



DOWNTOWN STREETScape AND PUBLIC REALM DESIGN GUIDELINES

CITY OF COVINGTON, KY

OCTOBER 2018

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SECTION 1 - INTRODUCTION

1.1 | CONTEXT AND BACKGROUND

The City of Covington is experiencing an urban renaissance that is bringing new development opportunities and investment across the city.

The seeds of this renaissance can be traced through the efforts that the city and its many partnering organizations have invested in economic development and a series of planning and design initiatives spanning from the City's 2004 Streetscape Design Guidelines* through the 2012 Center City Action Plan to the 2015 meetNKY Public Realm Enhancement Study and more recent private development initiatives within the MainStrasse Village, Roebling Point and Duveneck Square Districts.

Each of these prior plans have contained recommendations for improvements to the streetscape environment and public realm of their targeted areas and most have involved a high level of involvement from key stakeholders, residents and property owners.

Projects such as the John R. Green Site Development, 501 Main Development and the second phase of the Duveneck Square Development involve streetscape and sidewalk improvements which are already in the final design stages and will soon be under construction. Private developers, property and business owners both want and need to have clarity on the streetscape standards that apply to their respective streetscape boundaries.

Renaissance Covington's efforts to bring WIFI throughout the downtown, the Red Bike Program and the current Ride the COV initiative underscore the fact that much has changed since the last iteration of the City's Streetscape Design Guidelines and illustrate that bike sharing, ride-sharing, mobile apps and 5G WIFI are influencing streetscape design initiatives across the globe.



BOONE BLOCK DEVELOPMENT

In May of 2018 the Covington Business Council (CBC), meetNKY, Southbank Partners and the Haile Foundation partnered to establish the funding needed to initiate the development updated design guidelines for Covington's Historic Downtown Core.

Further, Covington's recent award of two OKI Surface Transportation Program Grants along Madison Avenue and 7th Street are targeted for areas noted within the 2012 Center City Action Plan, 2015 Duveneck Square Plan, and 2004 Streetscape Master Plan. Public Investments in these projects will be informed by the recommendations and standards contained within this document.

** Though never officially adopted, they did inform ensuing improvements*



MADISON AVENUE AT HOTEL COVINGTON



DUVENECK SQUARE PHASE 1

GOALS AND OBJECTIVES

The resulting recommendations and design guidelines are intended be used to establish minimum expectations that the City's authorized Boards and Agencies and City Commission can use to inform decisions on the approval of streetscape improvements for both public and privately-funded projects within the targeted geographic area.

The guidelines are presented in a document format that can be reviewed by City Commission for adoption as a supplement to the city's zoning ordinance. Further, this document includes a recommended prioritization and phasing plan for publicly-funded streetscape improvement initiatives that the city and its' financial partners may wish to undertake.



Establish minimum standards for improvements within the public realm



Promote economic development and an improved quality of life in Covington



Involve key stakeholder and the public in identifying priorities



Create stronger linkages and connectivity between various districts in Covington and the Cincinnati Riverfront



Establish a proactive approach to adopting changing technology and emerging trends in transportation and smart cities



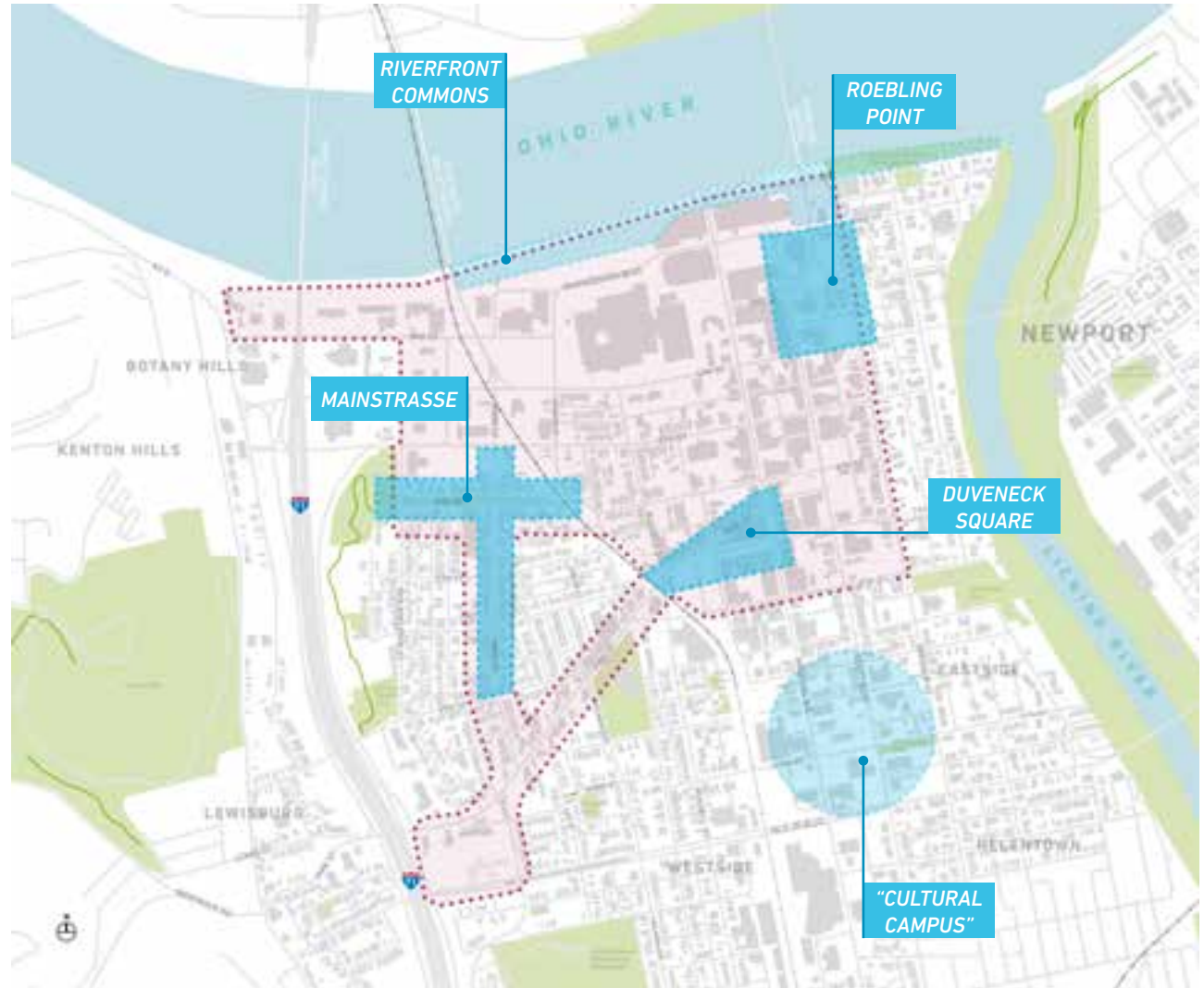
Vibrant streets and public spaces such as Main Street in MainStrasse contribute to civic identity and economic development.

1.2 | PURPOSE AND INTENT

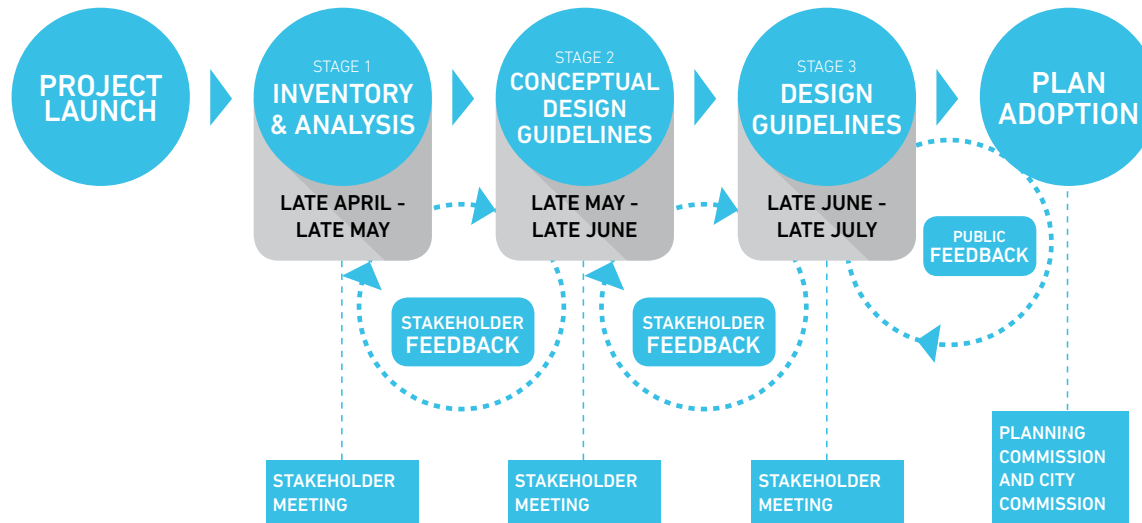
The recommendations of this plan are guided by the knowledge and opinions of key stakeholders and city staff from Economic Development, Engineering, Public Works, Historic Preservation, Community Development and Urban Forestry.

The design guidelines contained in Section 3 are intended to achieve the following objectives:

- Build upon the findings and recommendations of prior planning initiatives
- Develop a more cohesive, aesthetically-pleasing, and vibrant downtown streetscape.
- Address the poor condition of sidewalks and lack of compliance with the Americans with Disabilities Act (ADA)
- Develop a more “Complete” street network with a stronger balance between the needs of motorists, transit riders, cyclists and pedestrians.
- Ensure that the unique identity of and sense of place within the Pike Street Corridor, MainStrasse, Roebling Point and Duveneck Square districts are celebrated and maintained within the adopted guidelines.
- Mitigate the impacts of utility infrastructure and include strategies and standards that allow for the incremental deployments of smart technologies such as fiber-optic and WIFI distribution, intelligent street lighting and connected roadway and traffic signal technologies.
- Minimize uncertainty around expectations for the replacement and development of sidewalk and streetscape improvements and bolster significant private-sector investments in Covington’s Historic downtown area



STAKEHOLDER INVOLVEMENT PROCESS



The Public Realm and Streetscape Design Guidelines have been guided by an advisory committee formed under the leadership of the CBC and comprised of representatives meetNKY, The Catalytic Fund, Kentucky Innovation Network, Southbank Partners, Renaissance Covington, the MainStrasse Village Association, the Transit Authority of Northern Kentucky (TANK), city staff, and key property and development stakeholders from each of the targeted districts.

Over the course of the development of this work the design team and advisory committee have met on four separate occasions through May and June to review the findings and recommendations of prior plans, comment on the current conditions of the affected streets and review updated options for future design standards.



Over 30 stakeholders participated in a series of focus group meetings to provide feedback and recommendations on draft design guidelines.

The stakeholders that participated in the development of these guidelines were representing: Covington Business Council, MeetNKY, Southbank Partners, Renaissance Covington, Catalytic Fund, Property & Business Owners, Local Developers, Kenton County, TANK, Bike Advocacy Groups, Center for Great Neighborhoods, Parking Authority, MainStrasse Village Association, City Commission, Planning Commission, Urban Design Review Board, City of Covington staff including: Engineering, Public Works, Economic Development, Historic Preservation, Community Development, Urban Forestry.

1.3 | STAKEHOLDER ENGAGEMENT

WORKSHOP RESULTS

On June 20th the Kentucky Innovation Network hosted three, 90-minute work sessions that were organized to solicit feedback on design issues and opportunities within each of the targeted districts of the plan.

Session #1 focused on the RiverCenter and MainStrasse Districts. Session #2 focused on The Roebling Point, Scott Street and Greenup Corridors. Session #3 focused on Pike street, Duveneck Square and the Madison Avenue Corridor. Attendees included the following individuals representing their respective constituents:

- Session 1 - 8:30 – 10:00 AM
Attendees: Eric Summe, Roger Peterman, Charles Killian, Chip Adkins, Tom West, Rick Davis, Crystal Courtney, Emily Ahouse, Frank Busofsky, Niqué Swan
- Session 2 - 10:30 AM – 12:00 PM
Attendees: Megan Gertz, Paul Shanley, Richard Dickmann, Travis Gysegem, Tony Milburn, Peter D'Angio, Ben Jordan, Danny Lipson, Emily Ahouse, Frank Busofsky, Pat Frew, Kristin Steuber, Avram Steuber
- Session 3 - 1:00 – 2:30 PM
Attendees: James Younger, Jake Rouse, Kim Best, Mark Young, Rick Kimbler, Lisa Scovic, Jeremy Wallace, Archie Ice, Molly Berrens, Emily Ahouse, Edward Wimmer

Attendees were asked to complete a brief survey and “vote” on priorities for future improvements to the streetscape environment of their respective districts by placing color dots and “post-it” notes alongside the issues, ideas and opportunities that were most important to them.

Take-aways from the workshop meetings included the following:

- Increase connectivity to adjacent districts or destinations through wayfinding and signage improvements
- Accomodate underground relocation efforts of overhead utilities
- Improve pedestrian accessibility on sidewalks and address non-compliant impediments
- Coordinate identity and branding initiatives with district placemaking
- Introduce traffic-calming at 3rd Street and Roebling
- Improve multi-modal transportation along Scott & Greenup
- Create more flexible and accessible public event space at Roebling Point, MainStrasse and Duveneck Square

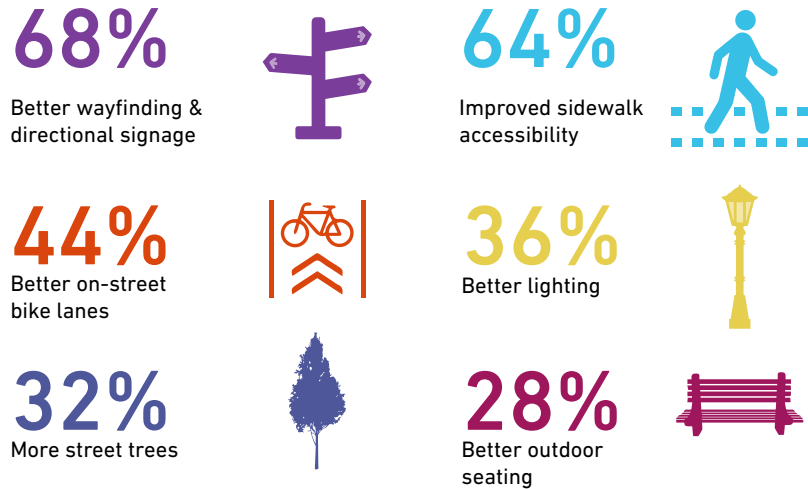


Roebling Point - Issues and Opportunities



Main Street - Draft Design guidelines

A majority of survey respondents cited the need for better sidewalk accessibility and improved wayfinding. Responses related to street trees, lighting, seating and bike lanes are listed below.



STREETSCAPE PRIORITIES

To better gauge the perception of the various streets examined in the downtown area, stakeholders and their constituents across the various districts were polled via a survey on current conditions of the streets and public realm in Covington. Respondents were asked a range of questions on how they currently utilize the streets and public realm and also asked to weigh in on what potential changes they might consider to improve conditions for walkability, bikeability and general aesthetics. Demographic data was also collected to help understand commuting habits, use of new technology/ mobile apps and interest level in using alternative modes of transportation.

Takeaways from the survey are presented at left and on the following pages, with the full version of all responses included in the appendix.

A majority of survey respondents felt that better sidewalks and a more complete street canopy would encourage more walking trips:



91% of respondents said designated bike lanes would encourage them to bike more.



1.3 | STAKEHOLDER ENGAGEMENT

FUNDING AND DECISION MAKING

The majority of respondents agreed that the city should not be solely responsible for funding streetscape initiatives. Collaborative funding approaches are being used by other cities to fund, implement and maintain public realm improvements that would not otherwise be possible for one entity alone.

56%

said public realm enhancements should be funded through a shared responsibility, including property owners, the City of Covington, the State of Kentucky, and private foundations.

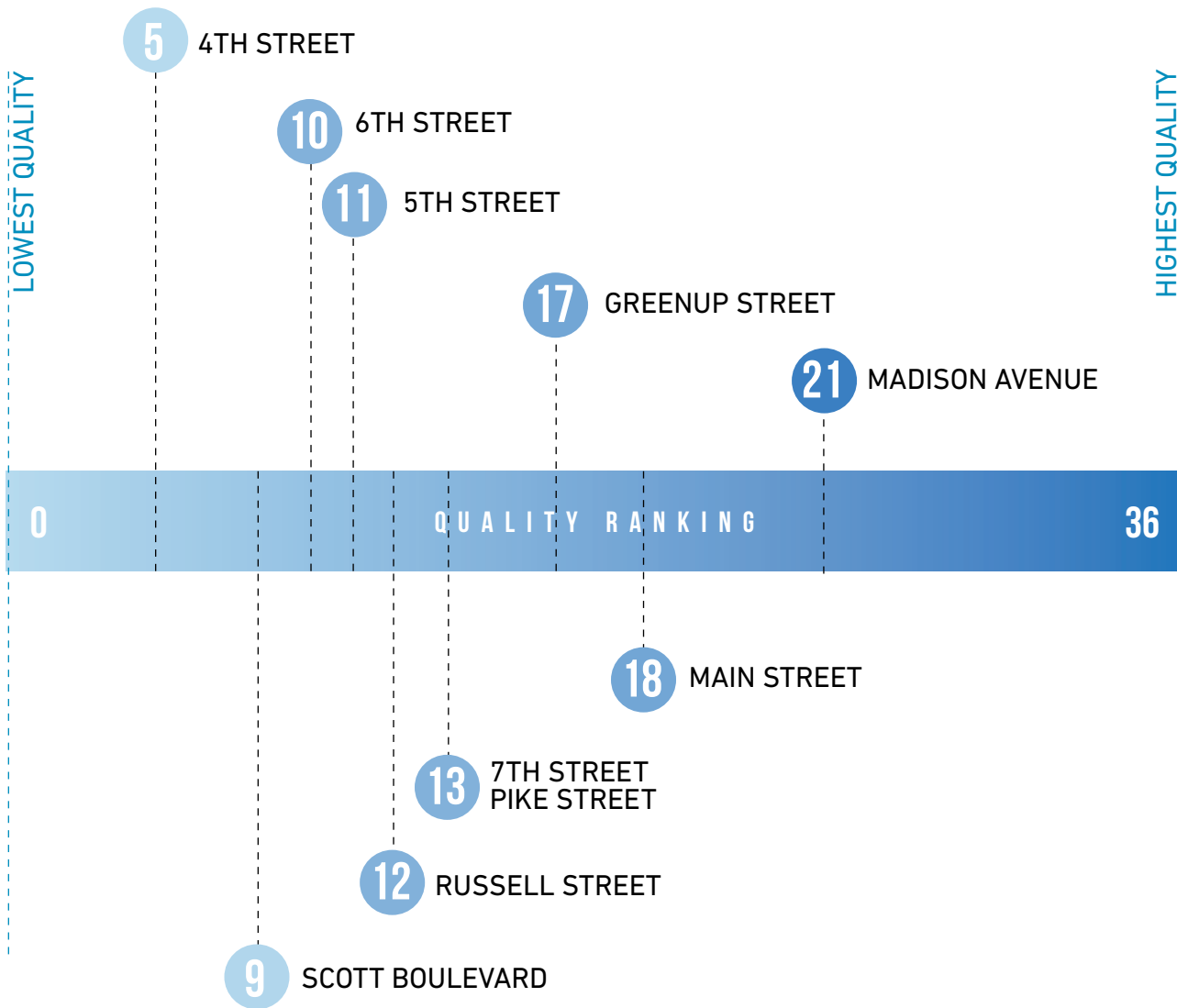


Over
40%

of respondents said that decisions in future placemaking and wayfinding should include a broad representation of stakeholders, including Renaissance Covington, Neighborhood/District Associations, the City of Covington, and Meet NKY.



STREET QUALITY RANKING



STREET QUALITY ASSESSMENT

As part of the survey, respondents were tasked with scoring streets within the study area based on their qualities and characteristics.

Respondents were asked to assess a variety of factors using the scoring system where: 0= Poor, 1=Fair, 2=Good, 3=Excellent. Factors included:

- Accessibility / Walkability
- Ease of Bike Access
- Bus Access
- Tree Canopy
- Quality of Street Furnishings
- Lighting
- Sustainability
- Concealment of Unsightly Utilities
- Wayfinding & Signage
- Parking
- District Identity & Placemaking
- Overall Functionality.

The highest rated street was Madison Avenue. Undoubtedly recent improvements to the street helped to shape their perceptions by offering a more pleasant pedestrian environment. Conversely, the lowest rated street was 4th Street where narrow sidewalks, obstructions and high volumes of traffic create an unfriendly pedestrian experience.

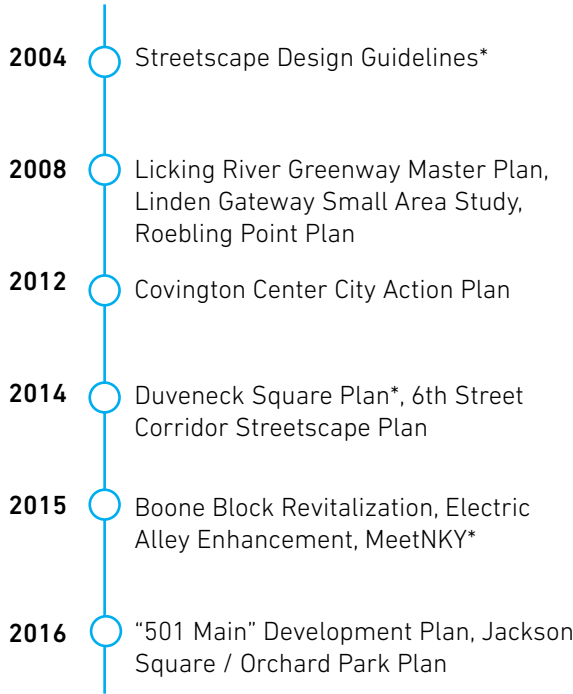
SECTION 2 - INVENTORY AND ANALYSIS

2.1 | PREVIOUS PLANS

INTRODUCTION

As part of this planning effort, MKSK and the advisory committee reviewed prior plans and studies and synthesized the findings & recommendations of each into the proposed standards.

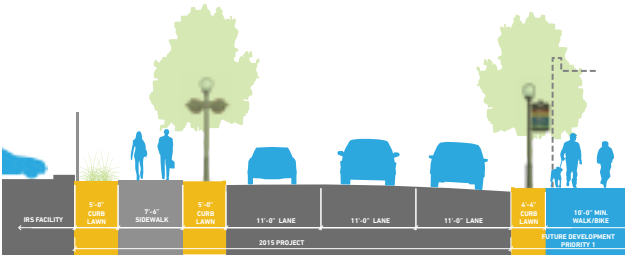
Previous Plans impacting the Streetscape and Public Realm



* Not officially adopted



COVINGTON STREETSCAPE MASTER PLAN (2004)
2004 was the last iteration of Covington's Streetscape Design Standards.



MEETNKY PUBLIC REALM ENHANCEMENT PLAN (2015)
The plan focused on public realm enhancements study for Convention Center/ Riverfront Commons area with the basis of streetscape/ public realm improvements as drivers for economic growth.

INVENTORY & ANALYSIS

There are significant differences in the function and physical characteristics of streets that make up the downtown environment. While some of these differences will go away as these guidelines are implemented, others will remain as a result of differences in right of way width, traffic volumes & lane configuration, current land use and ground floor tenant potential.

Over the course of the planning effort's first six weeks, the consulting team conducted multiple site visits to photo-inventory and categorize the findings, issues, and opportunities which impact the functional and aesthetic qualities of the Downtown environment. As part of this work, the team prepared detailed cross-sections documenting the typical configurations of each of the major streets within the core planning area. These cross sections were used to evaluate a range of issues relating to ADA compliance issues, tree health and canopy conditions, pedestrian and bicycle accessibility, overhead utility impacts and parking accommodations.

The following findings and observations are based on field investigation and photographic inventories of the planning area. Additional recommendations and the design guidelines for future improvements are included under in Chapter 3 of this plan.



Sidewalks: Current study area sidewalk conditions do not consistently meet requirements by the American with Disability Act (ADA) guidelines due to repair issues, height and slope variances, poor ramp alignments, and conflicts with sidewalk infrastructure. These issues are especially evident along Fifth, Sixth, Pike and portions of Fourth Street. Future sidewalk improvements should maintain consistent, unobstructed pathways and ramps should include detectable warning pavers.



Decorative Pavers: Unit pavers made of materials such as brick, stone, and concrete have been used to pave city streets and sidewalks for centuries due to their durability and aesthetic appeal. The relatively high costs of specialty pavements along with moderately higher maintenance and replacement costs have caused most cities to limit the use of specialty pavers to locations where the textural and aesthetic quality of pavements is highly desired and the greatest civic, cultural and economic benefits can be realized. The concrete pavers within MainStrasse and the brick pavers on Madison are successful examples of decorative paving that fits these criteria. Festival streets and public spaces where civic and cultural events are frequently staged – and where the visual & traffic-calming benefits of unit paving can be employed to the greatest impact for the city – in the future include the Roebling Point and Duveneck Square districts. Unit paving installations could be used to distinguish important building frontages, entrances and gathering spaces along streetscapes spaces that do not otherwise employ specialty paving however any proposed changes within the right-of-way must be approved by the City and it may be necessary for the business or property owner to assume responsibility for ongoing maintenance, repairs and replacement.

