside storage or display and all business functions occur indoors. Residential uses are also appropriate in these office/commercial buildings, except for on ground floors. These office and commercial uses should transition westward through a tier of multi-use or mixed-use buildings and to attached and/or multi-family residential structures in the west part of this Area. This section should include at least one formal public gathering space which can be used for outdoor events and which can provide a viewshed into the site from Mall Road (a “civic space plaza” per Chapter 4).

This portion of Area 6 should be arranged in a grid or grid-like configuration which extends into the undeveloped portions of Area 7. If public streets are not used, shared private development streets/driveways should be provided for the main internal access corridors. Existing tree cover along the west boundary of this Area should be maintained as part of the required buffering. At least one hard surfaced pedestrian connection with substantial lighting should be provided between this Area or Area 7 and Achatas Avenue. A common architectural theme for either the overall Area or recognizable phases within it should be provided.

The physical layout of the area north of Steinberg Drive should front buildings close to internal streets, include integral curb walks, street trees, and separate parking lanes along the streets. Parking and vehicular areas should largely be placed to the rear of buildings along alleys or driveways which serve a comparable function. Buildings will need to be arranged so that direct viewsheds from Mall Road are provided for commercial building frontages that are not located immediately along the road.

The existing Florence Center development is anticipated to remain. If redevelopment does occur on this site, it should follow the basic use and layout scheme recommended above for the area north of Steinberg Drive, and include multiple connections with Preakness Drive. Additional development and redevelopment of outlots along Mall Road is recommended, with storefronts and pedestrian entrances facing the street(s). Outlot buildings should be placed in close proximity to Mall Road with parking placed substantially to the side and rear of the lots. Pedestrian improvements such as gathering spaces, seating, low-scaled lighting, and street trees are recommended along public sidewalks. No direct lot access should occur on Mall Road. Shared access points should be provided, as well as vehicular and separate, defined pedestrian connections between adjoining lots and buildings.

The lots on both the northwest and southwest corners of the Steinberg Drive/Mall Road intersection are "Impact Sites" per the Impact Site Map on page 2.16, contingent upon the widening of Steinberg Drive as discussed above. Any redevelopment of either site should: place the building immediately at the road intersection without any intervening vehicular areas; include a multiple story building (or high parapet or other means to provide additional height to a single level building) to create a larger scale and to anchor the building to the intersection; include broad storefronts or other form of substantial fenestration on both street frontages; and include unique, high quality signature architectural design which uses visually substantive building materials.

The entire alignment of Connector Drive through this Area should be improved as a single identifiable alignment with one standard street section design, sidewalks on both sides of the street, and the elimination or drastic reduction in the amount of minor parking lot driveways that intersect with it. This standard alignment should span between Cayton Road at the north to the south boundary of this Area, and should be included within the

recommended vehicular and pedestrian connection to Area 5, provided it is feasible as discussed in the Area 5 text. This scope of work may also include reconfiguring the current southern-most alignment of Connector Drive between Florence Center and the Mall Road/Heights Boulevard intersection from a radial curve to a T intersection.

Area 7

The existing Paddock Club Apartment complex is anticipated to remain. The undeveloped section of the Area should be configured in a grid pattern which extends from Area 6 as discussed above. The eastern part of this undeveloped section is recommended to contain a transitional combination of multi-use or mixed-use buildings that house office, commercial, and potentially residential uses.

The western part of this undeveloped section is recommended for any type(s) of freestanding residential structures within a close knit traditional neighborhood setting, provided multi-story structures are provided. The physical layout of both sections should front buildings close to the internal streets/drives and include integral curb walks and street trees. Parking and vehicular areas should largely be placed to the side and rear of buildings.

A gated emergency access drive between this Area and Utterback Creek Road is recommended. A street connection for routine public use is not recommended at this point. A hard surfaced pedestrian connection with substantial lighting should be provided between this Area and the Yealey Elementary School campus to the west. At least one hard surfaced pedestrian connection with substantial lighting should be provided between this Area or Area 6 and Achatas Avenue. Existing tree cover along the common boundaries between this Area and the adjoining properties outside of the overall Study Area should be maintained as part of the required buffering.

Area 8

Substantial new development and/or redevelopment is recommended to occur in the Area, particularly from north to south between the Mall Access road at the north end of Florence Marketplace in Area 1 and Cayton Road. The Florence Square portion of this Area, combined with Area 2 across Mall Road, should be reinforced as the main activity center in the overall Study Area.