2.2 | STREETScape INVENTORY & ANALYSIS

STREET FURNISHINGS



Benches: Existing benches and litter receptacles provide an acceptable aesthetic standard where a more traditional appearance is desired. Variations in style can occur depending on the appropriate aesthetic of the district; i.e., Madison Avenue may be more transitional/ contemporary in style while Main Street may continue a more historic aesthetic. Benches should be 6' in length, all steel construction and painted black. Future benches should also consider backed models with intermediate armrests for increased user comfort and control.



Container Planters: Several planters/flower pots currently exist in the study area, most notably along Madison Avenue, Main Street and the restaurants along Greenup and Park Place in Roebling Point. Sizes should be large enough to minimize the frequency of watering. Styles of planter selections should contribute to the unique identity of each of the various districts within Covington and should be maintained by the adjacent proprietors. Plantings with seasonal interest should be considered to extend year-round impact.



Bike Infrastructure: Currently, bike racks throughout the city take on several different forms and aesthetics. Future bike-share stations should be located out of clear zones in bump-outs or wider paving areas. We recommend that the City adopt a city standard model but allow the use of non-standard racks that contribute to the unique identity of the city's unique mixed-use districts.

Dockless Bike and Scooter Sharing: While Covington does not currently have dockless bikes or scooter sharing companies this plan recommends that any future dockless services be permitted under an ordinance that ensures the safe function and utility of sidewalk and curbside spaces.



Street Lights: Duke Energy installs and maintains the City's existing decorative street lamps under a tariff agreement with the city. These post lamps promote a safe nighttime environment, create a strong pedestrian orientation and comply with accepted standards for roadway illumination along mixed-use streets. While storefront illumination is a desirable by-product of non-directed fixtures, consideration should be given to the selection of post-top fixtures which minimize the inefficient "spillage" of light in areas where storefront illumination is not desirable. Directing light in areas where it is not needed results in the wasteful expenditure of energy and a commensurate increase in operational costs. The International Dark-Sky Association (IDA) publishes a listing of approved manufactures which offer fixtures which minimize glare, reduce light trespass, and mitigate pollution of the night sky.



Existing acorn-style decorative street lamps should continue to be used as the on-going standard for pedestrian scale lighting throughout downtown Covington however there may be an opportunity to work with Duke Energy to select post top fixtures (such as those being used in MainStrasse) which are dark-sky compliant and minimize the inefficient "spillage" of light. All new and replacement lamps on existing poles should be LED for maximum efficiency and longevity. A color temperature of between 3000 and 3500K should be considered for any new LED fixtures within the streetscape environment.

More contemporary alternatives to the current traditional post lamp could be considered as appropriate accents in transitional entertainment districts such as the Duveneck Square area where different fixtures support the cultivation of a stronger district identity and a more eclectic mix of architectural styles exists.



Outdoor Dining & Cafe Seating: Sidewalk café spaces are a critical feature of successful mixed-use, downtown districts. In recognition of the fact that sidewalks must accommodate safe and convenient access, the placement of sidewalk seating areas should be controlled to preclude potential conflicts with pedestrians at all hours. It is true that there will be some areas where it may be difficult or impossible to meet minimum clear zone requirements and accommodate sidewalk café spaces. In many areas where conflicts currently occur, however, it may be possible to expand the width of walks, utilize less-wide tables or shift the arrangement of table set-ups away from the face of buildings and into the amenity zone adjacent to the curb.

2.2 | STREETSCAPE INVENTORY & ANALYSIS



Parking Kiosks: Electronic parking kiosks that accept credit and debit cards, coins and paper currency has been shown to reduce operational costs, increase ease of use and provide additional revenue for the City. Kiosks also reduce sidewalk clutter by eliminating the need for multiple individual poles and meters. Determination of future kiosk locations will be determined by the City and Parking Authority and demand dictates.



Overhead Utilities: Overhead utilities are a significant cost consideration and aesthetic concern along several streets in Covington. Examples include Third, Fourth, Fifth, Sixth, Seventh, Greenup, Scott, Pike and the southern portion of Main Street. The most cost-effective means to reduce the aesthetic impact of overhead utilities can be achieved through consolidation and relocation. Costs to place overhead electric distribution services underground can range as high as \$2.5 million per mile of roadway however the burial of secondary and private service crossings would be much less. All relocation and burial costs will vary depending upon the size of services, the condition of other line services (such as telecommunications and cable TV), available right-of-way and the degree to which relocations and burials can be coordinated with curb and sidewalk replacement initiatives. Budgeting for proposed relocations must include the costs for the reconfiguration of private service drops and meter panels. The City of Covington has successfully accommodated the relocation of overhead utilities on Madison Avenue by following an incremental, block-by-block approach and installing underground conduit with each successive phase of streetscape improvements. The installation of underground duct



banks which can accommodate the incremental relocation of overhead electric, telecom, and data cabling should be prioritized where future streetscape, roadway or utility improvement projects are planned.

Crosswalks & Signal Infrastructure: Traffic Infrastructure varies in style and appearance throughout the downtown area. Future upgrades to signalized Downtown intersections should follow KyTC standards and move toward the replacement of span-wire signals with painted (black) mast arms signal as overhead wires tend to create a much less appealing intersection character. Current crosswalk striping standards using painted or thermoplastic striping provides a very functional, easily maintainable, and appealing look. In high traffic intersections near major event venues it may be desirable to employ a modified signal timing approach that stops vehicular movements in all directions and allows pedestrians to cross diagonally through intersections. This practice has been employed in many larger cities and could possibly be applied in heavily trafficked pedestrian areas here in Covington.



Curb and Sidewalk Utility Infrastructure: Storm drains, water mains, telecommunication, and electrical services are important design, location and budgeting considerations for any streetscape redevelopment. Any proposed alterations to public utility structures must be approved by the city and responsible jurisdictional agencies. Structural slabs and access covers which span underground vaults should be inspected during the project design phase to ensure that each location is structurally sound and that proposed alterations meet the criteria of the City and the State Historic Preservation office. Future standards for structures and appurtenances should meet desired specifications for sustainability and accommodate goals for the development of a “greener” Downtown infrastructure network.



Right-of-Way Configuration: Current right-of-way width varies along the length of nearly every downtown street. Due to significant expenses for right-of-way acquisition and street development, proposed streetscape design solutions should work within current street rights-of-way wherever possible.

On-Street Service, Loading and Maintenance

Conditions: Service and loading functions must be controlled through practical ordinances and code enforcement. Future streetscape improvement initiatives provide an opportunity to work with property owners to improve service and loading operations and facilitate better functional relationships between retail and restaurant tenant spaces which tend to generate the highest proportion of deliveries, curb-side loading, and pick-up. Guidelines for curbside pick-up should ensure that private trash and recycling containers do not remain on the street beyond a reasonable period of time. In most areas, pick up hours should be restricted to non-peak traffic periods and early morning hours when sidewalk traffic is lowest.



Street Trees: Street trees greatly enhance the health, quality and walkability of urban environments. Covington’s urban tree canopy varies greatly by neighborhood with the greatest gaps in coverage occurring north of 6th and west of Greenup. Tree wells within the downtown environments are often undersized and occasionally intrude within the pedestrian clear zone. Future planting areas should be engineered to include an adequate rooting area for the desired tree species and canopy cover. Where available sidewalk space is limited, bump-outs should be employed to avoid conflicts within the pedestrian zone and to achieve sufficient below-grade soil volumes for long-term tree health.

Tree species should be selected to avoid conflicts with overhead utilities and locations should be selected to avoid conflict with underground utilities and obstructed views to and from buildings.

2.2 | STREETSCAPE INVENTORY & ANALYSIS



Bioretention Planters: Rain Gardens and similar “green” design features can be an effective method of integrating landscaping and stormwater management into the urban area. Careful consideration and engineering is needed to design, size and locate these elements for proper performance. These features have a greater frequency of maintenance than a traditional street tree or planter and should only be utilized where ongoing maintenance by the City or other partners will be guaranteed.



Wayfinding and Signage: When properly executed, a comprehensive system of wayfinding elements can do more than simply provide orientation to a particular street or destination. Complete wayfinding systems contribute to a sense of arrival, lend visual excitement, and communicate upcoming events and program dates.

Placemaking elements are features which are complimentary to a wayfinding system but are focused at developing or reinforcing the brand identity or “genius-loci” of a place. Each of Covington’s most recognizable mixed-use districts have a unique identity that originates from their historic uses, prevailing architectural character, public art, unique land uses, building elements and materials.

For example, the widespread and varied use of wrought iron in garden fencing and on the Roebling bridge sets the Licking Riverside and Roebling Point district apart from any other district in the region. The palate and juxtaposition of iron and stone should provide inspiration for placemaking elements and wayfinding elements that provide orientation and



tell the larger story of the people, places, and history within the various districts of the Downtown area. The best practice examples in chapter 3 depict the various ways that piers, pylons, archways and banners could be added within the context of a comprehensive streetscape and wayfinding program.

Renaissance Covington is actively working to establish a coordinated system of temporary placemaking elements that will help distinguish the Pike Street Corridor within the regional marketplace. They should be consulted (or direct) the establishment of an updated, district-based wayfinding and placemaking system for the downtown area.



Public Art: Public Art's contribution to the personality, sense of history and cultural identity of urban places has long been recognized as a key component to the quality-of-experience in urban environments. The strategic value and benefit of public art is widely recognized as a key factor in the economic success of cities throughout the world. In much the same way that cultural attractions and events draw outside interest and economic benefits, Public Art (when properly integrated) can increase the patronage of public venues, create a heightened sense of identity and bring sustained economic benefit. Pike Street, Sixth Street, Duveneck Square and the Roebling Point areas already feature a tremendous array of public murals and artworks. Future streetscape initiatives in these areas should include consideration for the integration of both temporary and permanent public art.

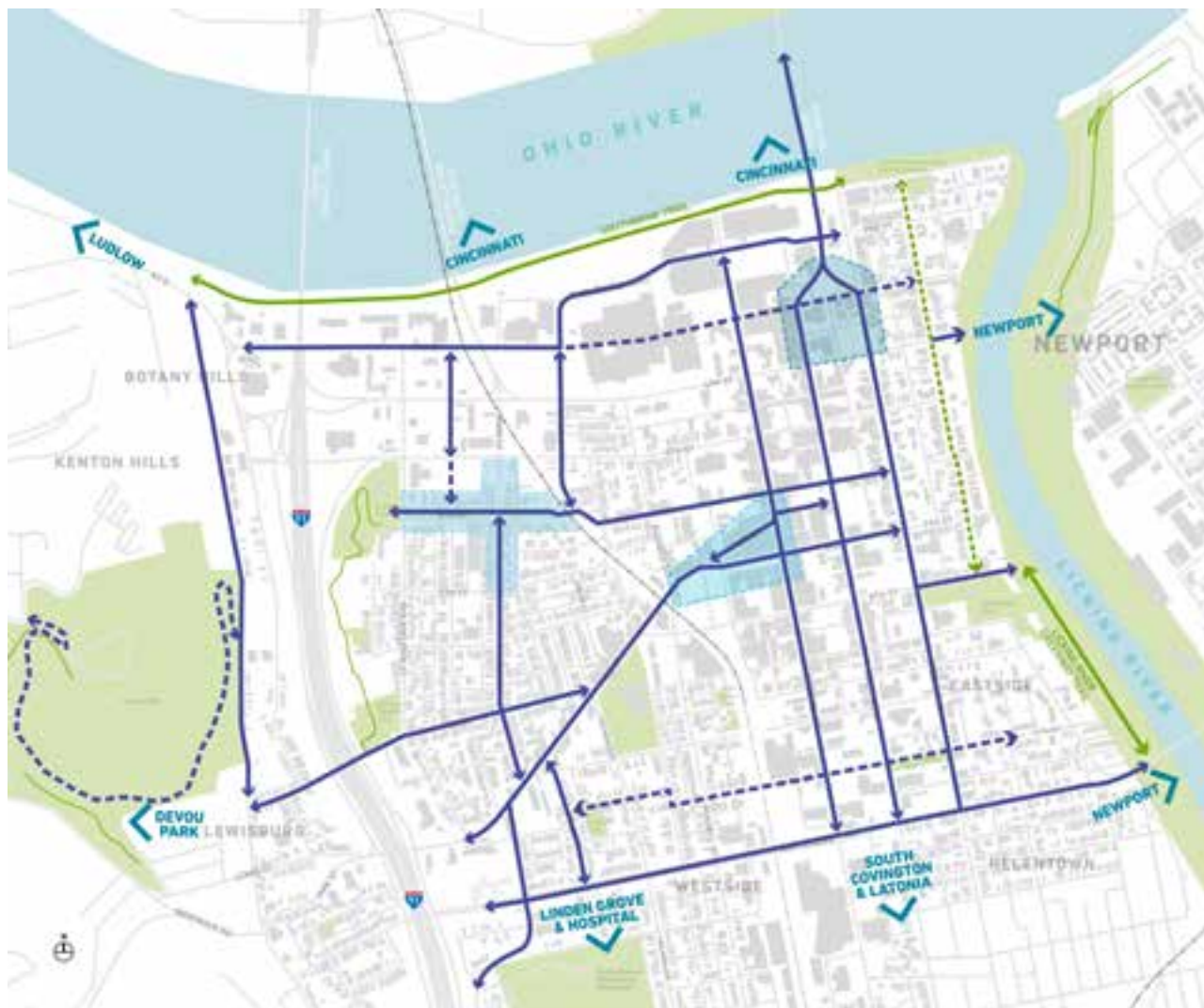
2.3 | BICYCLE MOBILITY

Over the past decade the level of interest around bike mobility has shown significant growth and now represents a multitude of groups across the Northern Kentucky/ Greater Cincinnati region. Planned and ongoing efforts include Riverfront Commons across the six Northern Kentucky river city communities, the Licking River Greenway Trail, CROWN (Cincinnati Riding or Walking Network), RedBike and Ride the Cov to name a few.

Options for improvements to bicycle mobility in downtown Covington are limited by the widely varied right-of-way and street widths which exist throughout the study area street network. Recognizing that there is not an opportunity for the widening of streets, a combination of safe & proven design solutions will need to be employed to provide continuous and interconnected bike routes.

The map at right identifies bicycle-compatible opportunities across the study area street network. Utilizing data from traffic counts, crash/ accident reports, existing lane configuration and right-of-way measurements, the highlighted routes outline the primary streets on which potential bicycle infrastructure could occur. Precedence was given to routes that connect the three major districts within the downtown study area as well as connections to potential destinations, adjacent communities and existing/ proposed trail networks.

It is important to recognize that the formal designation of bike lanes carries with it the understanding that the responsible agencies encourage and support the designation in promoting safe and accessible passage. More work and discussion with City of Covington Staff and Kentucky Transportation Cabinet (KyTC) must be done during subsequent engineering phases to determine the most appropriate applications for downtown.





SHARROW LANES



DESIGNATED BIKE LANE



BUFFERED BIKE LANE



MULTI-PURPOSE TRAIL

Shared-use trails such as the Indianapolis Cultural Trail (above) are designed for pedestrians and cyclists alike and can drive economic activity along the corridor as they attract a diversity of users.

POTENTIAL BIKE FACILITIES

Sharrow Lanes

Sharrows are short-hand for “shared lane pavement markings” to indicate that motorists and cyclists share the same travel lane. Sharrow lanes are accepted practices for higher volume streets where dedicated bike lanes cannot be used because of demands for on-street parking or the number of travel lanes. Based on analysis of Covington’s street network these could potentially be proposed on the following streets: Main, Madison, 6th, 8th, Russell, Washington, Bakewell, Johnson and Pike.

One-way Bike Lanes

While One-way bike lanes are not currently in use in other parts of the city they may provide a viable means of creating a dedicated bike lane that could connect the northern and southern areas of the downtown core. Based on limitations of pavement width, right-of-way, and a current desire to maintain the existing number of travel lanes, Scott and Greenup are strong candidates for one-way, dedicated bike lanes.

Designated Bike Lanes

This type of lane relies on roadway markings to demonstrate the space allocated for a bicyclist. A six-foot wide lane is most desirable, but three-feet is an acceptable minimum width. Designated lanes have been shown to increase cyclist comfort and serve as a visual cue to drivers to be on the lookout for cyclists.

Sheltered (Buffered) Bike Lanes

In Sheltered lanes bicyclists are segregated from the vehicular carriageway by a median or other grade-separating device. The model has been used extensively in Europe where it has been successful at promoting bicycle commuting among novice cyclists. More space, typically eight feet, is needed to implement this type of lane, meaning significant changes would need to be planned and accommodated for if their use were to be considered in Covington.

2.3 | BICYCLE MOBILITY

POTENTIAL CYCLE TRACK -
SCOTT BOULEVARD

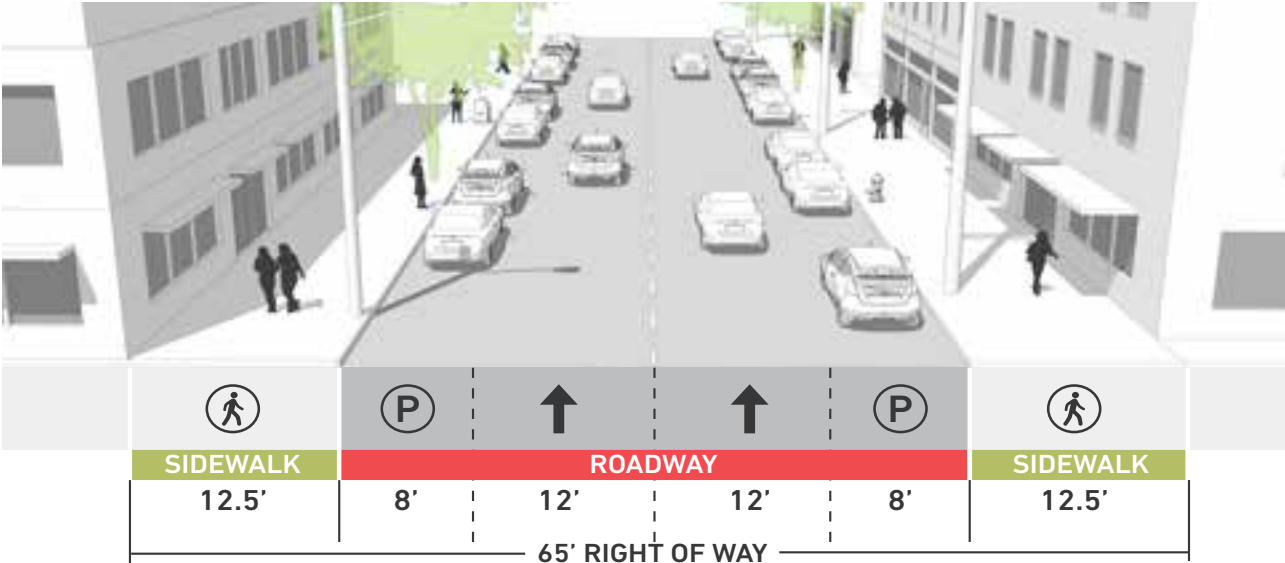
An additional option to consider for future development along Scott Boulevard is the construction of a cycle track running parallel to the sidewalk. This serves both pedestrians and bicyclists by designating space for both while enhancing their visibility and safety. Moving just one curb line and reducing lane widths creates a continuous multi-modal linkage between Riverfront Commons and MLK and neighborhoods to the south. On-street parking is maintained and serves as a buffer between moving vehicles and pedestrians and cyclists, and makes it convenient for users to visit the area.

The Indianapolis Cultural Trail is a great example of a downtown trail that serves the city in these ways. A facility such as this increases access by being accommodating toward a range of transit users, which can increase the number of people coming through. With that increase of people, proximity of the trail to commercial corridors is key to fostering economic benefits. Trails like these increase the desirability and usage of local restaurants, bars, retailers and other types of businesses.

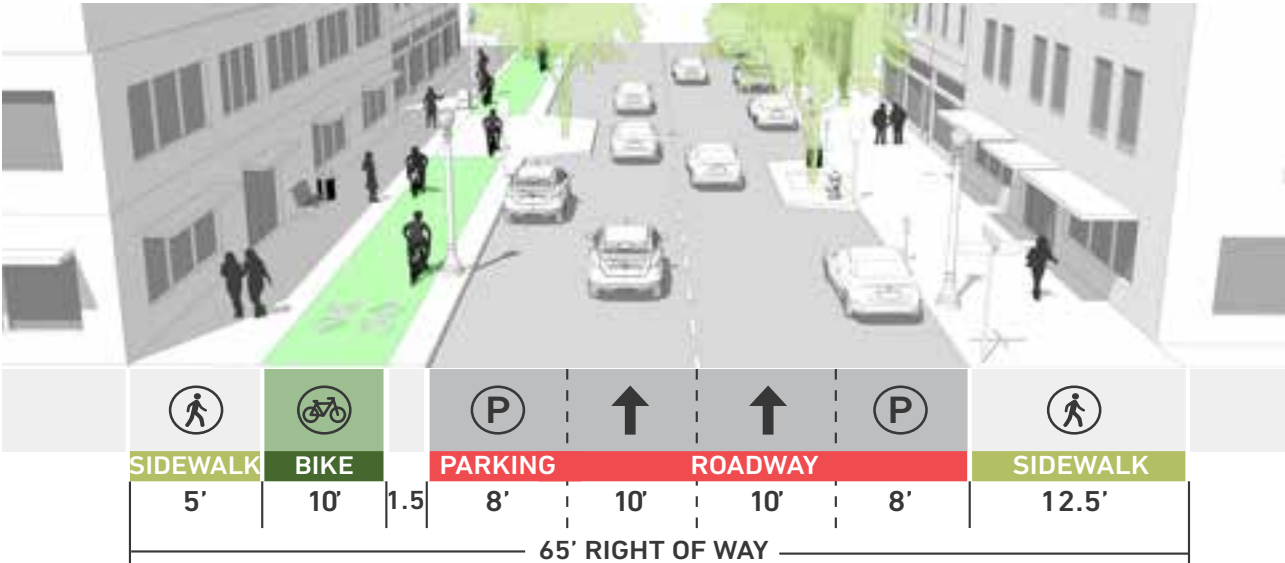


INDIANAPOLIS CULTURAL TRAIL

EXISTING SECTION



MULTI-PURPOSE TRAIL OPTION



SECTION 3 - DOWNTOWN AREA STREETSCAPE DESIGN GUIDELINES

INTRODUCTION

This section includes design standards for each of the following categories of the streetscape design including:

Standard Streetscape Elements: The section begins by outlining the City's accepted standards for streetscape design elements such as paving, furnishings, lighting and street trees.

Geometric Layout: Street-specific standards are then categorized by major street corridors (such as Main and Madison) or grouped together based on similar form and function (6th and 8th Streets). Each section includes an existing section diagram of current conditions on the street, followed by a prototypical section of what future improvements should look like.

Sidewalk Standards: Design standards for the public realm along each street include specific dimensions and functions for each component within the public realm. A perspective illustration calls out dimensional standards and an accompanying plan view portrays prototypical patterning and placement of streetscape elements.

Material Palette: Specific materials, furnishings and planting treatments are then listed for each component. Materials that are listed represent the standard for aesthetics and performance. Other materials may be substituted, but they will be required to meet the performance standards of the guidelines listed herein and will be subject to City approval.



VIBRANT STREETSCAPE ACTIVITY ALONG MAIN STREET IN MAINSTRASSE

INDEX OF STANDARDS

3.1	CITY-WIDE DESIGN STANDARDS.....
3.2	STREET TREE AND LANDSCAPE DESIGN STANDARDS.....
3.3	MADISON AVENUE STANDARDS.....
3.4	MAIN STREET STANDARDS.....
3.5	SCOTT BOULEVARD AND GREENUP STREET STANDARDS.....
3.6	6TH AND 8TH STREET STANDARDS.....
3.7	RUSSELL AND WASHINGTON STREET STANDARDS.....
3.8	BAKEWELL AND JOHNSON STREET STANDARDS.....
3.9	PIKE STREET STANDARDS.....
3.10	3RD STREET STANDARDS.....
3.11	DISTRICT IDENTITY RECOMMENDATIONS.....
3.12	PLACEMAKING AND WAYFINDING RECOMMENDATIONS
3.13	MAINSTRASSE DISTRICT RECOMMENDATIONS
3.14	ROEBLING POINT DISTRICT RECOMMENDATIONS
3.15	DUVENECK SQUARE DISTRICT RECOMMENDATIONS.....

3.1 | CITY-WIDE DESIGN STANDARDS

MATERIAL PALETTE



1. Concrete Sidewalk

Standard concrete; light buff color

Light to medium broom finish, perpendicular to traffic flow

Saw-cut joints, no edge marks



2. Container Planters:

Round or square fiberglass planters, black finish

30" diameter (or width) minimum size, low-profile

Style to match existing planters along Madison Avenue

Locations to be prioritized near intersection plazas or key pedestrian areas where budget allows.

Alternate: Size & style may vary per district character and agreed maintenance responsibilities amongst adjacent proprietors.