A combination of office and commercial uses that are Principally Permitted in the underlying C-2 zone are recommended, provided they do not include outside storage or display and all business functions occur indoors. Residential uses are also appropriate in these office/commercial buildings, except for on ground floors. These office and commercial uses should transition westward through a tier of multi-use or mixed-use buildings and to attached and/or multi-family residential structures in the west part of this

Area, with a combination vehicular/pedestrian connection to Cayton Road. If this area is developed in conjunction with the existing retail development to the east, it may be appropriate to allow for the continuation of retail in this area. Public facility/institutional/civic uses are also appropriate in the west part of this Area. This section should include at least one formal public gathering space which can be used for outdoor events and which can provide a viewshed into the site from Mall Road (a “civic space plaza” per Chapter 4). Existing tree cover along the common boundaries between the western part of this Area and the adjoining properties outside of the overall Study Area should be maintained as part of the required buffering. Also, landscaping along Cayton Road should include informal clusters of evergreen trees, hardwood trees, and berming versus a rigid street tree scheme.

The Florence Square portion of this Area should be arranged in a grid or grid-like configuration which extends into the undeveloped portion to the west near Cayton Road. This extension would involve at least some level of demolition of existing structures. The vacant movie theater is assumed to be a reasonable candidate for demolition due to its apparent functional obsolescence, although a direct alignment from one of the existing Mall Road access points is preferred. If public streets are not used, shared private development streets/driveways should be provided for the main internal access corridors and include integral curb walks and street trees.

Buildings are recommended to be provided immediately along the main east-west vehicular corridors, especially those which extend from the intersections of Mall Road with Mall Circle Road and the Mall connector drive at the approximate midpoint of the Mall property in Area 2. Buildings may face each other across the intervening spaces in the grid, and buildings will need to be arranged so that direct viewsheds from Mall Road are provided for commercial building frontages that are not located immediately along the road. A common architectural theme for either the overall Area or recognizable phases within it should be provided.

Should the area between the Mall Access road at the north end of Florence Marketplace in Area 1 and Mall Circle Road be redeveloped, the grid configuration and the same basic development concepts recommended for office/commercial structures in Florence Square should be followed. Should the area between the Mall Access road at the north end of the Village at the Mall center in Area 1 and KY 18 be redeveloped, the individual sites should be reconfigured to have recognizable, continuous vehicular and pedestrian interconnections which extend from the basic grid configuration recommended for the remainder of this Area. A hard surfaced pedestrian connection with substantial lighting should be provided between the northern portion of this Area and Hopeful Church Road in the proximity of Chancellor Drive. A vehicular connection in this same area which aligns with Chancellor Drive at Hopeful Church Road is recommended if the car dealership at this point along Hopeful Church Road should redevelop.

Development or redevelopment immediately along Mall Road should site the buildings in close proximity to said road to create a “street wall” effect with the primary facades facing Mall Road, with parking placed substantially to the side and rear of the lots. Pedestrian improvements such as gathering spaces, seating, low-scaled lighting, and street trees are recommended along public sidewalks. No direct lot access should occur on Mall Road. Shared access points should be provided, as well as vehicular and separate, defined pedestrian connections between adjoining lots and buildings.

The lots on the southwest corner of the Mall Road/KY 18 intersection, the northwest and southwest corners of the Mall Road/Mall Circle Road intersection, and the northwest and southwest corners of the Mall Road/Mall connector drive intersection at the approximate midpoint of the Mall property in Area 2, are “Impact Sites” per the Impact Site Map on page 2.16. Any redevelopment of these sites should: place the building immediately at the road intersection without any intervening vehicular areas; include a multiple story building (or high parapet or other means to provide additional height to a single level building) to create a larger scale and to anchor the building to the intersection; include broad storefronts or other form of substantial fenestration on both street frontages; and include unique, high quality signature architectural design which uses visually substantive building materials. The buildings at the Mall Road/Mall Circle Road and Mall Road/Mall connector drive intersections would establish the approximate building lines for additional building development along the main east-west vehicular corridors recommended for this Area.

There are two main north-south shared vehicular drives which run through this Area. The first alignment acts as a frontage road to Mall Road and runs between the site on the southwest corner of the Mall Road/KY 18 intersection and Cayton Road (includes individual parking lot connections), and aligns with Connector Drive at the intersection with Cayton Road. The second alignment runs across the strip center building frontages between HH Gregg and Cayton Road. These two routes should be improved as single identifiable alignments with one standard street section design throughout the Area, sidewalks on both sides of the street, and the elimination or drastic reduction in the amount of minor parking lot driveways that intersect with them. The shared private development street/driveway approach outlined in Chapter 3 may be used for these routes. Minimizing the number of minor intersections is particularly important for the first alignment which most closely parallels Mall Road (Connector Drive extension). Separate turn lanes need to be provided at the main intersections within this Area. Additionally, the section of the north-south frontage road that parallels Mall Road (Connector Drive extension), will need to be moved to the west at the HH Gregg entrance drive from Mall Road, with the appurtenant intersection at the northwest corner of the Taco Bell lot being reconfigured into a T fashion.