3. Benches

Transitional-style backed steel slat bench with intermediate armrests

6' length, black gloss finish.

Mount to pavement per manufacturer's recommendations

Exception:

Maintain existing historical steel benches (if present), such as on 6th Street in George Steiner Park.



4. Trash/ Recycling Receptacles

City standard steel receptacles, pair trash and recycling where demand requires and service is available.

Locate at corner intersection plazas where demand requires, maintain clear pedestrian through-ways in all instances.

Black gloss finish.



5. Decorative Street Light

Pedestrian scale decorative street light

Duke Energy Deluxe Acorn style luminaire

LED 50 watt fixture

12' Fluted tapered steel or aluminum pole, black automotive finish

Locate 2' from face of curb.

Exception:

Current Madison Avenue standard is to be replaced over time on a per-block basis with the above.



6. Street Tree Well

Upright deciduous tree, see appendix for approved species.

Locate within sidewalk bump-outs or in amenity zone when sidewalk width meets or exceeds 8'.

Install perennial and ground-cover underplantings.

Alternate: Cast iron tree grates where minimum 4'-0" pedestrian clear zone necessitates use. Center hole must be capable of expansion as tree growth requires.

3.2 | STREET TREES AND LANDSCAPE DESIGN STANDARDS



7. Future Street Tree Plantings

A healthy urban forest is an integral component of an appealing streetscape environment. In addition to ecological benefits, a canopy of trees contributes to the comfort, beauty and walkability of the urban environment and consequently yields tangible social and economic benefits.

While there is tremendous potential to increase the amount of green space along Covington streets and sidewalks, it is important to note that not all streets have sidewalk spaces which are wide enough to accommodate street tree plantings. In these areas the best opportunity to introduce street trees is in front yards, screens and buffers associated with parking areas and private properties.

Future plantings should only be located where space is sufficient and should promote continuity with existing plantings that have not exceeded their useful lifespan. Trees should be located to avoid conflicts with overhead utilities and obstructed views to and from buildings. All trees to be planted within the public right-of-way shall be approved by the City of Covington Urban Forester.



8. Increased Soil Volume for Tree Health

Trees in pavements typically are confined to small areas of soil often lacking in water, nutrients, oxygen and adequate room for proper root growth. Soils under sidewalks are highly compacted to meet engineering standards required to support pavements; therefore, trees in this environment live a stunted and shortened life, generally living only 7-10 years. With better soil conditions, life expectancy can be greatly increased to upwards of 60 years. CU-Structural Soil and Silva Cells are two options that both support pavements and encourage deep root growth. The investment in soil for a healthy tree is paid back by fulfilling the functions for which it was planted, which may include shade, noise reduction, pollution reduction, wildlife habitat and the creation of civic identity.

Application: Structural soils have been successfully employed for many years and are easily integrated into standard tree well applications. Silva cells are a newer, more expensive technology that shows greater promise for long-term tree health and development and can be utilized in prioritized locations such as festival streets where larger planting areas can occur.



9. Bioretention Planters

Rain Gardens, Bio-retention Cells and Storm Water Planters utilize a series of landscaped or turf covered catchment areas designed to capture, cool, cleanse and infiltrate stormwater runoff from urban streets. These systems are an effective method of integrating landscaping and stormwater management into the urban area. During rainfall events, stormwater runoff is directed into the catchment area, is allowed to collect, and then infiltrate into the soil. With intense rainfall events, the remaining excess water will either flow back to the street gutter, entering the next downstream catchment in the series, or can be diverted to underground storage chambers. After traveling throughout the entire series, any remaining stormwater is directed to the storm sewer system or directed into swales or stream channels.

Application: Generous Sidewalk widths along Madison, Main, Seventh and potentially Scott & Greenup Streets provide excellent potential for the integration of various types of bio-retention and catchment areas.

3.3.1 | MADISON AVENUE OVERVIEW

Madison Avenue has experienced a dramatic transformation to its public realm over the last decade. The reconstruction of the streetscape and CBC planter initiative has played a strong contributing role in restoring its' reputation as one of Covington's signature mixed-use corridors.

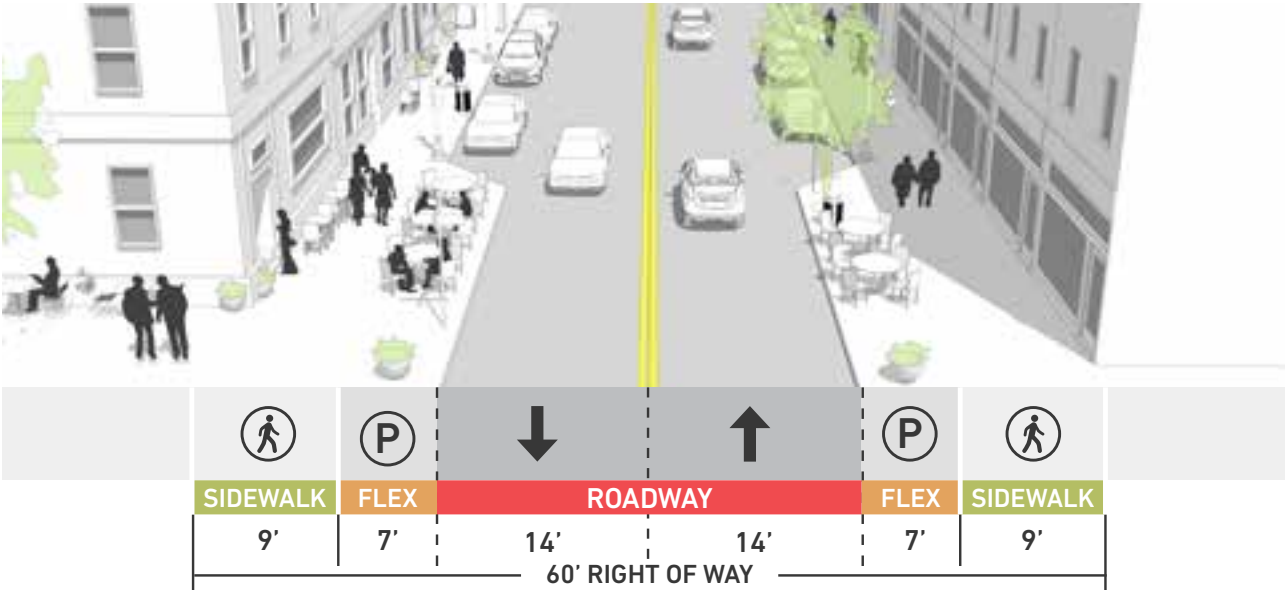
The street has wide travel lanes and generous sidewalks and several curb extensions providing sheltered parking and outdoor seating spaces for retail and dining venues. The maintenance and upkeep of existing rain gardens has not been adequate to maintain the desired appearance and the environmental benefits may not be fully realized. Future tree plantings and rain garden spaces would benefit from barrier fencing and a scheduled maintenance and upkeep program. Future improvements to bike accessibility could include the addition of sharrow lanes.

Note: Lane configuration and sidewalk widths may vary slightly from the sections seen at right. These sections are meant to be typical.

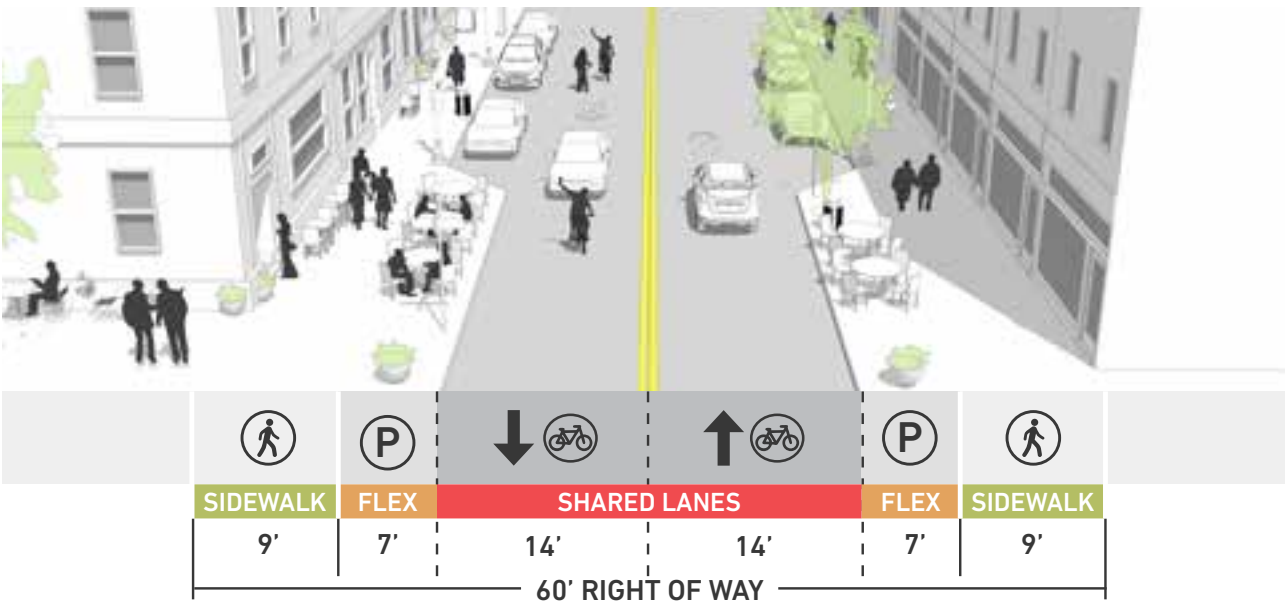


MADISON AVENUE

EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



RIGHT OF
WAY

FRONTAGE ZONE

WIDTH - 2'-6"

PURPOSE - BUILDING ENTRY

FURNISHINGS & AMENITIES - ENTRY STEPS, CONTAINER PLANTERS, 2-TOP SEATING, SANDWICH BOARDS

PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 2'-8"

PURPOSE - PLACEMENT OF TYPICAL STREETScape INFRASTRUCTURE

FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS, UTILITIES

STREET TREES - TREE WELL

PARKING / FLEX ZONE

WIDTH - 7'-0" MINIMUM

PURPOSE - ON-STREET PARKING OR CURB EXTENSIONS

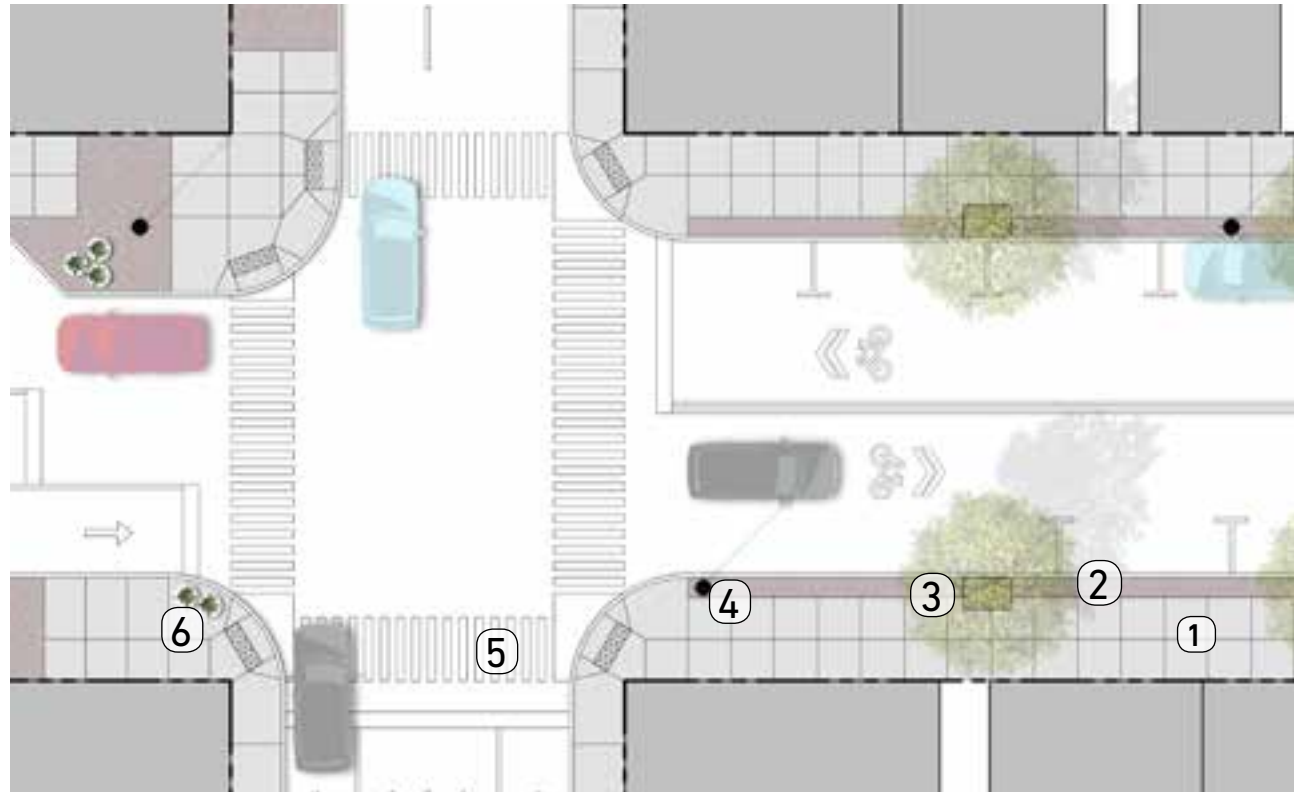
FURNISHINGS & AMENITIES - OUTDOOR DINING, VALET PICK-UP/ DROP-OFF

3.3.2 | MADISON AVENUE DESIGN STANDARDS

The previous changes implemented on the Madison Avenue corridor should remain the standard moving forward.

The city's prior sidewalk replacement work provided conduits for the incremental insertion of underground utilities. Future lighting and curb replacement initiatives should be coordinated to facilitate the inclusion of intelligent LED lighting, Smart Traffic Infrastructure and fiber optic service for enhanced WIFI.

TYPICAL PLAN



1. Concrete Sidewalk
2. Amenity Zone Paving
3. Street Tree Well

4. Decorative Post Lamp
5. Crosswalk
6. Container Planters

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on Madison Avenue refer to the city standards:

Section 3.2:

- Concrete Sidewalk
- Container Planters
- Trash / Recycling Receptacles
- Wayfinding Elements



1. Amenity Zone Paving

Existing Belden Brick paver to remain the standard for all new and infill pavers.

4" x 8" x 2 1/4" Size

Full range monolithic color to match existing

Basket-weave pattern

Located in sidewalk amenity zone, corner intersection plazas and sidewalk bump-out paving areas.

Contact: The Belden Brick Company
PO Box 20910
Canton, Ohio 44701
Phone: (330) 451-2031



2. Decorative Street Light

Current Madison Avenue standard is to be replaced over time on a per-block basis with the approved city-wide standard (Section 3.2)

3.3.3 | MADISON AVENUE DESIGN STANDARDS

MATERIAL PALETTE



3. Street Tree Well

Upright deciduous tree, see appendix for approved species.

Locate within sidewalk bump-outs or in amenity zone when sidewalk widths exceed 8'.

Install decorative metal fencing around perimeter of tree well, 18" ht.

Install perennial and ground-cover underplantings.



4. Below-Grade Planting Soil

CU Structural Soil or Silva Cells (such as the system shown above) for increased below-grade planting soil volume where space for continuous tree lawn is not permitted. Extend under adjacent sidewalks 5' or to maximum extent allowable.

Minimum 30" depth planting soil, see City standard Tree Pit detail in appendix.



5. Outdoor Dining and Cafe Seating

Four-top moveable outdoor seating, size not to exceed 6' width total (including chairs)

Style & color may vary

Note: Wooden picnic tables should not be used

Umbrellas permitted provided they are collapsible and can be anchored to prevent toppling

To be located within sidewalk bump-outs only, or against back of curb in locations where pedestrian clear zone can be maintained at 4' minimum.

3.4.1 | MAIN STREET OVERVIEW

Main Street serves as the primary vehicular and pedestrian corridor for through MainStrasse Village. The street has wide travel lanes and generous curb extensions providing sheltered parking for retail and dining venues.

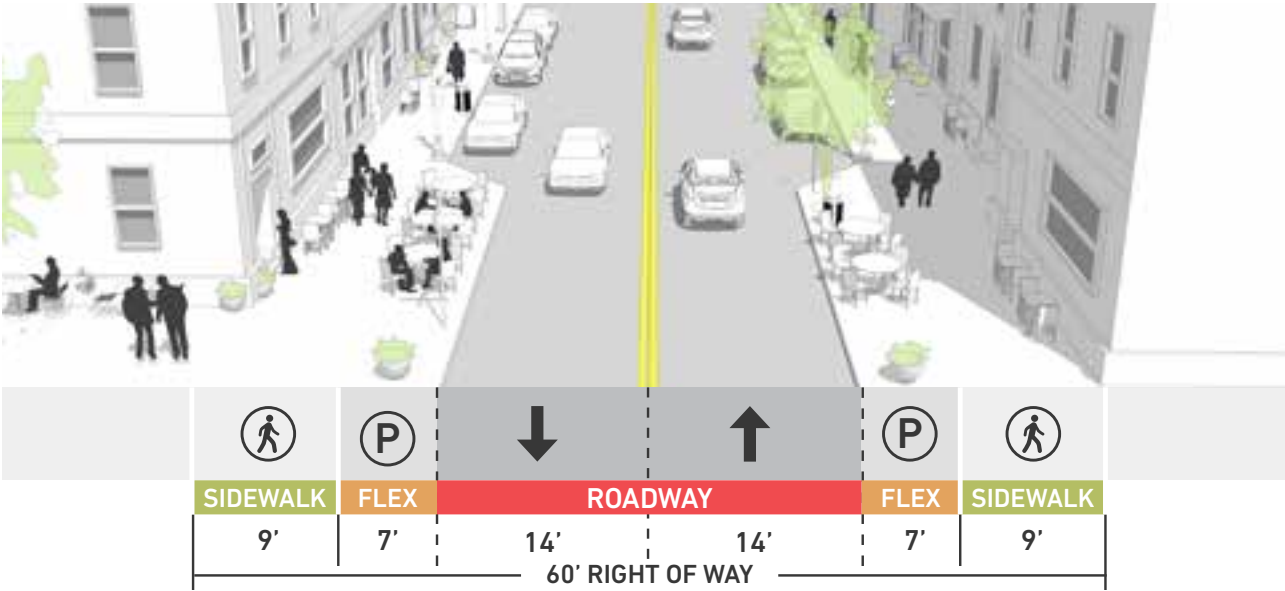
The presence of very few storm drainage curb inlets and sparse tree canopy suggest that future enhancement could include additional tree plantings and/or rain gardens within the curb bump-outs. Future improvements to bike accessibility could include the addition of sharrow lanes.

Sidewalks are in generally good condition however a high percentage of the Streets curb ramps do not meet current ADA standards and should be replaced as renovations proceed.

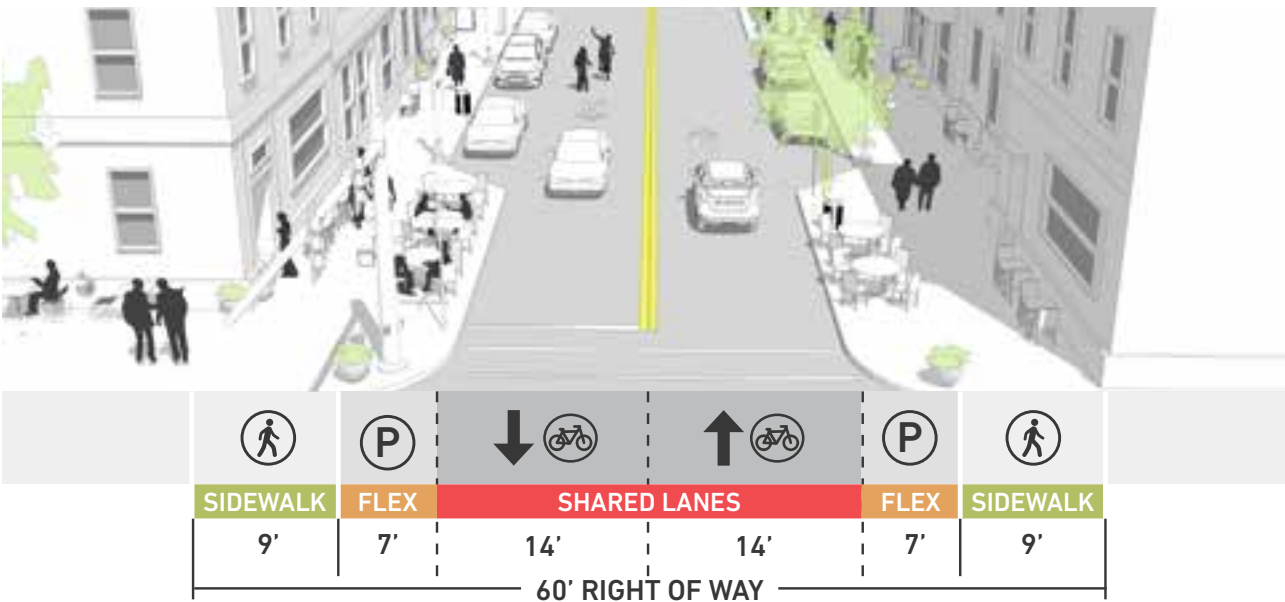


MAIN STREET

EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



FRONTAGE ZONE

2'-6"

PEDESTRIAN CLEAR ZONE

VARIES (4'-0" MINIMUM)

AMENITY ZONE

2'-6"

PARKING/FLEX ZONE

7'-0" MINIMUM

RIGHT OF WAY

FRONTAGE ZONE

WIDTH - 2'-6" MINIMUM

PURPOSE - BUILDING ENTRY

FURNISHINGS & AMENITIES - ENTRY STEPS, CONTAINER PLANTINGS, 2-TOP SEATING, SANDWICH BOARDS

PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 2'-6"

PURPOSE - PLACEMENT OF TYPICAL STREETScape INFRASTRUCTURE

FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS, UTILITIES

PARKING / FLEX ZONE

WIDTH - 7'-0" MINIMUM

PURPOSE - ON-STREET PARKING OR CURB EXTENSIONS

FURNISHINGS & AMENITIES - OUTDOOR DINING, VALET PICK-UP/ DROP-OFF

STREET TREES AND / OR BIORETENTION PLANTERS

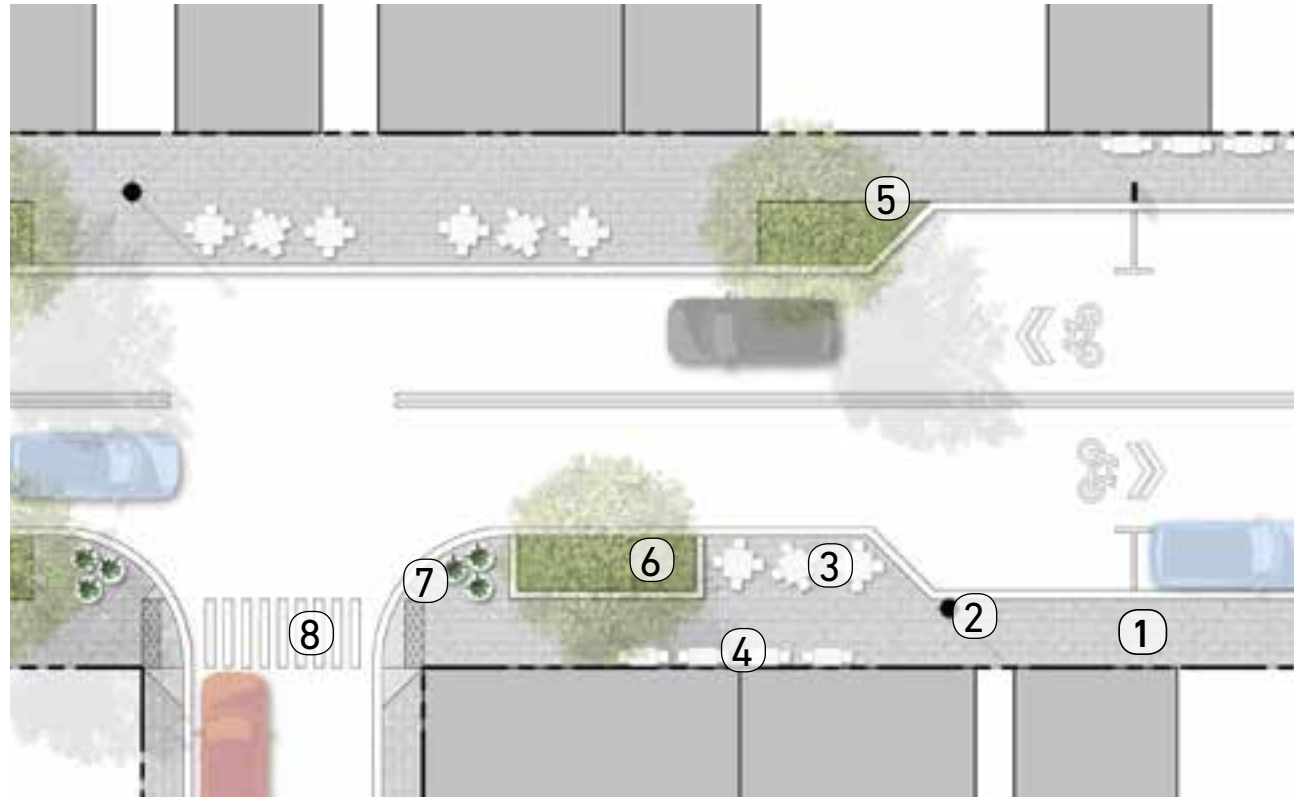
3.4.2 | MAIN STREET DESIGN STANDARDS

MainStrasse's concrete unit paving materials provide a signature identity to the district and lend a sense of intimacy to the corridor.

The proposed design standards suggest that street trees be limited to bump-out areas in order to provide an adequate pedestrian clear zone. Sidewalk tables and seating should be contained within bump-outs or as two-top tables within the frontage zone along storefronts.

Future lighting and curb replacement initiatives should be coordinated to facilitate the inclusion of intelligent LED lighting, Smart Traffic Infrastructure and fiber optic service for enhanced WIFI .

TYPICAL PLAN



1. Concrete Pavers
2. Decorative Post Lamp
3. Outdoor Dining
4. Cafe Seating
5. Street Tree Well

6. Bioretention Planter
7. Container Planters
8. Crosswalk

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on Main Street refer to the city standards:

Section 3.2:

- Container Planters
- Trash / Recycling Receptacles
- Decorative Street Light
- Wayfinding Elements



1. Concrete Pavers

Existing Main Street/ Mainstrasse pavers to remain the standard for all new and infill pavers.

Install on bituminous setting bed, see standard unit paver detail

Applies to all sidewalks and bump-out paving areas along Main Street, Sixth Street from Philadelphia to the railroad overpass, and associated intersection plazas.



2. Outdoor Dining and Cafe Seating

Four-top moveable outdoor seating, size not to exceed 6' width total (including chairs)

Style & color may vary

Note: Wooden picnic tables should not be used

Umbrellas permitted provided they are collapsible and can be anchored to prevent toppling

To be located within sidewalk bump-outs only, or against back of curb in locations where pedestrian clear zone can be maintained at 4' minimum.

3.4.3 | MAIN STREET DESIGN STANDARDS

MATERIAL PALETTE



3. Frontage Zone

30" Width adjacent to building face for planters, seating or sandwich boards/ moveable signage

Cafe-style seating to be two-top moveable outdoor tables & chairs, maximum 30" width.

Style & color varies based on business proprietor; review with City prior to approval.

All elements to be located immediately adjacent to building facade, maintain minimum 4' width pedestrian clear zone at all times

4. Benches

Maintain existing historical steel benches in George Steiner Park/ along 6th Street

Alternate for new benches at corner intersection plazas on 6th/ Main Streets:

See 3.2 for city wide standards

5. Bollards:

Cast iron decorative steel bollards, 32" ht.

Locate at corner intersection plazas or as plans require to maintain safe delineation of pedestrian and vehicular traffic.

Install per manufacturer's recommendations

Black gloss finish.



6. Street Tree Well

Upright deciduous tree, see appendix for approved species.

Locate within sidewalk bump-outs or in amenity zone when sidewalk widths exceed 8'.

Install decorative metal fencing around perimeter of tree well, 18" ht.

Install perennial and ground-cover underplantings.



7. Below-Grade Planting Soil

CU Structural Soil or Silva Cells (such as the system shown above) for increased below-grade planting soil volume where space for continuous tree lawn is not permitted. Extend under adjacent sidewalks 5' or to maximum extent allowable.

Minimum 30" depth planting soil, see City standard Tree Pit detail in appendix.

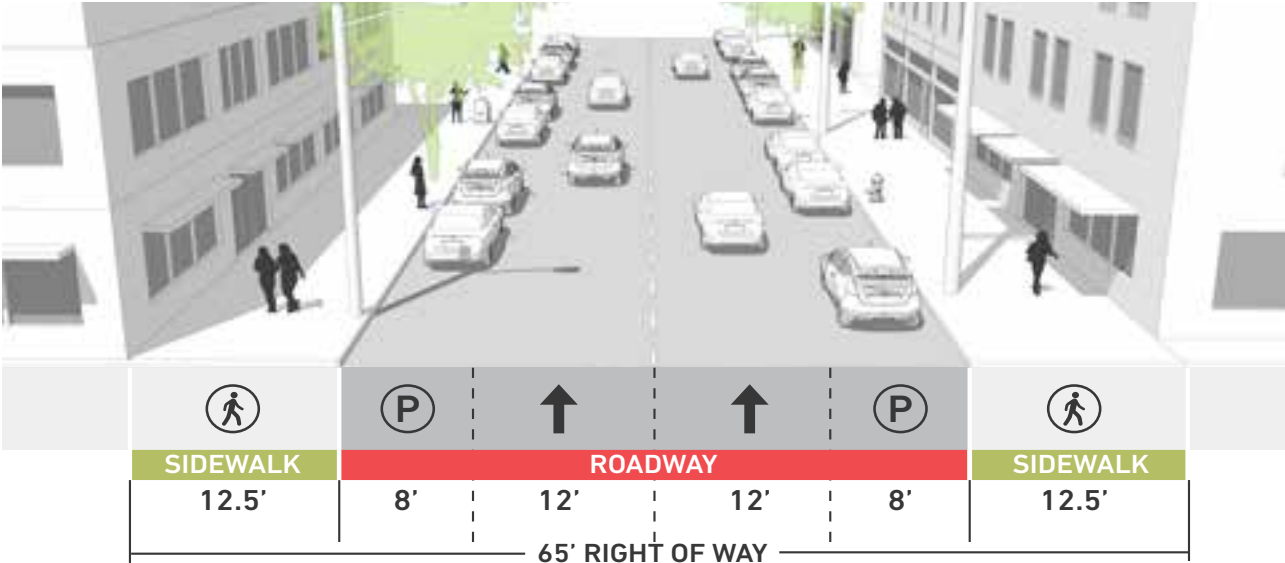
3.5.1 | SCOTT BOULEVARD AND GREENUP STREET OVERVIEW

Scott Boulevard and Greenup Street look very different in terms of their aesthetic qualities and walk-ability but share the same roadway and right-of-way dimensions. The streets carry relatively low volumes of traffic but currently serve as a one-way traffic pair from the Roebling Bridge south to M.L.K. Boulevard. Scott street's former concentration of ground-floor commercial spaces has eroded over the past 40 years but is experiencing a renaissance north of 5th street with the completion of several important redevelopment projects in the Roebling Point Area. Near term opportunities for bicycle mobility include the development of a one-way dedicated bike lane on each street. Given the potential for significant infill and redevelopment activity, long term redevelopment planning should consider the potential for the development of enhanced multi-modal access that can support and catalyze investment and economic development throughout the neighborhoods north and south of MLK. The Indianapolis Cultural Trail and Vine Street Corridor in Cincinnati's OTR districts each offer best practice examples that could be considered.

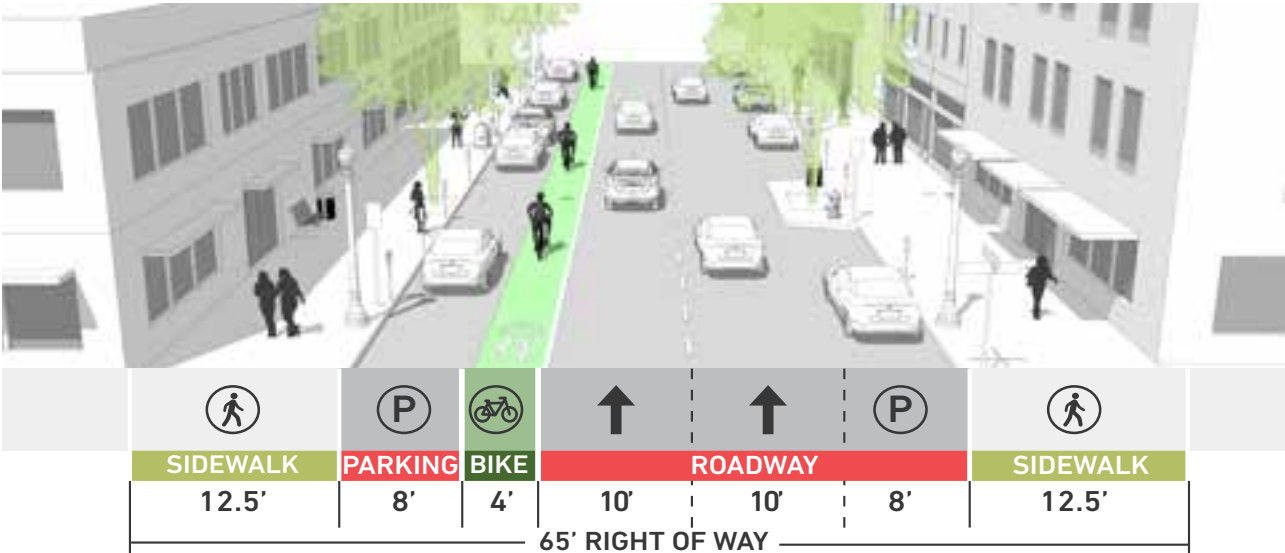


SCOTT BOULEVARD

EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



FRONTAGE ZONE

2'-6"

PEDESTRIAN CLEAR ZONE

VARIES (4'-0" MINIMUM)

AMENITY ZONE

2'-6"

PARKING/FLEX ZONE

8'-0" MINIMUM

RIGHT OF
WAY

FRONTAGE ZONE

WIDTH - 2'-6"

PURPOSE - BUILDING ENTRY, PRIMARY ACCESSIBLE PATHWAY

PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - BUILDING ENTRY, PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 2'-6"

PURPOSE - PLACEMENT OF STREETSCAPE ELEMENTS

FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS, UTILITIES

STREET TREES - TREE WELL

PARKING / FLEX ZONE

WIDTH - 8'-0" MINIMUM

PURPOSE - ON-STREET PARKING OR CURB EXTENSIONS

FURNISHINGS & AMENITIES - OUTDOOR DINING, VALET PICK-UP/ DROP-OFF

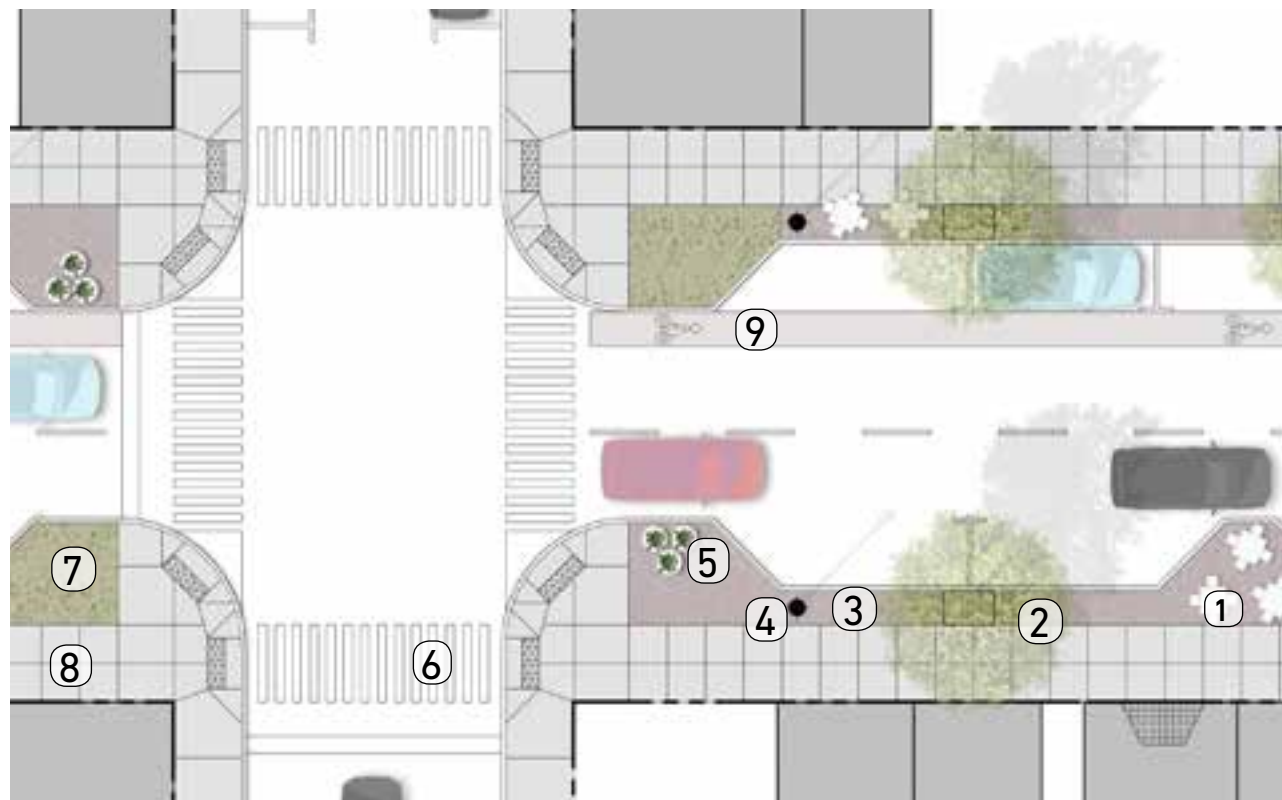
STREET TREES AND / OR BIORETENTION PLANTER

3.5.2 | SCOTT BOULEVARD AND GREENUP STREET DESIGN STANDARDS

Future Improvements to Scott Boulevard should seek to maximize street tree canopy coverage within the available space along the amenity zone. The development of a defined amenity zone (whether as a tree lawn or paved flex space) will increase the walkability and sense of safety for pedestrians.

The proposed standard includes standardized widths for sidewalks and amenity zones. These amenity zones (where demarcated by specialty paving) would allow for cafe tables and outdoor dining, container planters, seating, increased street tree plantings, and opportunities for wayfinding and signage.

TYPICAL PLAN



1. Curbside Seating and Dining spaces
2. Street Tree with Tree Well
3. Amenity Zone Paving
4. Decorative Post Lamp
5. Container Planters

6. Crosswalk
7. Potential Bioretention Planter
8. Concrete Sidewalk
9. One-way bike lane

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on Scott and Greenup refer to the city standards:

Section 3.2:

- Concrete Sidewalk
- Container Planting
- Trash / Recycling Receptacles
- Street Tree Well
- Decorative Street Light



1. Amenity Zone Paving:

Pedestrian-duty unit paver, 4x8 size, cool gray blend, or approved alternate.

Located in sidewalk amenity zone, corner intersection plazas and sidewalk bump-out paving areas.

Running bond pattern, parallel to street.



2. Bioretention Planters

Depressed stormwater planter with bioretention soil media and aggregate drainage layer.

Maximum depth to soil surface shall be 12" below surface of adjacent pavement

Decorative metal fencing surrounds

Located in sidewalk bump-outs only; final design and location to be approved by City Engineer

Install appropriate native sedges, rushes, grasses and trees that can withstand both frequent inundation and periods of drought.

3.6.1 | 6TH AND 8TH STREETS OVERVIEW

6th Street is one of the Downtown area’s most important and inviting pedestrian corridors and connects MainStrasse on the west side and passes north of the Duveneck Square area before terminating at Greenup in the Licking Riverside Neighborhood to the East. Stairs and porches on the south side of 6th protrude into the right-of-way and (along with trash and recycling toters) obstruct access along the existing narrow sidewalks. The City will soon begin a project to shift the curb line to the north to provide a compliant clear zone for pedestrian access. Curb bump-outs could be employed to provide clear passage in more restricted areas such as those where utility poles, traffic infrastructure and toters block sidewalk access during trash staging and pick-up.

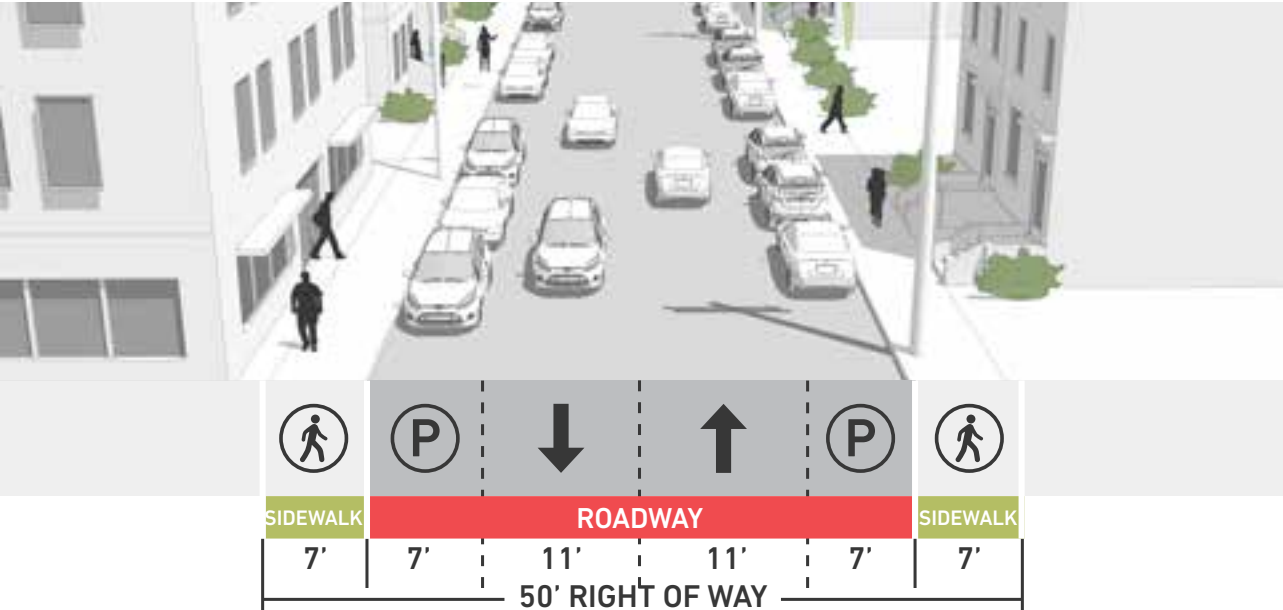
8th Street’s sidewalks have fewer obstructions but the street lacks the continuity of the streetwall provided by residential and commercial buildings.

Future development east of Washington Street should reduce or eliminate views to surface parking lots through infill development and the buffering of surface parking lots. Shared lane markers could be added to these streets to serve east to west movements within Covington’s downtown area bike network.

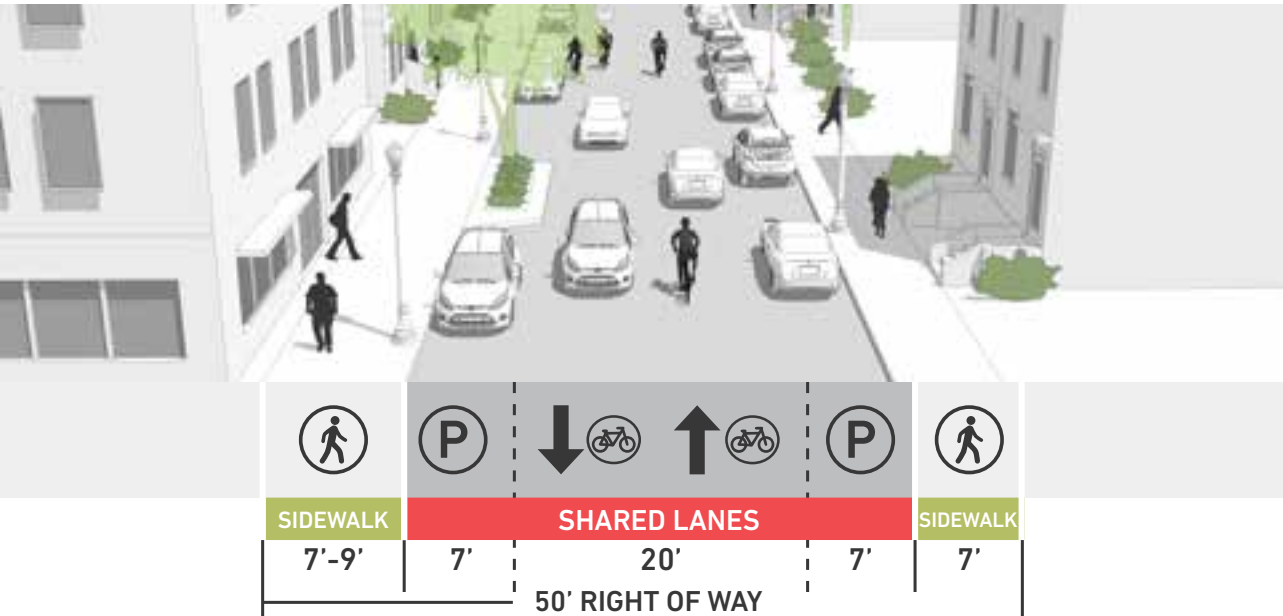


6TH STREET

EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



PEDESTRIAN CLEAR ZONE

VARIES (4'-0" MINIMUM)

**AMENITY
ZONE**

2'-6"

PARKING/FLEX ZONE

7'-0" MINIMUM

RIGHT OF
WAY

PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - BUILDING ENTRY, PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 2'-6"

PURPOSE - PLACEMENT OF STREETSCAPE ELEMENTS

FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS, UTILITIES

PARKING / FLEX ZONE

WIDTH - 7'-0" MINIMUM

PURPOSE - ON-STREET PARKING OR CURB EXTENSIONS

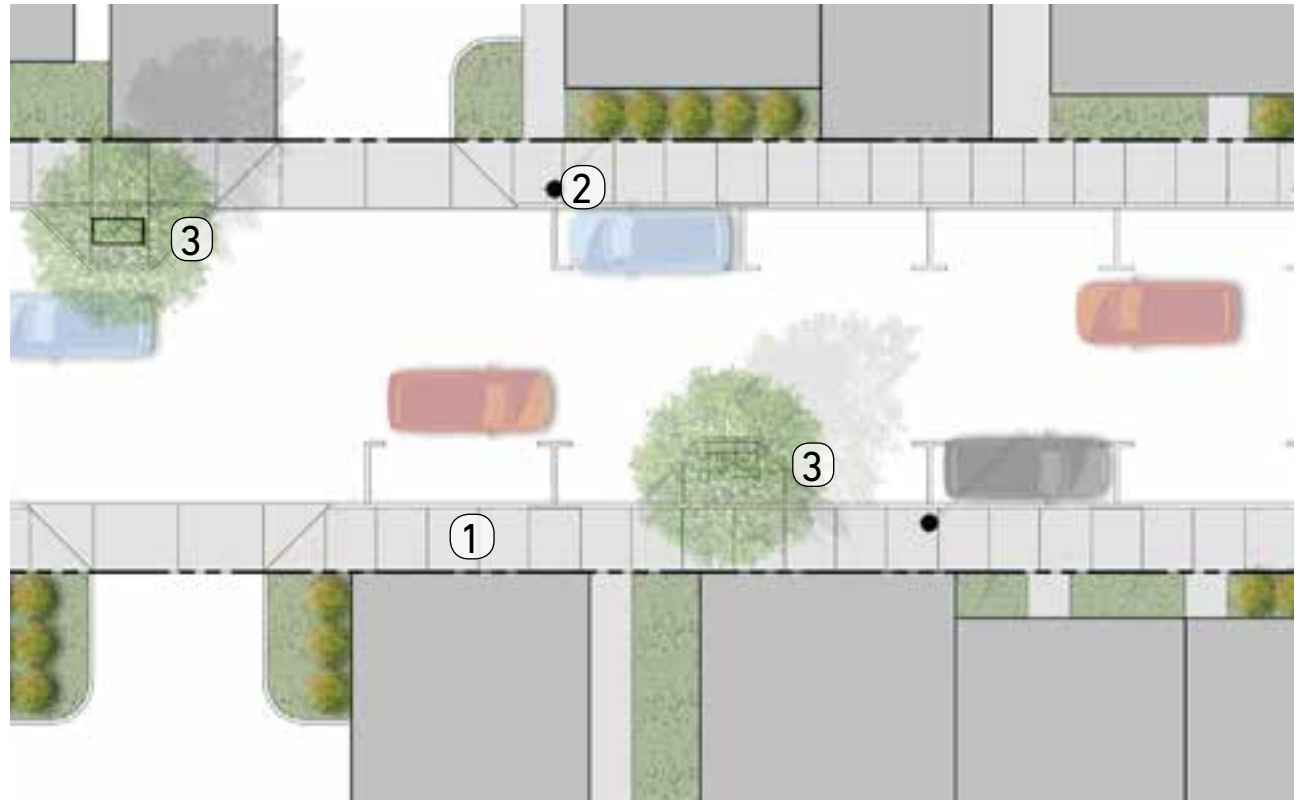
FURNISHINGS & AMENITIES - STREET TREES, CONTAINER PLANTERS AND/OR BIORETENTION PLANTER, CROSSWALKS

3.6.2 | 6TH AND 8TH STREETS DESIGN STANDARDS

Future sidewalk improvement projects should provide consistent sidewalk and amenity zones. Future infill development should place buildings at the right-of-way. Parking area renovations should provide buffer planting as specified in the city's zoning ordinance.