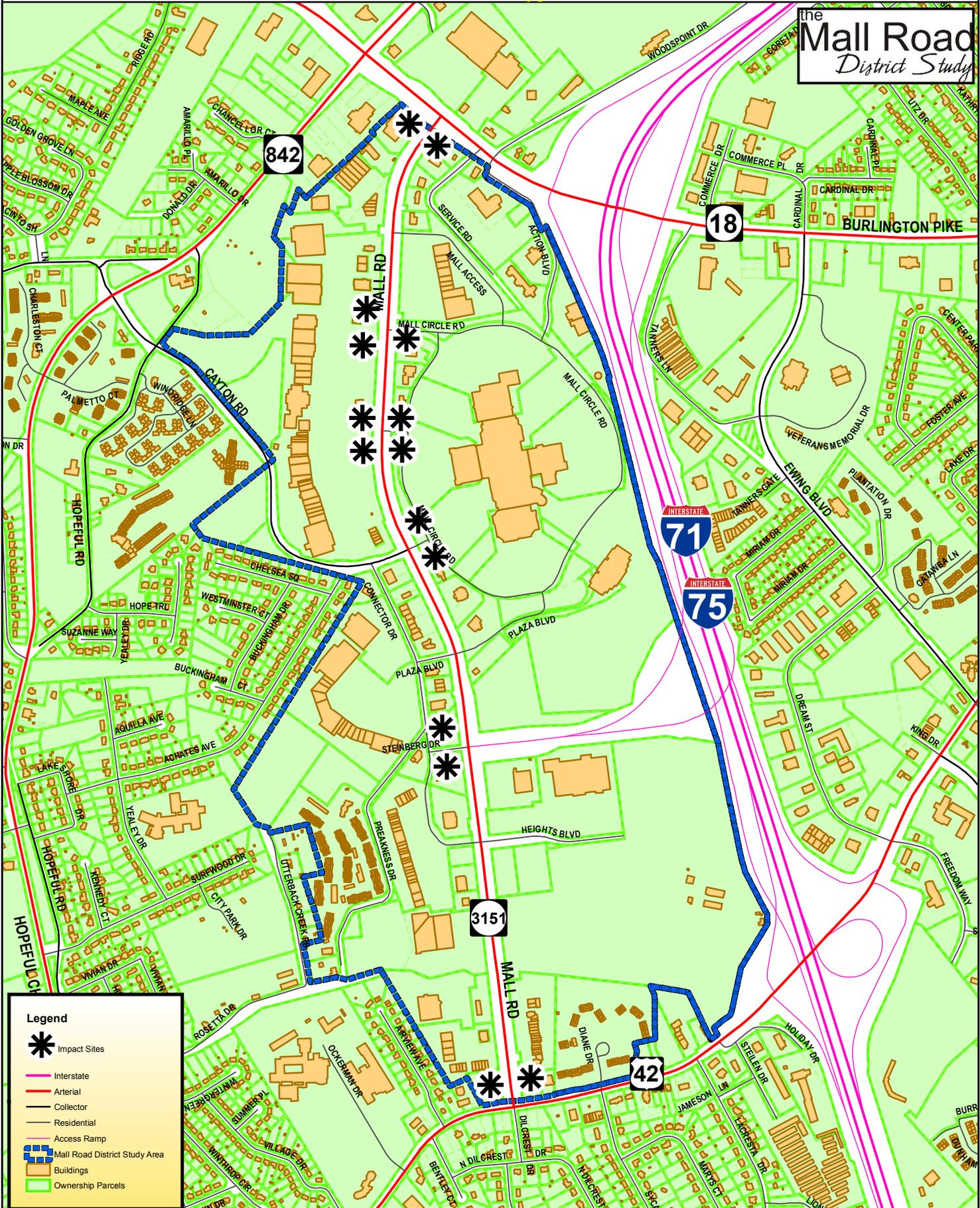
0 125 250 500 750 1,000 Feet
1 inch = 1,000 feet

Mall Road District Study Impact Sites



www.boonecountygis.com

The Mall Road District Study



Legend

- Impact Sites
- Interstate
- Arterial
- Collector
- Residential
- Access Ramp
- Mall Road District Study Area
- Buildings
- Ownership Parcels