Future lighting and curb replacement initiatives should be coordinated to facilitate the inclusion of intelligent LED lighting, Smart Traffic Infrastructure and fiber optic service for enhanced WIFI.

TYPICAL PLAN



1. Concrete Sidewalk
2. Decorative Post Lamp
3. Bump-Out with Street Tree

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on 6th and 8th Street refer to the city standards:

Section 3.2:

- Concrete Sidewalk
- Container Planters
- Trash / Recycling Receptacles
- Street Tree Well
- Decorative Street Light
- Wayfinding Elements



1. Residential Character:

Front yard spaces contain landscaping, ornamental fencing or stone walls.

Historic material palette consists of stone, iron, and brick.



2. Vehicular Use Area Buffer:

Parking lots and vehicular use area buffers should include evergreen and deciduous plantings that reduce the visual impact of parked cars and provides seasonal interest. See the city's vehicular use area perimeter landscaping, screening and fencing standards, 7'-0" minimum width.

3.7.1 | RUSSELL AND WASHINGTON STREETS OVERVIEW

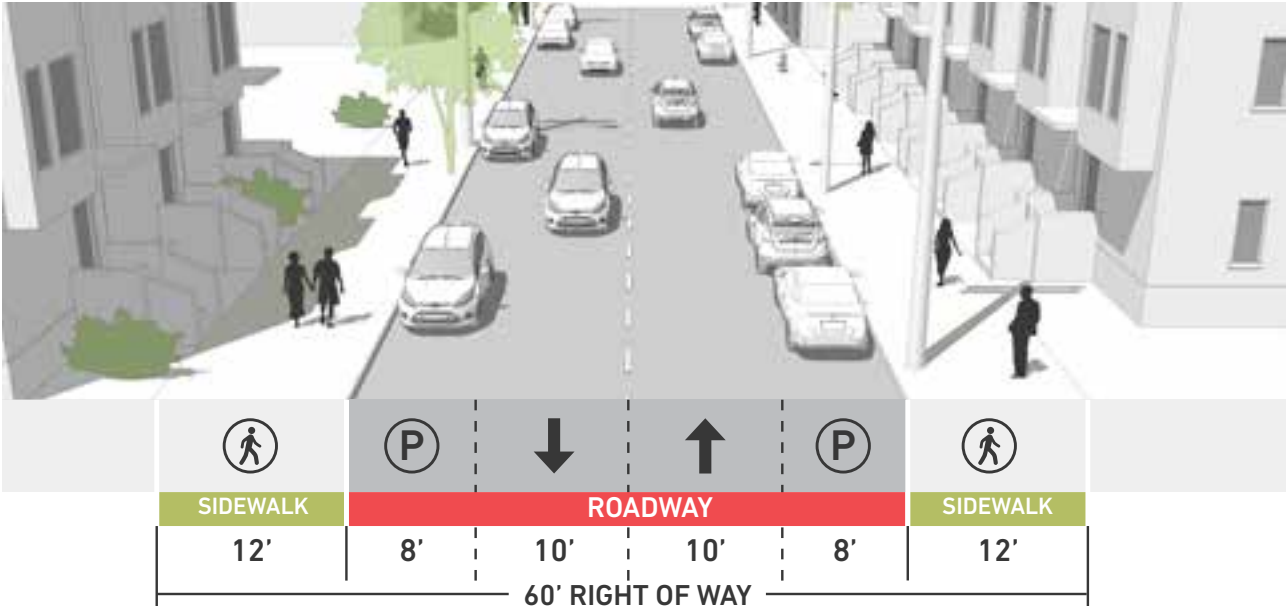
Russell and Washington Streets are very walkable residential streets that provide important connections from north to south. Limited on-street parking, right-of-way constraints and varying lane configurations along Russell street limit future bike facility options and suggest that shared-use lanes would be the most appropriate alternative.

Note: Lane configuration and sidewalk widths may vary slightly from the sections seen at right. These sections are meant to be typical.

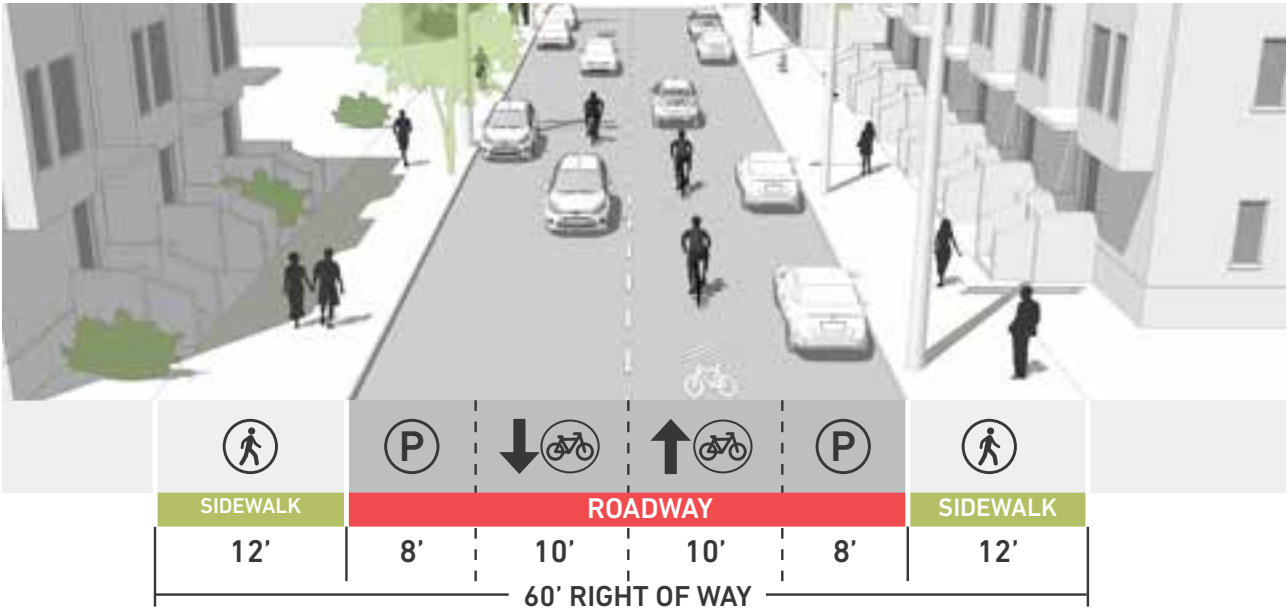


RUSSELL STREET

EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



PEDESTRIAN CLEAR ZONE

VARIES (4'-0" MINIMUM)

AMENITY ZONE

4'-0"

PARKING ZONE

8'-0" MINIMUM

RIGHT OF
WAY

PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - BUILDING ENTRY, PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 4'-0"

PURPOSE - PLACEMENT OF STREETSCAPE ELEMENTS

FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS, UTILITIES

STREET TREES - TREE WELL

PARKING ZONE

WIDTH - 8'-0" MINIMUM

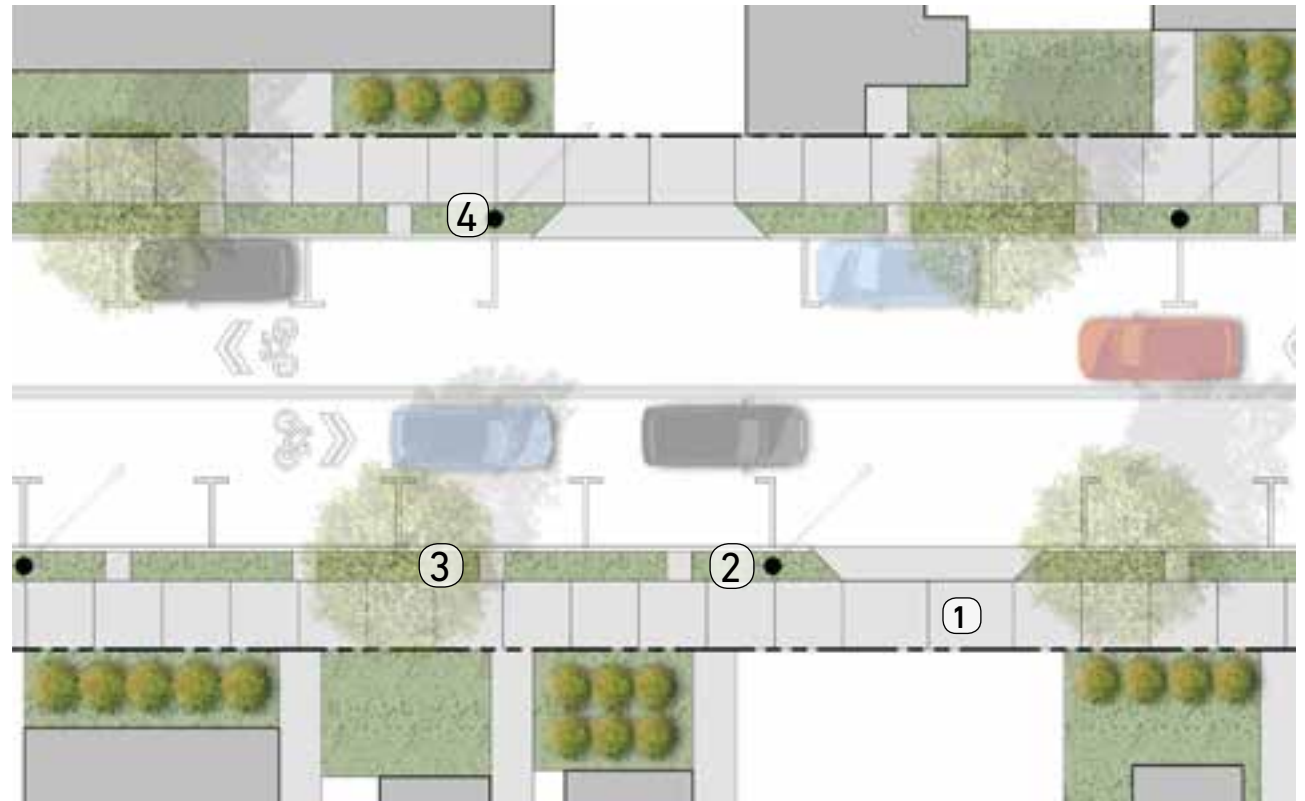
PURPOSE - ON-STREET PARKING

3.7.2 | RUSSELL AND WASHINGTON STREETS DESIGN STANDARDS

Future sidewalk improvement projects should provide consistent sidewalk and tree lawn geometries and introduce additional street trees where possible.

Future lighting and curb replacement initiatives should be coordinated to facilitate the inclusion of intelligent LED lighting, Smart Traffic Infrastructure and fiber optic service for enhanced WIFI.

TYPICAL PLAN



1. Concrete Sidewalk
2. Tree Lawn
3. Street Tree
4. Decorative Post Lamp

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on 6th and 8th Street refer to the city standards:

Section 3.2:

- Concrete Sidewalk
- Trash / Recycling Receptacles
- Street Tree Well
- Decorative Street Light
- Wayfinding Elements



1. Maintain Historic Character:

New infill development should maintain the historic residential character of these streets.



2. Front Yards and Gardens:

Front yard spaces contain landscaping, ornamental fencing or stone walls.

Historic material palette consists of stone, iron, and brick.

3.8.1 | BAKEWELL AND JOHNSON STREETS OVERVIEW

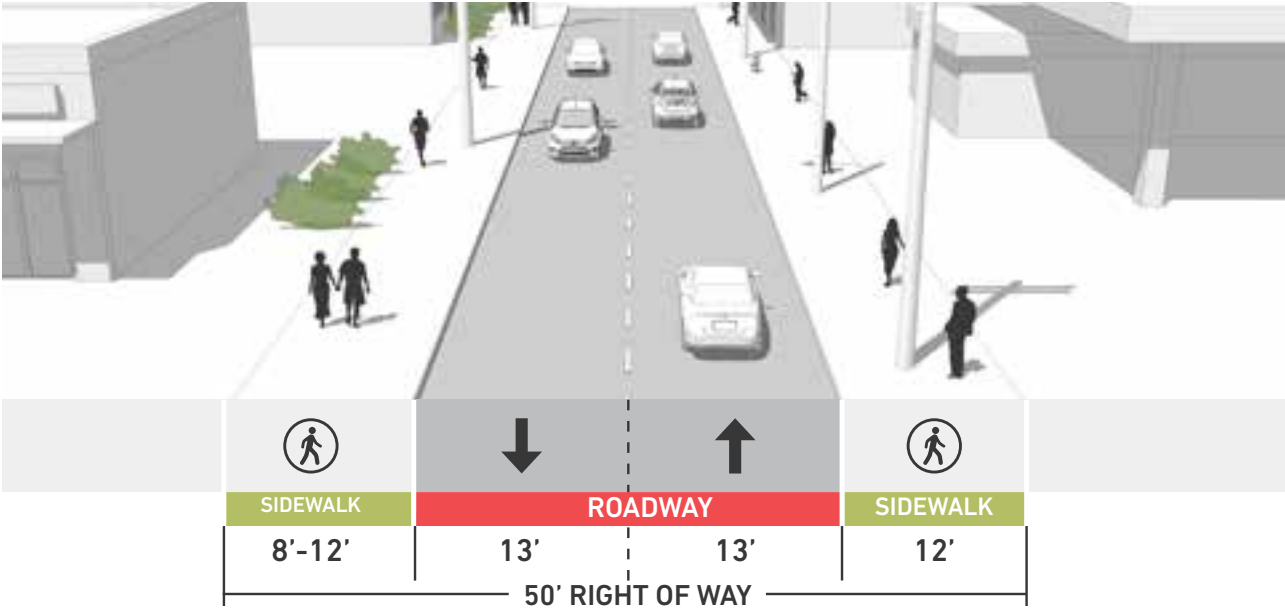
Bakewell and Johnson Streets currently provide an intimidating and un-inviting pedestrian experience that limits connectivity between MainStrasse and Covington's riverfront hotels, the convention center and Riverfront Commons.. The 2015 meetNKY design study identified these streets as priority targets for streetscape improvements that improve the pedestrian experience and promote patronage of MainStrasse. (and Duveneck, Square).

Note: Lane configuration and sidewalk widths may vary slightly from the sections seen at right. These sections are meant to be typical.

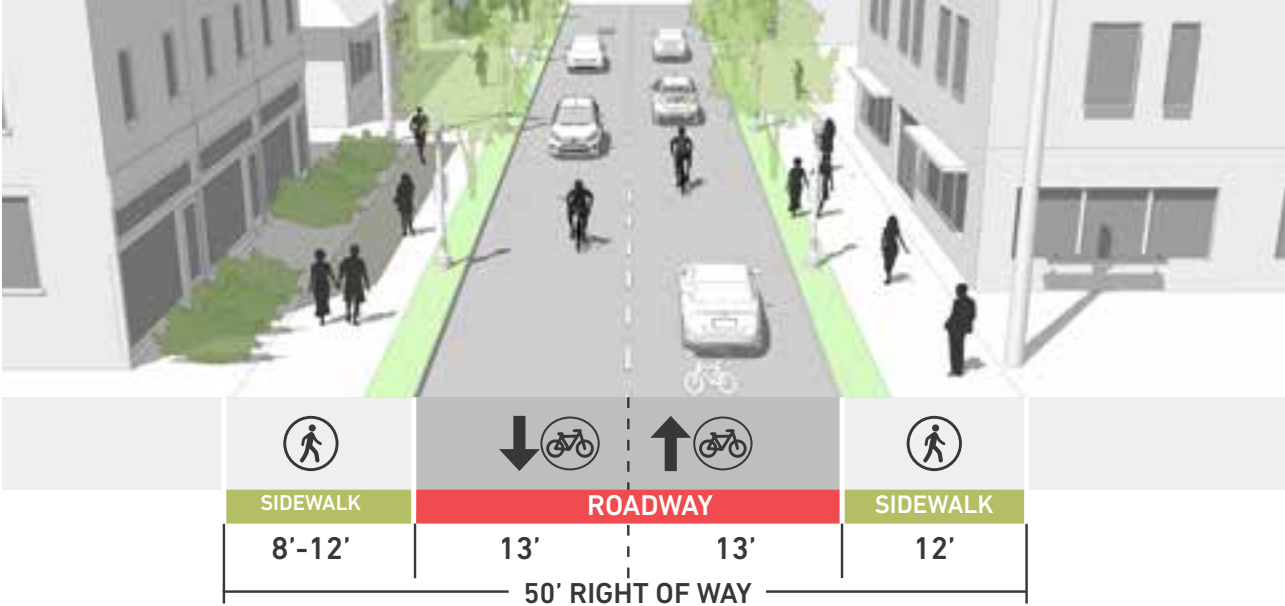


BAKEWELL STREET

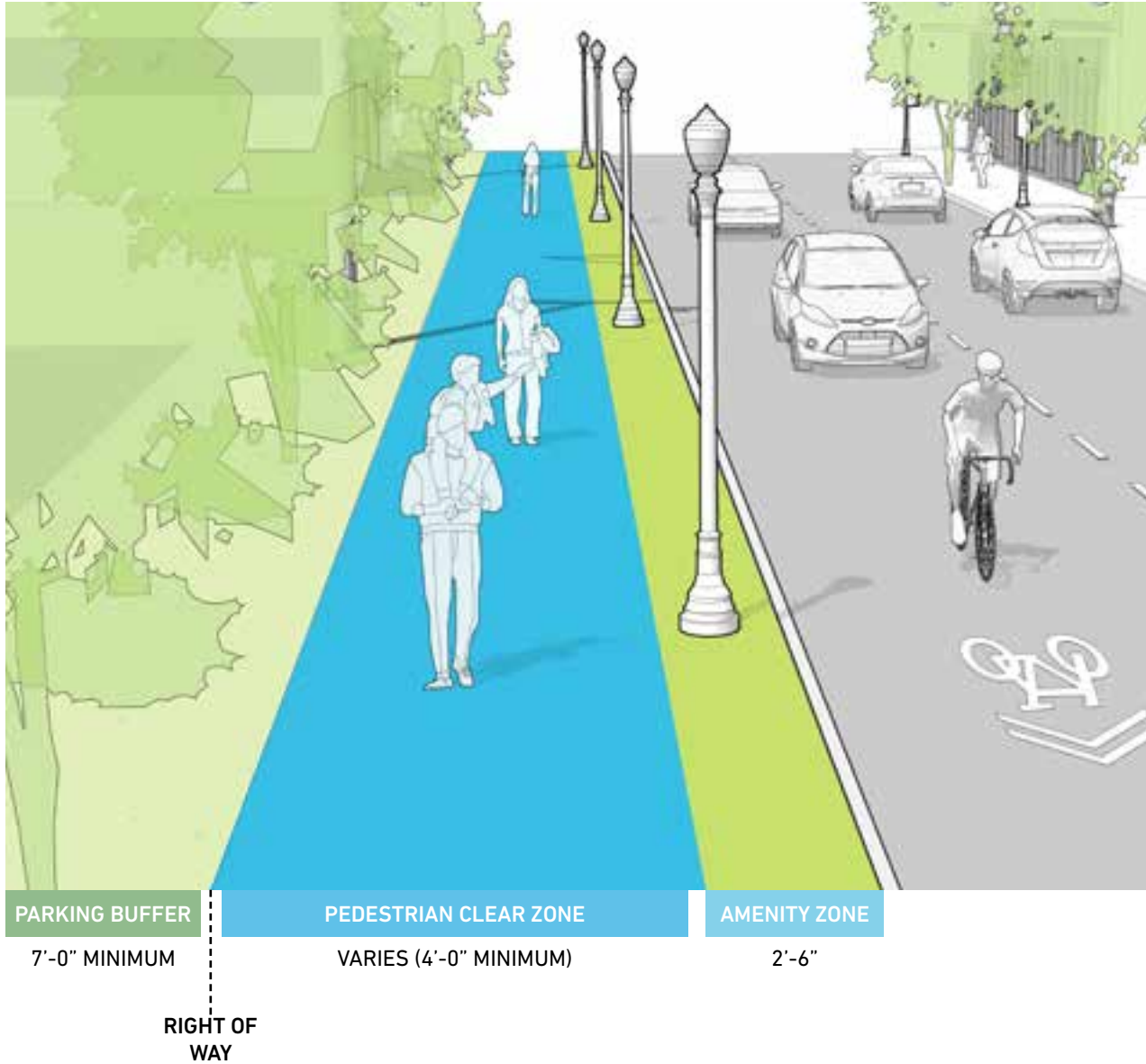
EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - BUILDING ENTRY, PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 2'-6"

PURPOSE - PLACEMENT OF STREETSCAPE ELEMENTS

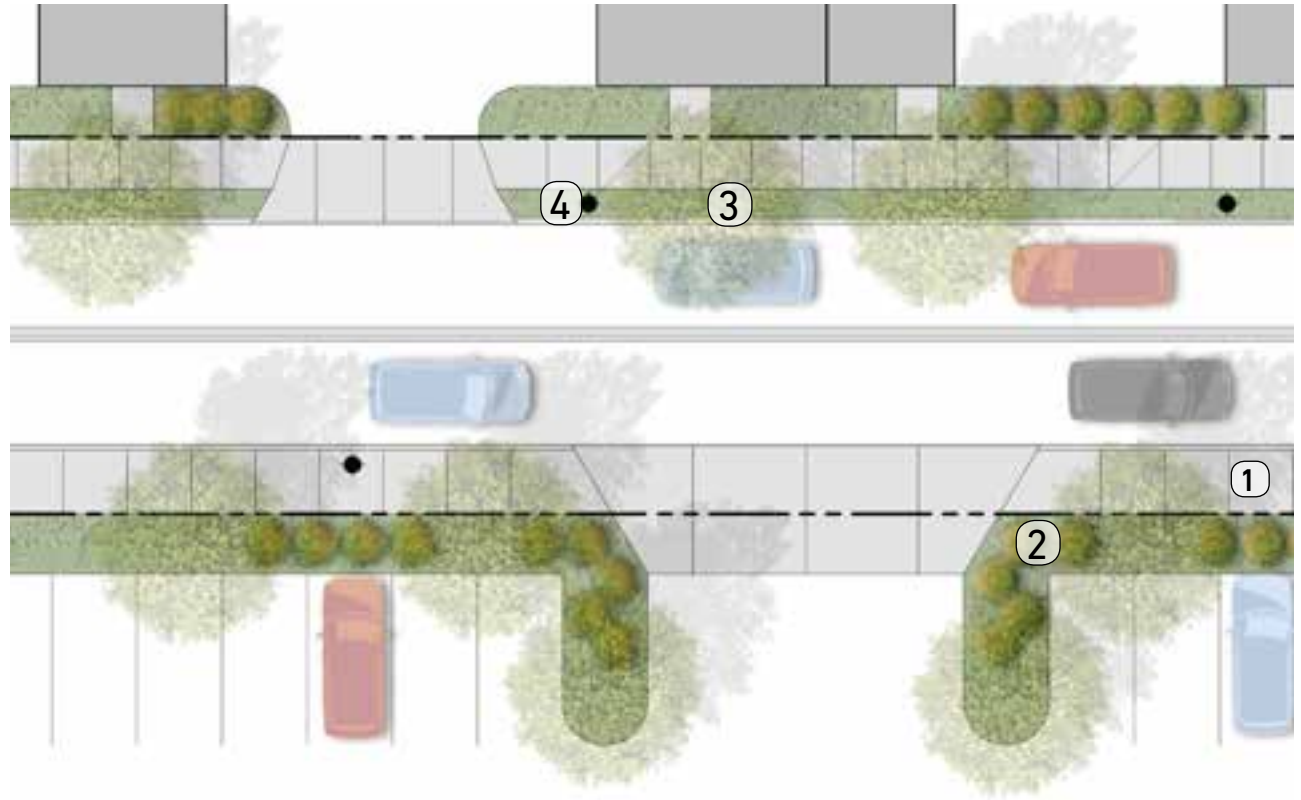
FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS

3.8.2 | BAKEWELL AND JOHNSON STREETS DESIGN STANDARDS

Future sidewalk improvement projects should provide basic wayfinding and introduce consistent sidewalk and tree lawn geometries. Parking lot buffer plantings and street trees should be where possible in the short term. Future redevelopment should bring buildings up to the right-of-way of these streets and include screening and buffering of parking areas as required by the city's parking area buffer requirements .

Future lighting and curb replacement initiatives should be coordinated to facilitate the inclusion of intelligent LED lighting, Smart Traffic Infrastructure and fiber optic service for enhanced WIFI.

TYPICAL PLAN



1. Concrete Sidewalk
2. Landscape Buffer
3. Street Tree
4. Decorative Post Lamp

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on 6th and 8th Street refer to the city standards:

Section 3.2:

- Concrete Sidewalk
- Trash / Recycling Receptacles
- Street Tree Well
- Decorative Street Light
- Wayfinding Elements



1. Building Massing and Placement:

Future infill development within between 5th and 3rd, west of Johnson Street should reinforce the street wall by placing buildings along the right of way.



2. Vehicular Use Area Buffer:

Parking lots and vehicular use area buffers should include evergreen and deciduous plantings that reduce the visual impact of parked cars and provides seasonal interest. See the city's vehicular use area perimeter landscaping, screening and fencing standards, 7'-0" minimum width.

3.9.1 | PIKE STREET OVERVIEW

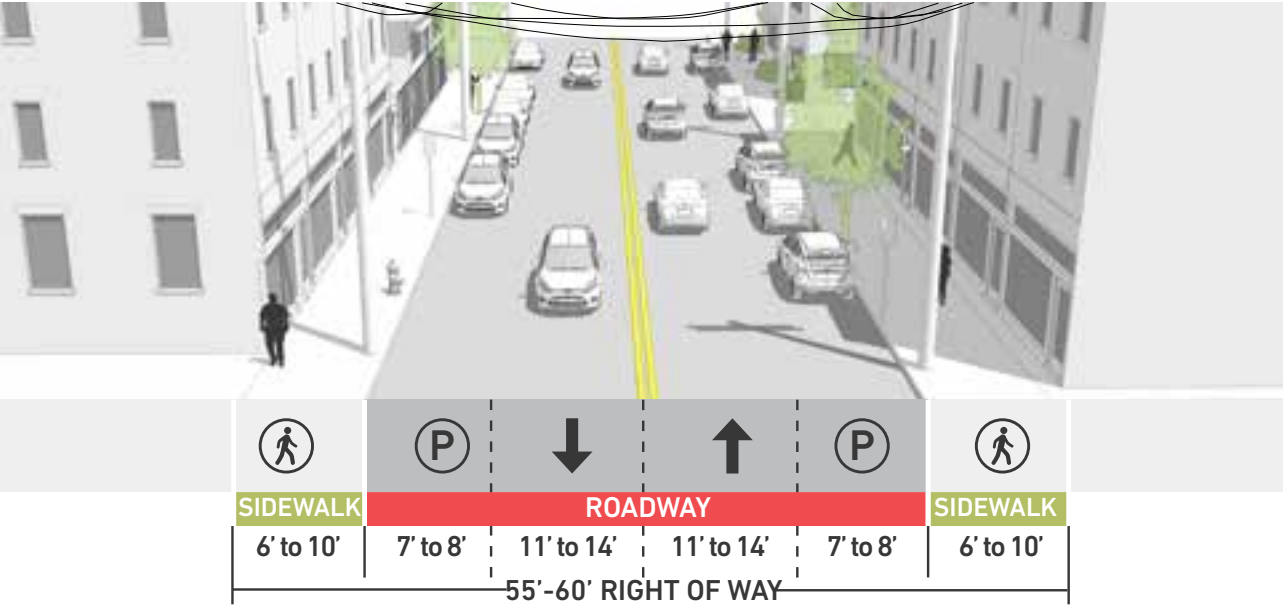
Pike Street features widely varied right-of-way and streetscape configuration extending from I-75 to Madison Avenue. Electric utility service crossings create a cluttered appearance to the street to a much greater extent than distribution poles along the curb. Incremental sidewalk replacement projects should include utility conduits that support the phased elimination of electric service crossings and address non-compliant sidewalk cross-slopes. Future lighting should employ post-top LED fixtures in place of existing cobra-head lighting. Future tree plantings should utilize tree wells with adequate soil volume to support the development of a healthy tree and more substantial canopy. Future improvements in bicycle mobility could include the establishment of sharrow lanes.

Note: Lane configuration and sidewalk widths may vary slightly from the sections seen at right. These sections are meant to be typical.

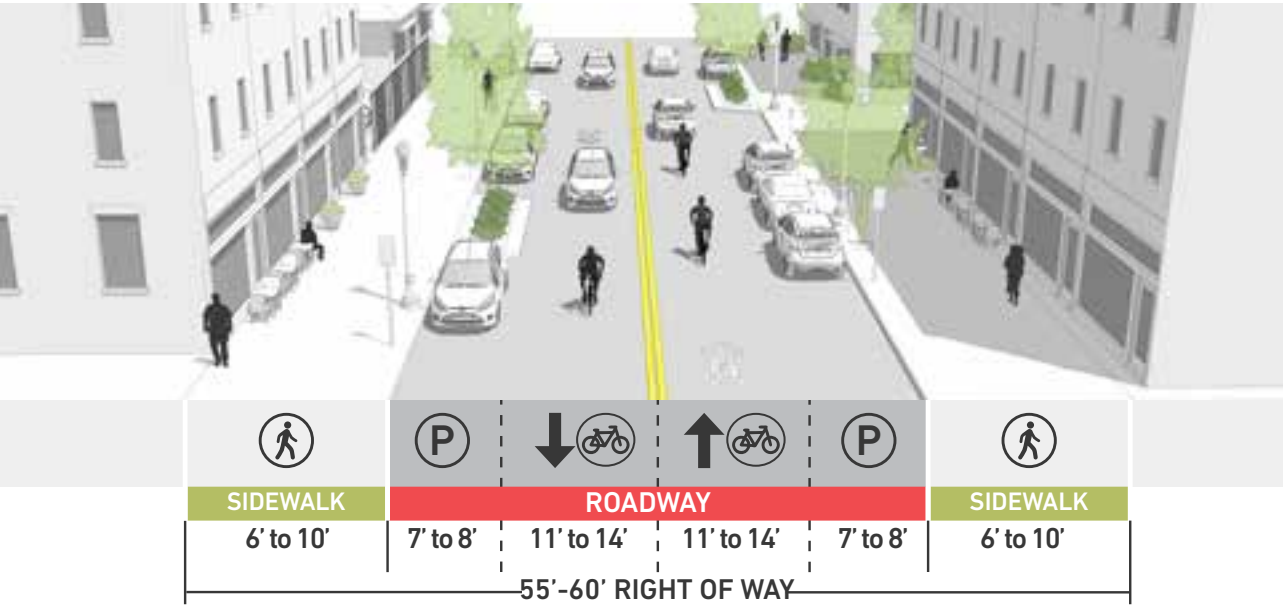


PIKE STREET

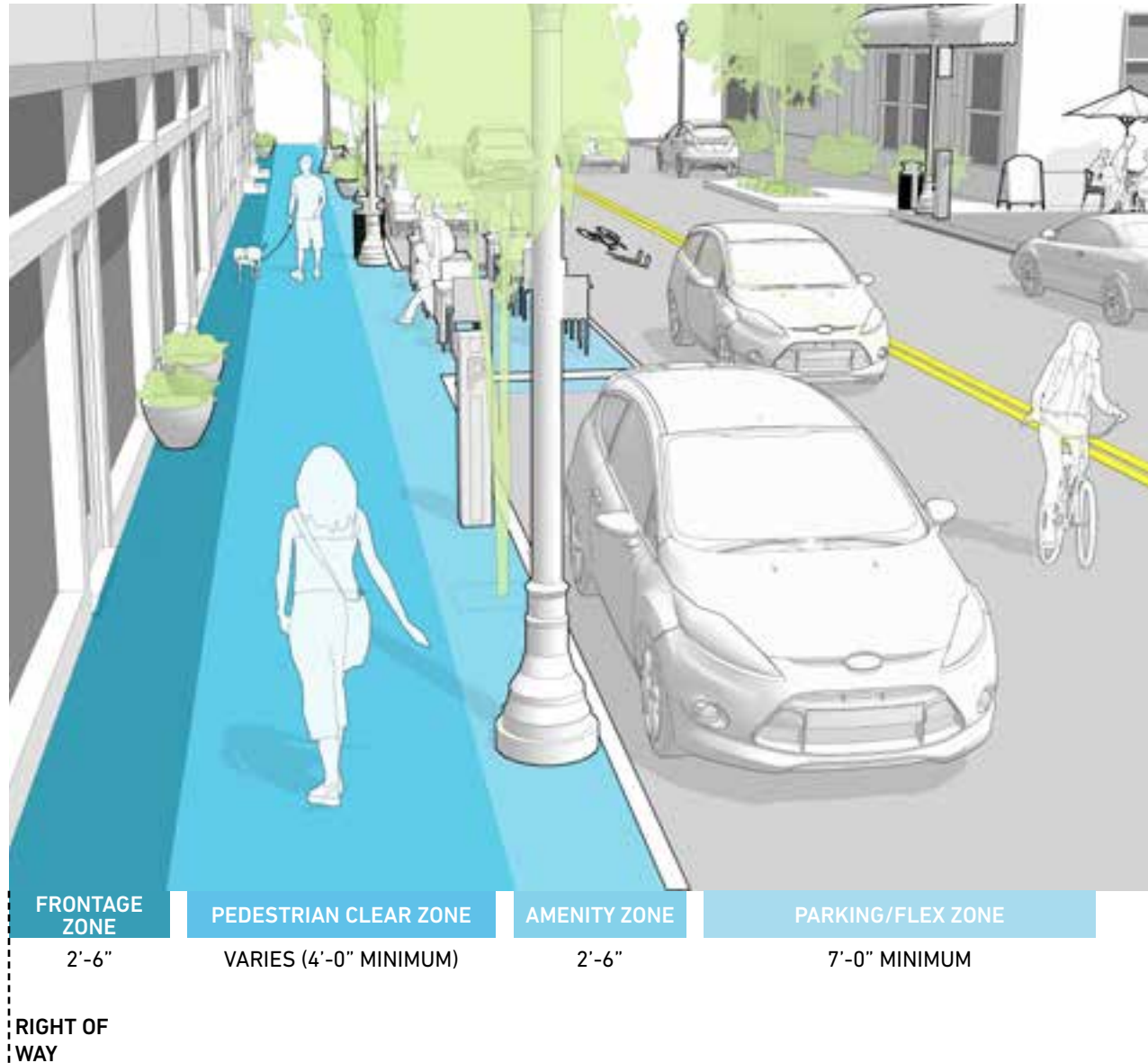
EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



FRONTAGE ZONE

WIDTH - 2'-6"

PURPOSE - BUILDING ENTRY

FURNISHINGS & AMENITIES - ENTRY STEPS, CONTAINER PLANTINGS, 2-TOP SEATING, SANDWICH BOARDS

PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 2'-6"

PURPOSE - PLACEMENT OF TYPICAL STREETScape INFRASTRUCTURE

FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS, UTILITIES

STREET TREES - TREE WELL

PARKING / FLEX ZONE

WIDTH - 7'-0" MINIMUM

PURPOSE - ON-STREET PARKING OR CURB EXTENSIONS

FURNISHINGS & AMENITIES - OUTDOOR DINING, VALET PICK-UP/ DROP-OFF

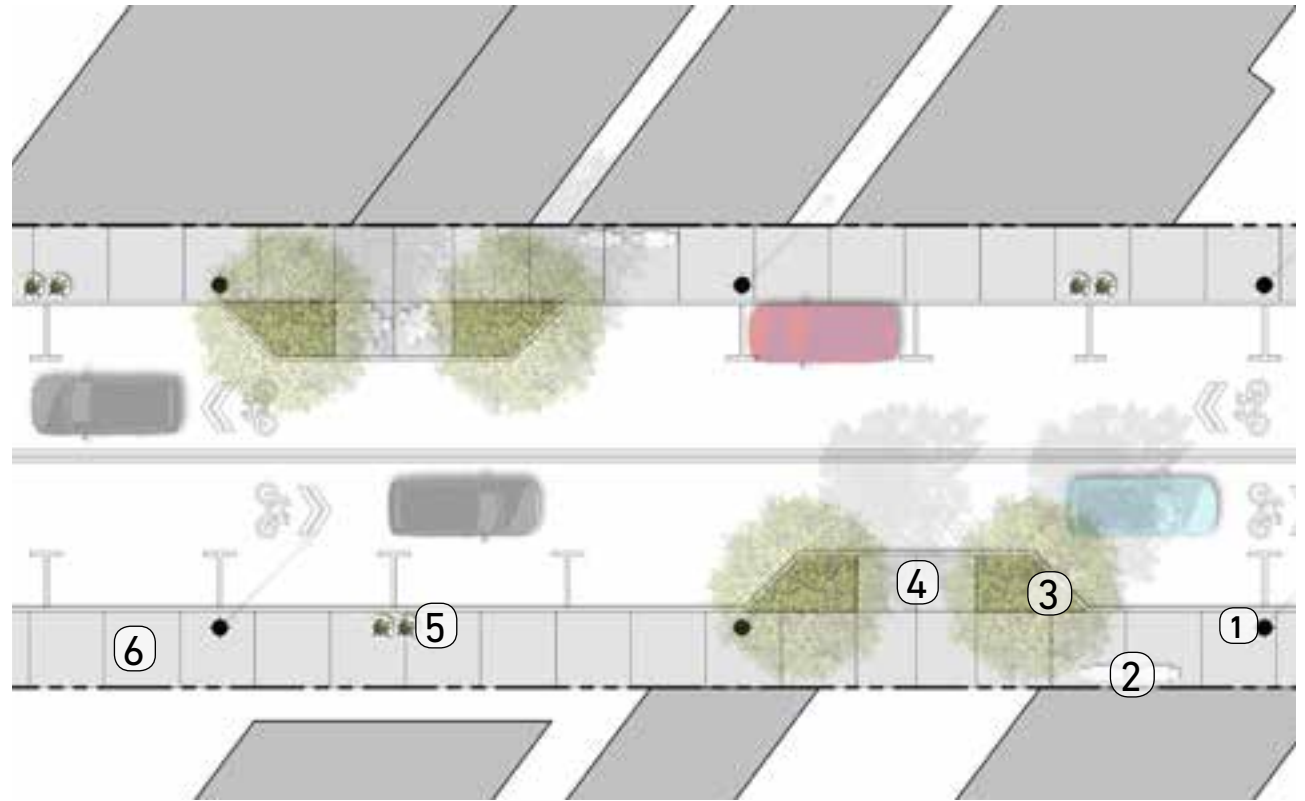
STREET TREES - TREE WELL

3.9.2 | PIKE STREET DESIGN STANDARDS

The proposed design standard establishes fixed dimensions for the sidewalk frontage and amenity zones which will provide consistency along the widely varying spaces between the back of curb and storefront, sidewalk. Bump-outs should be strategically placed to support retail and dining venues and provide space for any proposed street tree plantings and/or placemaking elements.

The character of site furnishings and placemaking elements should reflect the art-focused “bohemian” aesthetic of the corridor.

TYPICAL PLAN



1. Decorative Post Lamp
2. Cafe Tables
3. Street Tree Well at Bump-Out

4. Bump-out
5. Container Planters
6. Concrete Sidewalk

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on Pike Street refer to the city standards:

Section 3.2:

- Concrete Sidewalk
- Trash / Recycling Receptacles
- Street Tree Well
- Decorative Street Light
- Container Planters
- Wayfinding Elements



1. Street Character:

Pike Street's historic architecture and unique building geometries provide a great opportunity to promote diversity of materials and a more eclectic, art-centric appearance.

Although sidewalk conditions vary, ample room exists for a vibrant and inviting public realm through attractive storefront signing and displays, container planters, sandwich boards, outdoor seating and tree plantings at bump-outs or select locations.

3.10.1 | WEST 3RD STREET OVERVIEW

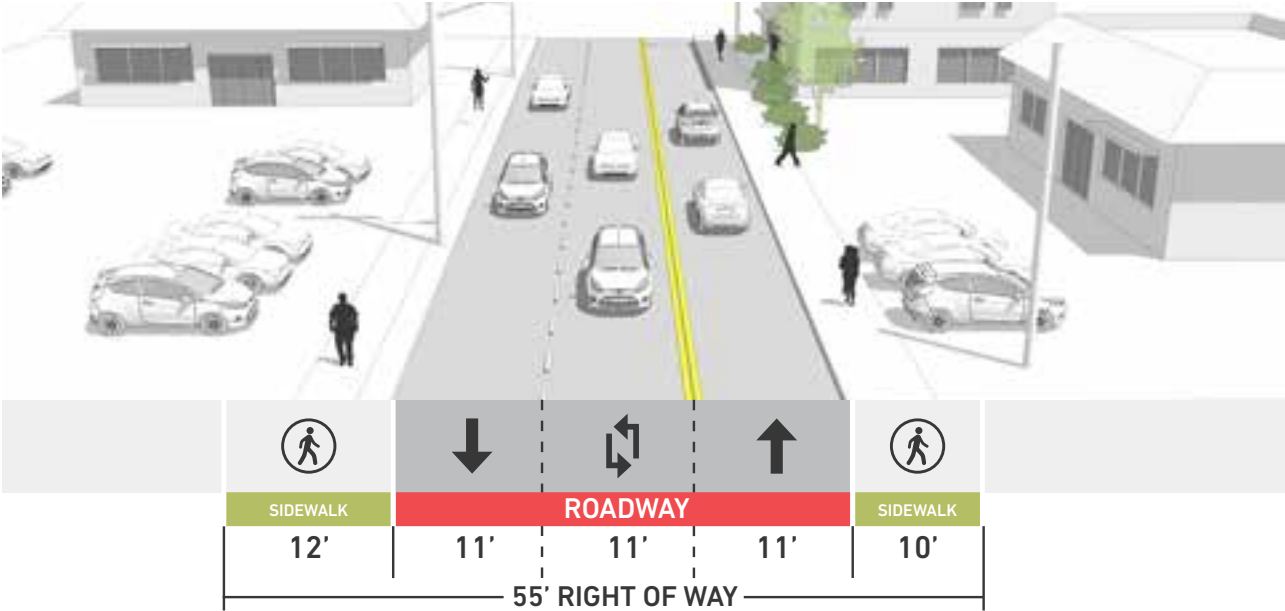
Future improvements to 3rd Street should follow the recommendations of the 2015 meet NKY plan. Future improvements should include parking area buffers, street trees and post-mounted street lighting in order to create a more pedestrian-focused, walkable environment between the City’s Riverfront Hotels and Convention Center Area.

Note: Lane configuration and sidewalk widths may vary slightly from the sections seen at right. These sections are meant to be typical.

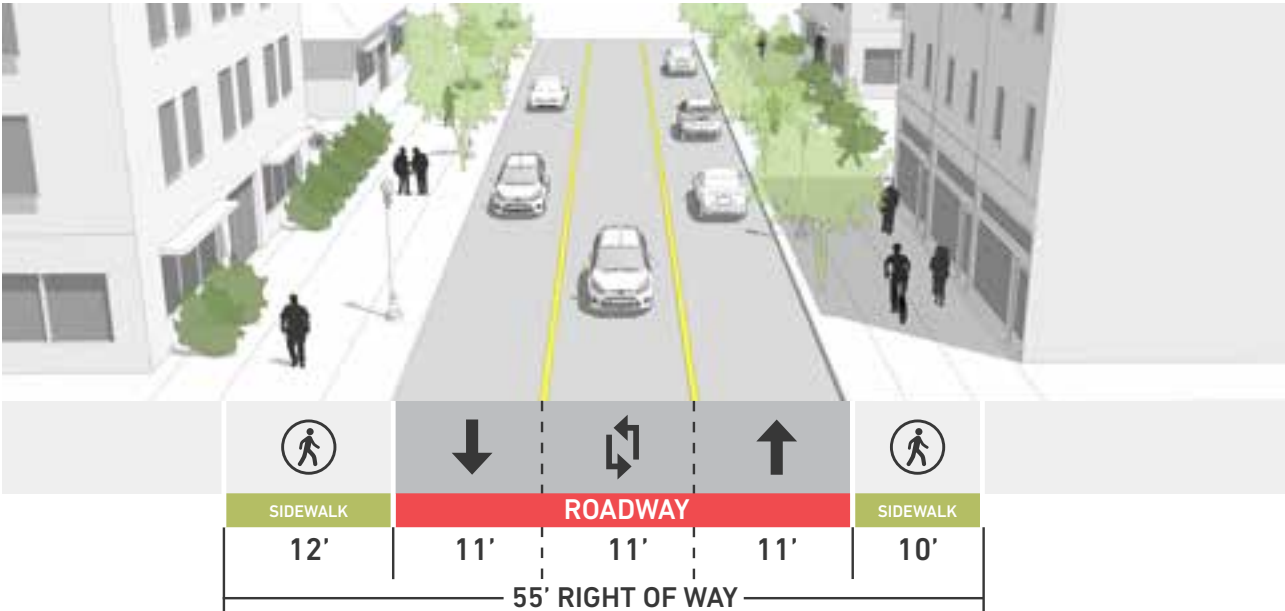


3RD STREET

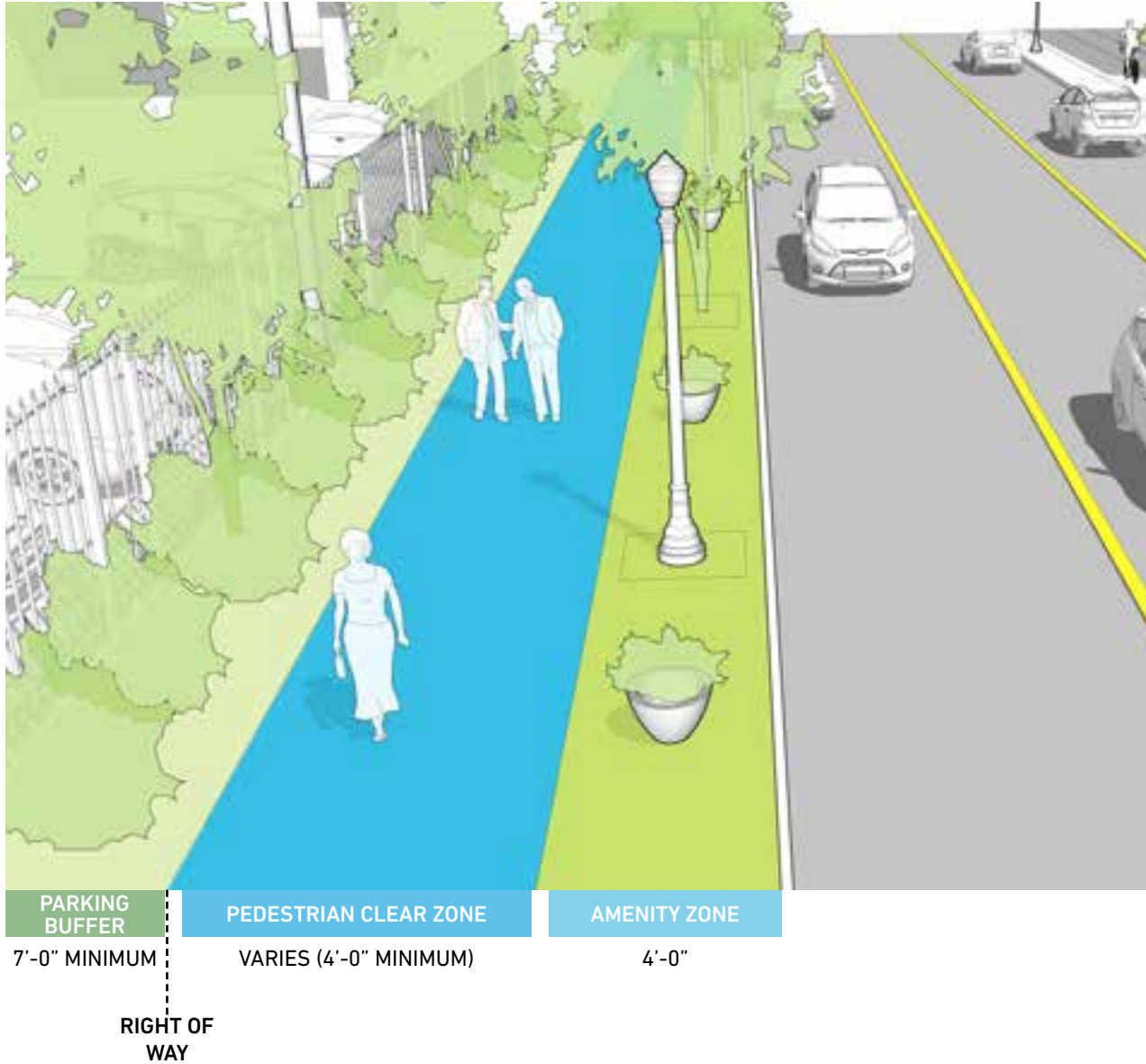
EXISTING SECTION



POTENTIAL SECTION



SIDEWALK STANDARDS



PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM)

PURPOSE - BUILDING ENTRY, PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 4'-0"

PURPOSE - PLACEMENT OF STREETSCAPE ELEMENTS

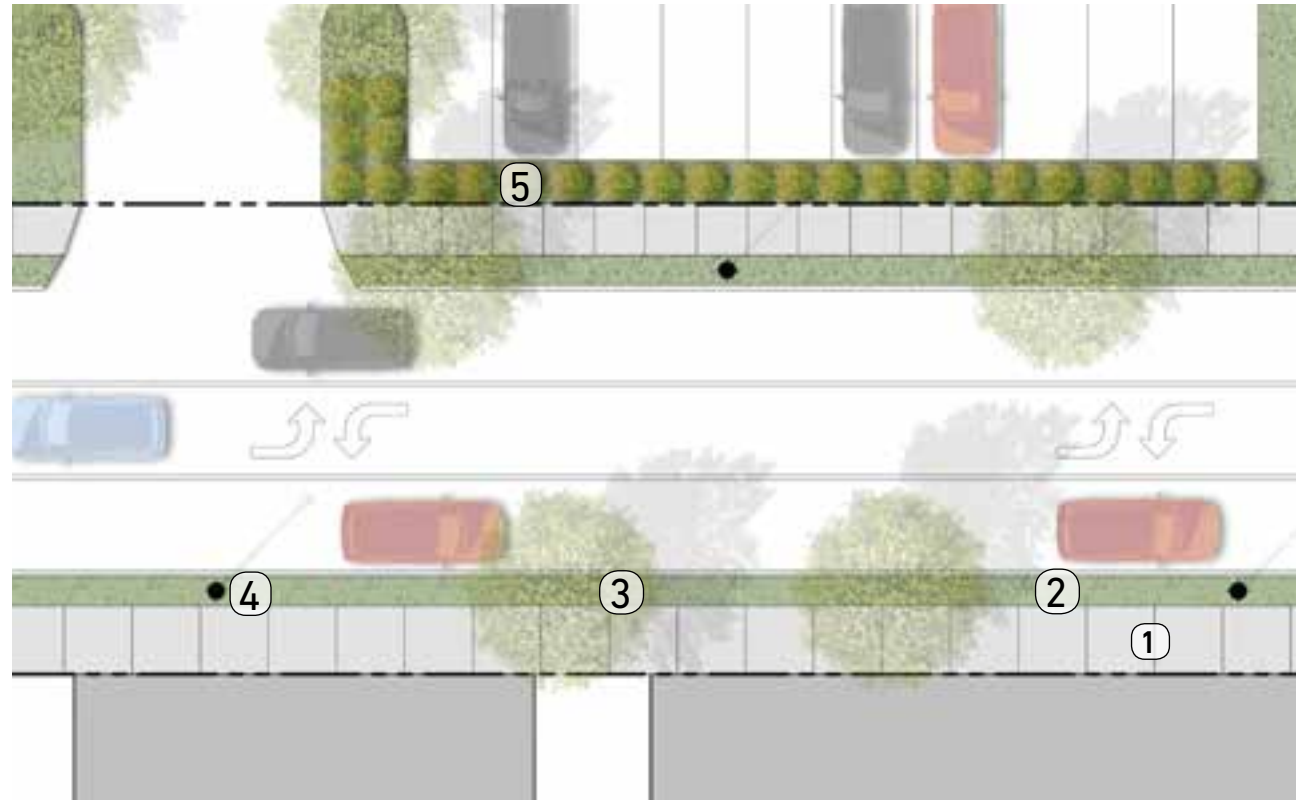
FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE

STREET TREES - TREE WELL

3.10.2 | WEST 3RD STREET DESIGN STANDARDS

The proposed design standard establishes fixed dimensions for the parking area buffers and amenity zones which can provide consistency along the widely varying sidewalk widths moving east to west. Landscaping and street tree planting standards should be established at sufficient density to mitigate the impacts of current parking and industrial properties and support the transition of the street's tenancing over time.

TYPICAL PLAN



- 1. Concrete Sidewalk
- 2. Tree Lawn
- 3. Street Tree

- 4. Decorative Street Light
- 5. Landscape Buffer

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on West 3rd Street refer to the city standards:

Section 3.2:

- Concrete Sidewalk
- Trash / Recycling Receptacles
- Decorative Street Light
- Container Planters
- Wayfinding Elements



1. Low Density Streetscape:

A more suburban style of development with a mixture of buildings and parking lots should provide a continuous tree lawn, pedestrian scale lighting and wayfinding elements.



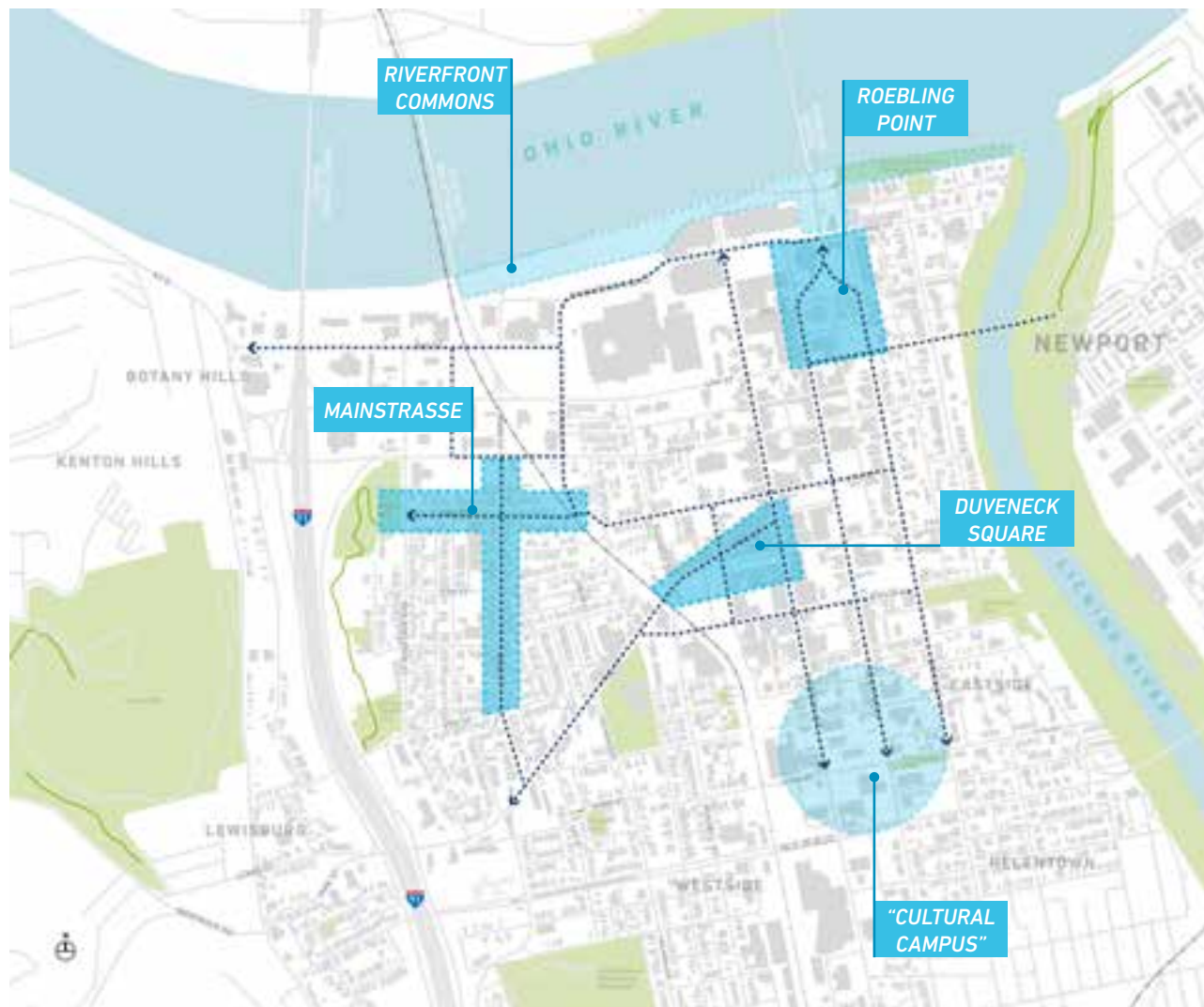
2. Vehicular Use Area Buffer:

Parking lots and vehicular use area buffers should include evergreen and deciduous plantings that reduce the visual impact of parked cars and provides seasonal interest. See the city's vehicular use area perimeter landscaping, screening and fencing standards, 7'-0" minimum width.

3.11 | DISTRICT IDENTITY RECOMMENDATIONS

While the urban renaissance in Covington can be seen taking place across the city, the primary nodes of activity within the urban core are occurring in the Roebling Point, MainStrasse and Duveneck Square districts. Unique in character from one another, these districts all share a similar origin - they were each historically the location of a public market or gathering space. It is not surprising then to realize that the public gathering spaces of the City's past continue to be the drivers of activity and growth in the resurgence being seen today.

The following recommendations are intended to protect, promote & enhance the unique identity of the public spaces that define the character of each district. The concepts include recommendations which are designed to cultivate a unique personality and aesthetic quality within the various districts. The recommendations extend to all aspects of the streetscape environment and include suggested modifications both within and beyond the public right-of-way.





MAINSTRASSE

Perhaps Covington's most established and recognizable district, historic MainStrasse has long served as a destination for dining, nightlife, festivals and other public gatherings. Its unique combination of City park, ample green space, historic architecture and mixed-use development help to create a vibrant scene of activity that in large part occurs within the public realm.



ROEBLING POINT

This gateway district at the terminus of the Roebling Suspension bridge offers connections to Covington's riverfront and welcomes visitors coming into Kentucky as their first impression of the city. A blend of historic and contemporary architecture gives the area a unique style, and the adjacent Licking Riverside historic district adds a more casual, residential character. A number of ongoing and planned residential developments will bring an additional influx of users into this emerging district.



DUVENECK SQUARE

The name Duveneck Square may be a newer addition to the Covington lexicon but it is perhaps one of the fastest growing areas in the city. The district dates back to its beginnings as the city's transportation hub and original market street. With the arrival of Hotel Covington and Braxton Brewery as catalysts for new growth, new residential and commercial developments are arriving into the neighborhood and continue to revitalize this former public market street.

3.12 | PLACEMAKING AND WAYFINDING RECOMMENDATIONS

PLACEMAKING AND WAYFINDING

The development of a district-based wayfinding and placemaking system has been cited as a high priority in leveraging the patronage and economic contribution of the City's hotel patrons, tourists, and convention-goers. There have been no comprehensive updates to the downtown area's wayfinding and directory signing system since the development of the original Southbank system along 4th and 5th Streets. The 2004 Downtown Streetscape Design Guidelines included recommendations which were partially implemented along Madison Avenue in 2006.

A coordinated placemaking and wayfinding system, such as the type included in the 2004 Guidelines, should include a family of elements that provides brand continuity without diminishing the unique identity of the city's various districts. The family of icons at right illustrates how the identity of Lexington's various neighborhoods and entertainment districts could be integrated within a recurring family of placemaking elements which were strategically placed along important pedestrian and vehicular gateways.



FROM LEXINGTON'S DOWNTOWN WAYFINDING PLAN

DISTRICT IDENTITY FEATURES

The 2015 meetNKY Public Realm Enhancement Study included the conceptual illustration (at left) showing how the type fonts and building materials used in the Roebling Suspension Bridge could be reinterpreted as the foundation of a more contemporary family of placemaking and identity elements. The system included a pedestrian-scaled directory kiosk, mural and pylon features which acknowledge the unique history of the district while meshing within the contemporary context and the appearance of modern building and future in-fill development.



FROM MEETNKY PLAN

3.12 | PLACEMAKING AND WAYFINDING RECOMMENDATIONS

DIRECTORY FEATURES

The precedent examples shown here are taken from the 2015 meetNKY Public Realm Enhancement Study and include both vehicular and pedestrian-scaled directory signing. The directories call out civic districts, neighborhoods, parks and civic destinations as these landmarks can be easily identified and recognized. Smart phones, GPS applications and storefront signage provide access to all of the other information that first-time visitors need to locate a specific business or residential address.



FROM MEETNKY PLAN

3.12 | MAINSTRASSE DISTRICT RECOMMENDATIONS

Throughout conversations with Focus Group and Stakeholder Advisory Committee members there was consensus that the MainStrasse “brand” or identity has already been firmly established and is not in need of major changes. The MainStrasse Village Association has been active in making improvements to the public realm & streetscape infrastructure. Improved wayfinding & directory signage were identified as desired improvements for the future. Connectivity to the surrounding areas - most notably Rivercenter, Duveneck Square and Roebling Point - were noted as top priorities to drive activity and ensure users can successfully navigate throughout the downtown core.

Future public realm enhancements should seek to build upon the existing historic character of the district and remain in keeping with materials & context currently found along Main and Sixth streets.

The diagram at right recognizes that accessibility and ease of access could be greatly enhanced and depicts future modifications that accomplish these goals. The Sixth Street mall could be reconfigured as a curbless intersection that improves access during events and addresses the safety and convenience of drop-off and loading functions. Bollards help to designate pedestrian from vehicular space but allow for more flexibility in using the intersection during public gatherings.



- 1. Curbless Zone
- 2. Bollards

- 3. Drop-off and Loading Zone
- 4. Curbless Ramp and Nosing



Outdoor Dining - Cafe tables and outdoor dining already play a crucial role in the identity of MainStrasse. These will remain important in keeping the street active.



Trees and Landscape - In planter areas use of decorative metal borders or fencing is recommended to separate pedestrian traffic and preserve plant health.



Curbless Streets - Curbless streets and areas can aid in the spaces capabilities to accommodate various events. They also help in creating unique environments.



Bollards - Bollards help to delineate between pedestrian and vehicular spaces. However, with the ability to remove the bollards when needed increases the flexibility of the space for different events.



Wayfinding / Signage - Wayfinding and signage can come in a variety of forms but will help the district in denoting its identity and its connections to other great places within the city.



Pick-up and Drop Off Zones - As ride-sharing usage increases, providing designated pick-up and drop-off zones can help to reduce the impact on traffic flow and keep users safe.

3.13 | ROEBLING POINT DISTRICT RECOMMENDATIONS

Park Place and Court Street provide a tremendous opportunity to create a much more flexible venue for entertainment and social gathering. Streetscape enhancements should seek to reduce the impact of excessively wide asphalt pavement, increase street trees & green space, expand useable sidewalk width and allow for temporary closures of the streets without impacting the convenience or availability of on-street parking.

Bicycle mobility and pedestrian connections to Riverfront Commons and the adjacent Rivercenter area should be strengthened by extending streetscape enhancements, safer pedestrian crossings and improved wayfinding and placemaking.



- | | |
|--|---|
| 1. Future Development | 4. Enhanced Streetscape with specialty paving |
| 2. Festival and Event Space with textured pavement | 5. Future Development |
| 3. Ground Floor Commercial | 6. Ground Floor Commercial |



Current Gateway Wall Sign- The current sign wall located at the terminus of the Roebling Bridge limits views into and out of the district.



Room for Opportunities - Park place originally featured a central mall similar to MainStrasse. Future development of the street could reduce the roadway pavement width without compromising parking.



Festival and Event usage - Court Street could be reconfigured as a curbsless event space that also accommodates occasional traffic.



Outdoor Dining has been successfully implemented in Roebling point at several restaurants such as Keystone and Blinkers Tavern.



Interim Improvements - Interim improvements such as planters and temporary bollards could be used to test Court Street as an expanded dining and event space.



The existing greenspace in the "yoke" area could become a flexible public gathering space for events such as farmers' market.

3.13 | ROEBLING POINT DISTRICT RECOMMENDATIONS



Placemaking and Identity - Unique pieces and identifiers can create a sense of place tied to existing symbols and architecture of the district. Location shown: Brooklyn Bridge Park



District Specific Material Palette - Building off of existing materials that have historical connections to the district and its architecture can further aid placemaking efforts.



Wayfinding systems can aid in creating place-based identity as well as helping people to navigate between districts and to key places such as parking garages or trail systems.

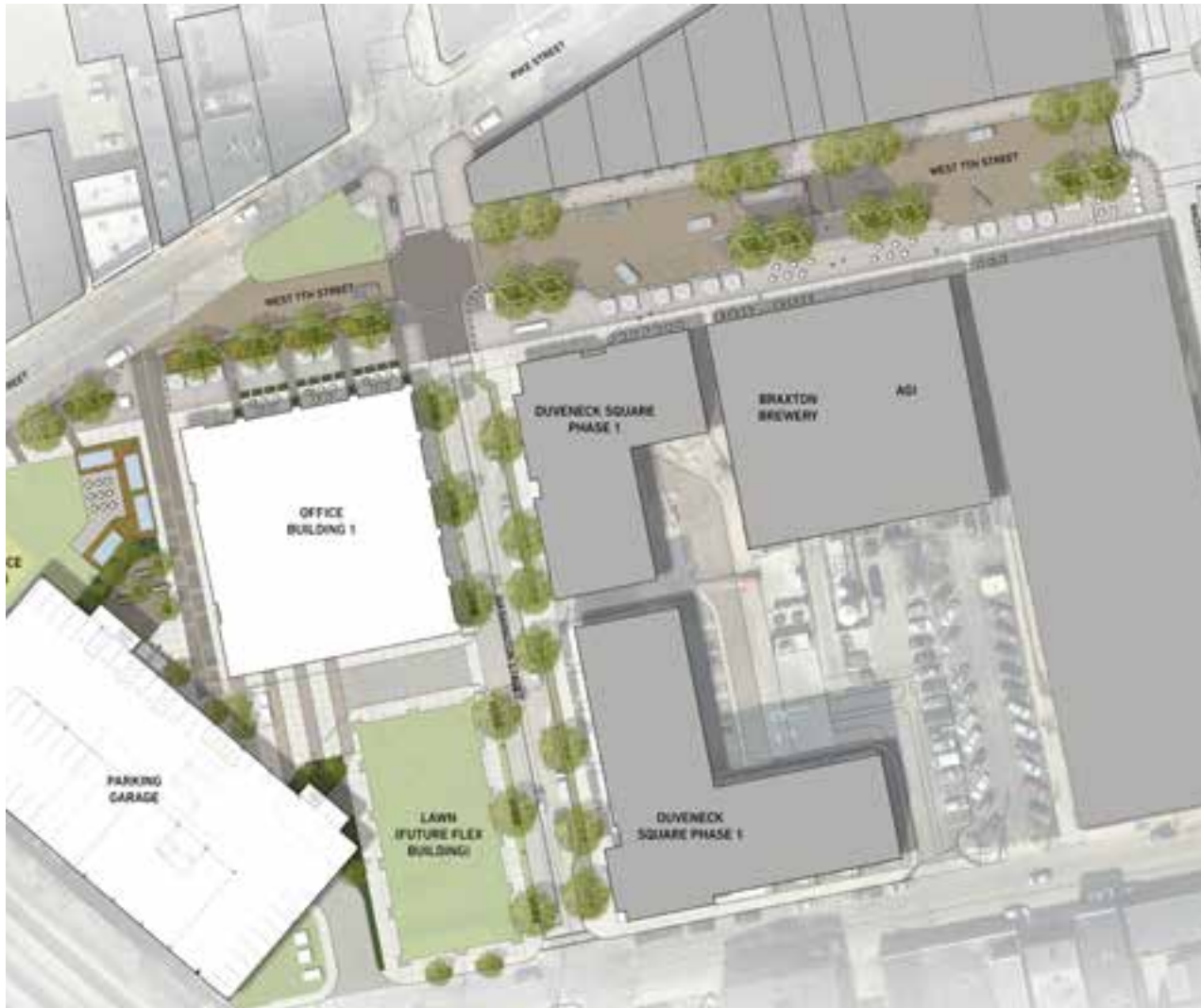
3.14 | DUVECK SQUARE DISTRICT RECOMMENDATIONS

The walkable mixed-use buildings along Pike Street, 7th Street and Madison Avenue Mixed-use were founded and developed as a result of the local railway network and the development of the city's first depot at the intersection of 7th and Washington Street. The broad right-of-way of 7th Street was developed to accommodate a market house that occupied the center of the street and served as a center of commercial and cultural activity throughout the railroad era.

The 2015 Duveck Square Master Plan re-establishes 7th Street as a pedestrian-oriented festival street capable of supporting large-scale temporary events, street fairs/ markets and vendor spaces. With future phases of office and retail developments already planned, this corridor has the opportunity to become a vibrant public gathering space that anchors civic and cultural activity and serves as an economic catalyst throughout the city. The Master Plan depicted here has been updated to accommodate the proposed development of a public parking facility and associated modifications to adjoining parcels west of Washington Street.



ABOVE: DUVECK SQUARE DISTRICT OUTLINE
RIGHT: 1886 SANBORN MAP OF PUBLIC MARKET HOUSE ON 7TH STREET



CONCEPTUAL MASTER PLAN FOR DUVECK SQUARE FESTIVAL STREET



DUVECK SQUARE MASTER PLAN (2015)



2015 BIRDSEYE VIEW OF 7TH STREET

3.14 | DUVECK SQUARE DISTRICT RECOMMENDATIONS



Existing Streetscape - The existing public realm is not very conducive to pedestrian activity or staging of public events. New development on the street is bringing more people to the street than ever before.



Tactical Urbanism - Decorative crosswalk striping, public murals, parklets, street art and temporary furnishings can all promote activity and interest in previously underutilized spaces.



Public Art - A vibrant community of art galleries, designers and community advocacy groups are present in the district and should promote future public realm improvements and art opportunities.



Curbless Street - Removing curbs in key focus areas of the public realm promotes pedestrian accessibility and allows for greater flexibility for public gatherings, street festivals and other events.



Interim Activation - Underutilized or fragmented spaces can provide opportunity for temporary pop-up activations such as food trucks, beer gardens, outdoor plazas or small-scale activity space.



Event and Vendor Space - Extra width should be preserved within the sidewalk and public realm to allow for vendor space and temporary uses such as farmer's markets, craft fairs and other events.



Outdoor Dining - Outdoor dining is an effective way to bring life to the streets and increase foot traffic.



Outdoor Seating - Outdoor seating can be coordinated with other components of the streetscape like plantings and street trees.



Curbless Street - Using different materials can make a curbless street function efficiently and provide a safe environment.



Wayfinding and Placemaking - Devices for wayfinding and placemaking can take on the form of public art like the photo above.

SECTION 4 - IMPLEMENTATION AND PRIORITIES

IMPLEMENTATION

The design guidelines, recommendations and budgeting included in this study should be used to guide the implementation of both privately-funded and public improvements within the target area. The design and implementation of publicly-funded streetscape development, wayfinding and placemaking initiatives should begin with a partnering approach that recognizes that the funding, implementation and maintenance of vibrant streets and public spaces requires many hands, diverse voices and multiple funding sources.

A balanced mix of technical and design professionals should be involved at all phases of design to ensure that the quality and execution of streetscape and public realm improvement initiatives reaches its full potential. Professionals in the fields of Civil Engineering, Traffic Engineering, Landscape Architecture, Horticulture, Structural and Graphic Design should be identified as appropriate to support the satisfy the needs of the project.

In addition to traditional municipal funding sources, potential sources of streetscape development funding include several state and federal funding programs. The following list is taken for the State of Kentucky Department for Local Government and “www.bikewalk.ky.gov”:

Surface Transportation Program (STP) funds

These funds can be used for bicycle and pedestrian facility construction or non-construction projects such as brochures, public service announcements, and route maps. The projects must be related to bicycle and pedestrian transportation and must be part of the Six-Year Highway Plan. The Metropolitan Planning Organization (MPO) or the Area Development (ADD) District in the Transportation Improvement Program (TIP) programs these funds.

Transit Enhancement Activity (TEA-21 funding)

TEA-21 funding provides State-administered federal transit funding for trails, greenways, sidewalks, signage, bikeways, and safety education. There is a 20 percent (20%) match of local funds required. Federal grants are usually for construction only - not front-end costs of design, environmental review, engineering, land acquisition. Local government pays up front and the federal share is reimbursed after satisfactory completion.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) Program

An innovative program established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The ISTEA created flexible guidelines that allow the CMAQ Program to cut across traditional boundaries and encompass projects and programs dealing with highways, transit, and non-traditional areas, such

as vehicle emission inspection and maintenance to name just a few. The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to communities designated as “non-attainment” or “maintenance” areas for the National Ambient Air Quality Standards, as determined by the EPA. Funds are distributed to states based on population by county and the severity of air quality problems. A 20 percent local match is required.

Safe Routes to School Program (SRTS)

The purpose of SRTS is to enable and encourage children, including those with disabilities to walk and bicycle to school. The program also helps make walking and bicycling to school safe and appealing, and helps to facilitate the planning and implementation of projects that improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Funds are available for school boards or local government agencies to implement infrastructure and non-infrastructure related activities. Eligible activities include sidewalk improvements, traffic-calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, traffic diversion improvements within 2 miles of a school, and public awareness campaigns and educational materials

Transportation and Community and System Preservation Pilot Program (TCSP)

TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives. The TCSP is a Federal Highway Administration program being jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, the U.S. Department of Transportation, and the U.S. EPA. States, MPOs, and local governments are eligible to receive planning and implementation grants for projects that: reduce impacts of transportation on the environment, reduce the need for costly future infrastructure investments, and improve the efficiency of the transportation system. Projects involving partnerships among public and private sectors are given priority. See: <http://www.fhwa.dot.gov/tea21/fedreg3.htm>

Tax Increment Finance Districts (TIF Districts)

TIF financing is an economic development mechanism available to local governments to finance public infrastructure improvements. TIF Financing is currently being used within the downtown area to support the construction of parking garages, utilities and site improvements.

Non Point Source Pollution Control Program

Program grants are available for watershed-based plan development and implementation, protection of Special Use Waters with identified threats, as well as other non-point source (NPS) pollution control projects to help mitigate or prevent runoff pollution. Funds can be used to pay for 60 percent of the total cost for each project; a 40 percent non-federal match is required. Priority consideration will be given to applications for watershed based plan development and implementation in 303(d) listed streams and protection of threatened Special Use Waters. Up to \$2.7 million in federal financial assistance is available. The NPS grant provides an opportunity to put substantial resources into watershed remediation projects.

Additional Funding Ideas

Although Federal monies provide the primary funding source for bikeways, state or local governments may also provide revenues from their general funds, special bond levies, transportation impact fees or system development charges. For example, cooperative projects with utility districts or companies can be funded to jointly build bridges across streams to carry both utility lines and bicycle traffic.

Private Foundations

Private funding sources from both corporate and family foundations can provide an alternative means to support public infrastructure improvements that contribute to economic development, improved quality of life and civic identity. Private foundations may wish to partner with other charitable organizations in support of particular projects which may include streetscape beautification efforts, signage and wayfinding systems, public art projects or other improvements that contribute to enhanced quality of life. For example, the Haile Foundation has been very active supporting the CBC, Renaissance Covington and other organizations in achieving their project development goals.

4.2 | IMPLEMENTATION STRATEGY

The following recommendations for the development of a partnering approach can be used to guide future public improvement initiatives that were either identified within prior planning efforts or cited by advisory committee members during the course of this streetscape design initiative. The participation and exact roles and responsibilities of the various potential stakeholders, as well as the timing of any capital improvement projects, will evolve over time and be determined at the discretion of the City and its interested partners.

Potential Stakeholders may be defined as any group or entity that may wish to be involved throughout the course of a public improvement or programming initiative. Roles could involve simply providing input & guidance, participating as a funding partner or serving in a position of leadership. The involvement of any stakeholder would be totally voluntary and the level of commitment and participation would be determined at the discretion of the interested parties.

Potential Stakeholders

- City of Covington
- Covington Business Council
- meetNKY
- Southbank Partners
- Renaissance Covington
- Catalytic Fund
- MainStrasse Village and other Neighborhood Associations
- Center for Great Neighborhoods
- Private Business & Property Owners
- Charitable Trusts & Foundations
- Kenton County
- OKI
- KyTC
- Other Public Agencies

Implementation Recommendations

During the course of the planning and design effort the advisory committee met to review recommendations for the implementation of the goals and objectives cited within prior planning initiatives and the current study. The following recommendations for projects and initiatives within the Downtown study area are based on the input of the advisory committee. These recommendations and the specific roles and responsibilities of potential stakeholders will evolve over time and may be modified in response to the goals and needs of the City and its diverse constituents.

Near Term Implementation Recommendations

- Work with the City of Covington on adoption of Streetscape Plan and Design Guidelines.
- Collaborate with the City of Covington, OKI, KyTC, Kenton County & others as appropriate to develop a capital improvement plan for priority projects.
- Work with KyTC to secure encroachment permit for crosswalks at Bakewell and Fifth Street.
- Develop detailed design and budgeting for the completion of the Downtown Covington wayfinding system.
- Identify gap funding for 7th Street & Duveneck Square Capital Improvements.
- Identify seed funding for initial Roebling Point to Rivercenter Improvements.

Capital Improvement Recommendations

- 3RD STREET - Complete Final Design and Construction of Streetscape Improvements on 3rd Street between Johnson Street and State Route 8 (Crescent Avenue)
- BAKEWELL & JOHNSON STREETS - Complete Final Design and Construction of Improvements to Bakewell & Johnson Streets
- DISTRICT WAYFINDING - Develop design and complete Placemaking and Wayfinding Enhancements linking Carnegie Arts District, Mainstrasse, Duveneck Square, and Roebling Point with Rivercenter and 3rd Street.
- DUENECK SQUARE & 7TH STREET - Select Design Team and begin implementation of Public Realm Enhancements along Duveneck Square & 7th Street Corridor
- SCOTT & GREENUP YOKE AREA - Complete design and construction of traffic calming & streetscape Improvements between 4th and Riverfront Commons.
- ROEBLING POINT GATEWAY ENHANCEMENTS - Complete design and construction of placemaking enhancements along Roebling Point Yoke Area including underpass east of Rivercenter.
- MADISON AVENUE - Complete Madison Avenue Streetscape Improvements between 4th and Rivercenter Boulevard.
- SOUTHBANK RIVER TRAIL - Complete final design and implementation of lighting and wayfinding along the Ohio River Trail between River Center and Route 8.
- ROEBLING POINT EVENT SPACE - Complete capital funding plan and begin design & construction of proposed Public Realm Enhancements to the Roebling Point Yoke and Event Spaces.
- SCOTT BOULEVARD MULTI-MODAL ENHANCEMENTS - Conduct preliminary design and engineering to investigate potential for establishing improved multi-modal connectivity along the Scott Boulevard Corridor (including the potential to link bicycle facilities between 12th and Riverfront Commons).
- 1-75 INTERCHANGE ENHANCEMENTS - Conduct preliminary design and engineering to investigate potential for establishing improved multi-modal connectivity along the 4th & 5th Street Corridor (including the potential to improve the walkability and aesthetics of "Hamburger Heaven").

4.3 | CAPITAL BUDGETING

Opinion of Probable Construction Costs

The budgetary allowances shown here represent replacement of existing sidewalk pavements, curbing and lighting with new curb & sidewalk, specialty pavements, curb ramps, street furnishings and street trees. Estimates assume one side of street and include a 20% contingency.

Allowances do not include utility relocation, lane re-configuration, or traffic control infrastructure

These allowances were reviewed with City of Covington Public Works staff and are comparable with recent bid pricing from comparable projects. Future estimates should adjust annually for inflation.

STREET	COST PER LINEAR FOOT
MAIN STREET	\$500-750 / LF
MADISON AVENUE	\$500-750 / LF
PIKE STREET	\$400-600 / LF
SCOTT / GREENUP	\$400-600 / LF
6TH / 8TH STREET	\$400-600 / LF
RUSSELL / WASHINGTON	\$400-600 / LF
BAKEWELL / JOHNSON	\$400-600 / LF
3RD STREET	\$400-600 / LF

POTENTIAL DISTRICT IMPROVEMENT PLANS

**Roebling Point**

Allowances include replacement of existing sidewalk pavements, roadway pavements (at proposed festival street areas), curbing and lighting with new curb & sidewalk, specialty pavements in streets, curb ramps, lighting, wayfinding elements, street furnishings and street trees.

**Duveneck Square**

Allowances include replacement of existing sidewalk pavements, roadway pavements (at pedestrian crossings), curbing and lighting with new curb & sidewalk, specialty pavements, curbless pedestrian crossings, bollards, lighting, wayfinding elements, street furnishings and street trees.

**MainStrasse**

Allowances include replacement of existing sidewalk pavements, curbing and lighting with new curb & sidewalk, curbless intersection plazas & drop-off zones, specialty pavements, bollards, lighting, wayfinding elements and street furnishings.

DISTRICT	COST PER SQUARE FOOT	LOW RANGE BUDGET	HIGH RANGE BUDGET
ROEBLING POINT (40,000 SF)	\$35-50 / SF	\$1,400,000	\$2,000,000
DUVENECK SQUARE (60,000 SF)	\$35-50 / SF	\$2,100,000	\$3,000,000
MAINSTRASSE (4,000 SF)	\$45-55 / SF	\$180,000	\$220,000

Allowances do not include utility relocation, lane re-configuration, or traffic control infrastructure.

SECTION 5 - APPENDIX

A-1 CONSTRUCTION DESIGN STANDARDS

1. ASPHALT PAVEMENT RESTORATION
2. LIGHT-DUTY CONCRETE PAVEMENT
3. CONCRETE CURB
4. TYPICAL UNIT PAVER INSTALLATION
5. PAVER BAND DETAIL
6. CURB RAMP
7. DETECTABLE WARNING PAVERS
8. HEAVY DUTY CONCRETE PAVEMENT
9. STANDARD CONCRETE DRIVEWAY APRON DETAIL
10. CURB BUMP-OUT WITH TRENCH DRAIN
11. TRENCH DRAIN WITH GRATE
12. CONCRETE PAVEMENT OVER EXISTING STRUCTURAL SLAB
13. ONE-PART CONCRETE STRUCTURAL SLAB OVER METAL TREAD PLATE
14. TWO-PART CONCRETE STRUCTURE SLAB
15. BENCH INSTALLATION
16. LITTER RECEPTACLE INSTALLATION
17. TYPICAL SIGN POST DETAIL
18. TREE PLANTING
19. SOIL STRUCTURE SYSTEM
20. TYPICAL SECTION THRU BIORETENTION PLANTER
21. BIORETENTION CURB/SPLASH PAD
22. TYPICAL PARKING AREA SCREEN
23. CONDUIT AND ELECTRIC SUPPLY DETAIL
24. MAST ARM POLE DETAILS
25. POLYMER CONCRETE SPLICE BOX AT DUCT BANK
26. UTILITY DUCT BANK
27. UTILITY DUCT WITH TELECOMMUNICATION DUCT BANK

A-2 LANDSCAPE STANDARDS

- 2.1 LIST OF APPROVED STREET TREES.....

A-3 ANALYSIS MAPS

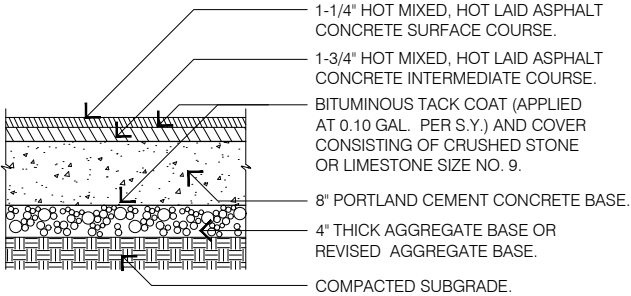
- 3.1 HISTORIC OVERLAY ZONES.....
- 3.2 TRAFFIC VOLUME.....
- 3.3 GROUND FLOOR LAND USES.....

A-4 ENGAGEMENT SUMMARY

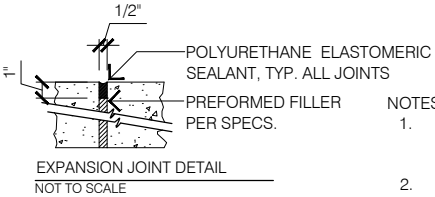
- 4.1 FOCUS GROUP WORKSHOPS.....
- 4.2 SURVEY RESULTS.....

A.1 | STANDARD STREETScape DETAILS

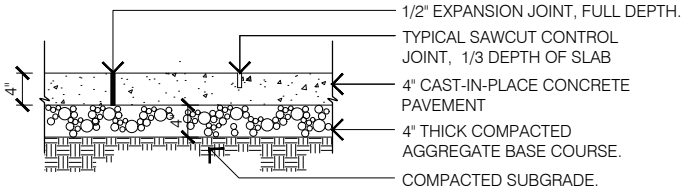
PAVEMENT DETAILS



1 ASPHALT PAVEMENT RESTORATION
NOT TO SCALE

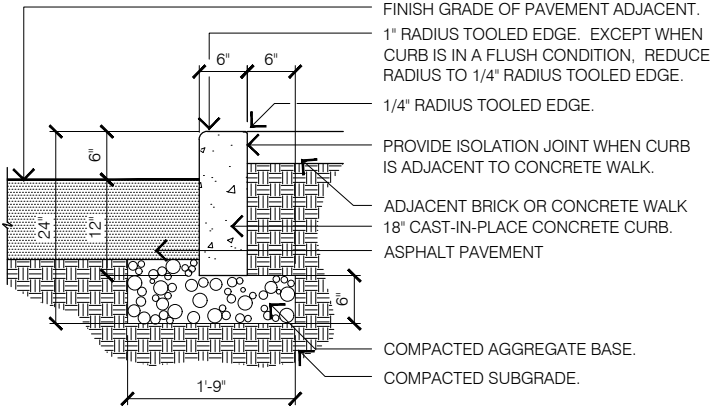


- NOTES:
1. EXPANSION JOINTS EVERY 30' MIN AND PER PLANS, CONTROL JOINTS TO BE AS SHOWN ON PLAN.
 2. PROVIDE LIGHT BROOM FINISH ON ALL CONCRETE SURFACES.
 3. SAWCUT CONTROL JOINTS.

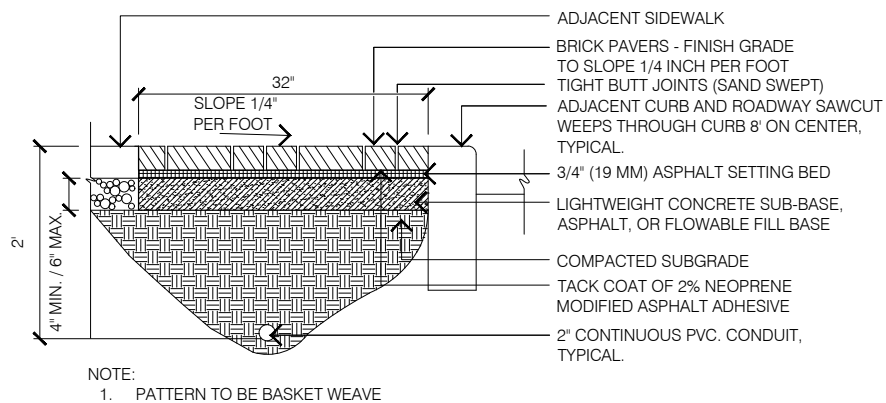


2 LIGHT-DUTY CONCRETE PAVEMENT
NOT TO SCALE

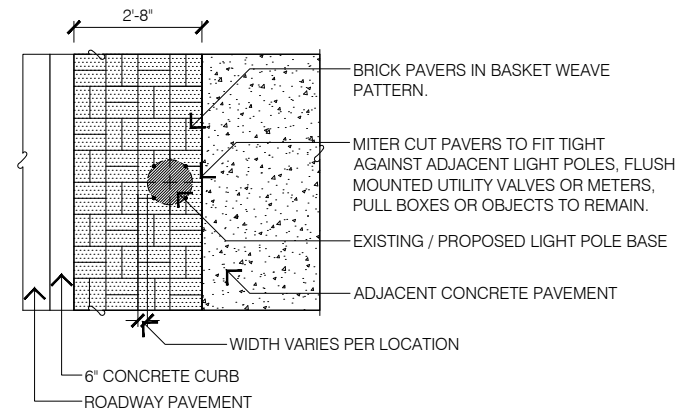
- NOTES:
1. EXPANSION JOINTS TO BE PER PLAN AND 30'-0" O.C. CONTROL JOINTS TO BE PER PLAN AND 6'-0" O.C.
 2. PROVIDE LIGHT BROOM FINISH ON ALL EXPOSED SURFACES.
 3. SAWCUT CONTROL JOINTS.
 4. WHEN CURB IS ADJACENT TO SIDEWALK, ALIGN CURB JOINTS WITH SIDEWALK JOINTS.
 5. CURBS IN BRICK PAVEMENT AREAS TO BE SAWCUT (1/8" BLADE) FROM TOP OF CURB TO FINISHED GRADE OF PAVEMENT TO FORM DRAINAGE WEEPS. SAWCUT CURBS 8' O.C.
 6. OMIT CONCRETE AGGREGATE BASE WHERE CURB ABUTS CONCRETE STREET PAVEMENT.



3 CONCRETE CURB
NOT TO SCALE



4 TYPICAL UNIT PAVER INSTALLATION
NOT TO SCALE



5 PAVER BAND DETAIL
NOT TO SCALE

A.1 | STANDARD STREETScape DETAILS

PAVEMENT DETAILS

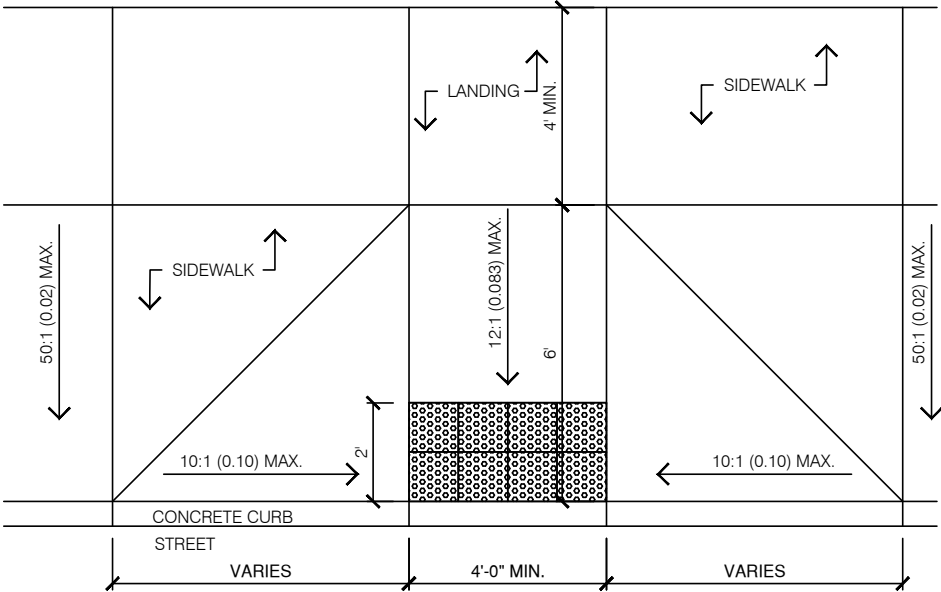
NOTES FOR DETECTABLE WARNING PAVERS:

1. TRUNCATED DOMES: INSTALL DETECTABLE WARNING PAVERS FOR A DISTANCE OF 24" FROM THE BACK OF CURB FOR THE ENTIRE WIDTH OF THE RAMP OPENING AS SHOWN ON PLAN.

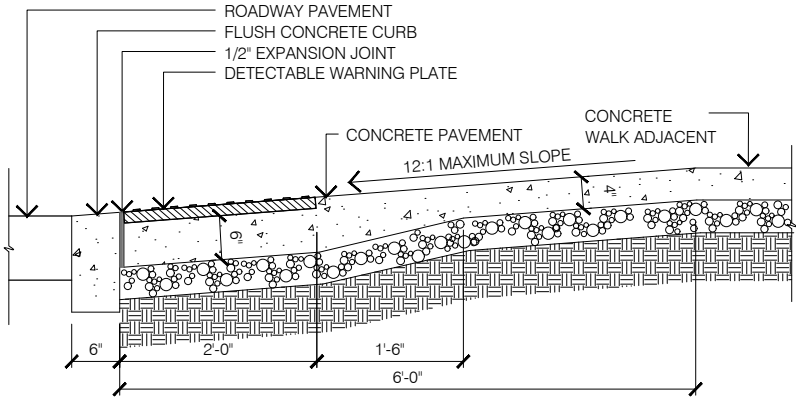
2. ACCEPTABLE MANUFACTURERS AND PRODUCTS ARE:
ARMOR TILE, DETECTABLE WARNING TILE, 12" X 12", BRICK RED, (FEDERAL COLOR #22144) OR KYDOT APPROVED EQUAL.

3. TILES WILL BE WET SET ON TOP OF A REINFORCED CONCRETE BASE PER MANUFACTURERS RECOMMENDATIONS.
5. TILES SHALL BE LAID SUCH THAT EDGES OF TILES ARE LEVEL WITH ADJOINING EDGES SO AS TO PROVIDE A SMOOTH TRANSITION FROM TILE TO TILE AND TILE TO PAVER SURFACE. MITER CUT PAVER EDGE AS NECESSARY AT CHANGE IN RAMP PLANE DIRECTION TO ASSURE FLUSH JOINT WITH ADJACENT PAVER.

6. THE SURFACE OF ANY TWO ADJACENT UNITS, PAVER OR TILE SHOULD NOT DIFFER BY MORE THAN 1/8" IN HEIGHT. FACE OF ALL TILE SHALL BE CLEAN OF CEMENT.

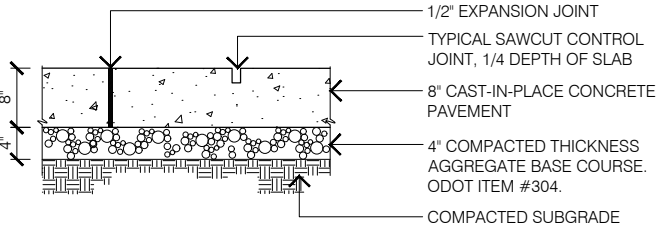


6 CURB RAMP
NOT TO SCALE

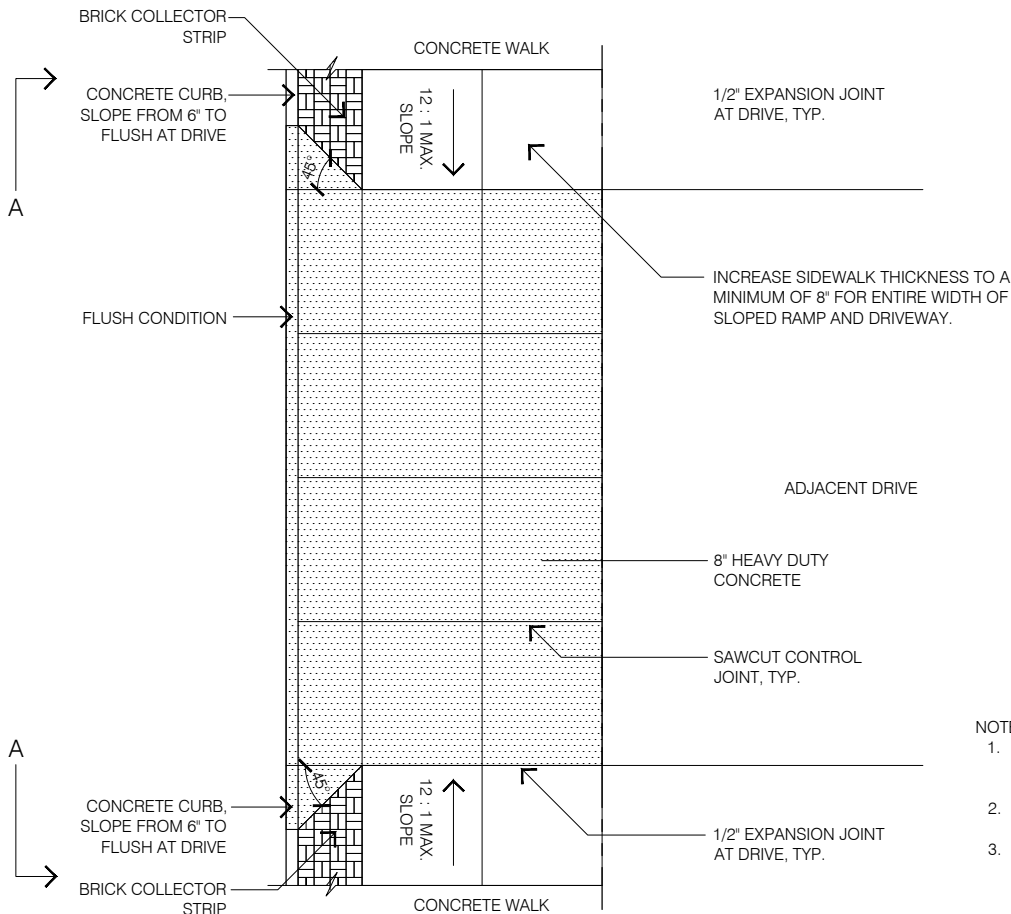
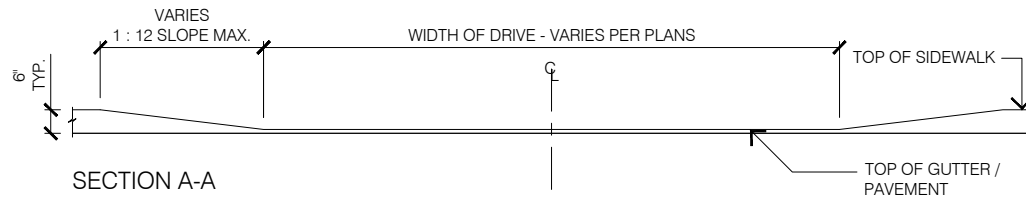


7 DETECTABLE WARNING PAVERS
NOT TO SCALE

- NOTES:
- EXPANSION JOINTS TO BE 30'-0" O.C. SCORE JOINTS TO BE @ 5'-0" O.C. OR AS SHOWN ON PLAN.
 - CONTROL JOINTS TO BE SAWCUT.
 - PROVIDE LIGHT BROOM FINISH ON ALL CONCRETE SURFACES AFTER EDGE TOOLING. PROVIDE 1/4" RADIUS ON ALL SLAB EDGES.



8 HEAVY DUTY CONCRETE PAVEMENT
NOT TO SCALE



NOTES:

1. DRIVEWAY APRONS AND SIDEWALKS SHALL BE KENTUCKY CLASS "A" CONCRETE AND PROVIDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS. ANY DEVIATION FROM STANDARD DETAILS SHALL BE SUBMITTED FOR APPROVAL TO ENGINEERING DEPARTMENT.
2. EXISTING CURB AND GUTTER SHALL BE COMPLETELY REMOVED TO NEAREST JOINT. HORIZONTAL SAWING OF CURB IS NOT PERMITTED.
3. REFER TO THE KENTUCKY TRANSPORTATION CABINET CONSTRUCTION AND MATERIAL SPECIFICATIONS (CURRENT EDITION), ALL CONSTRUCTION WORK SHALL BE DONE ACCORDING TO SAID SPECIFICATIONS AND IN ACCORDANCE WITH APPLICABLE STANDARDS OF THE GOVERNING AGENCIES. WHEN IN CONFLICT, THE MORE STRINGENT REQUIREMENTS SHALL GOVERN.
4. SIDEWALKS ABUTTING SLOPED PORTION OF APRON SHALL BE SLOPED IN ACCORDANCE WITH ADA REQUIREMENTS.

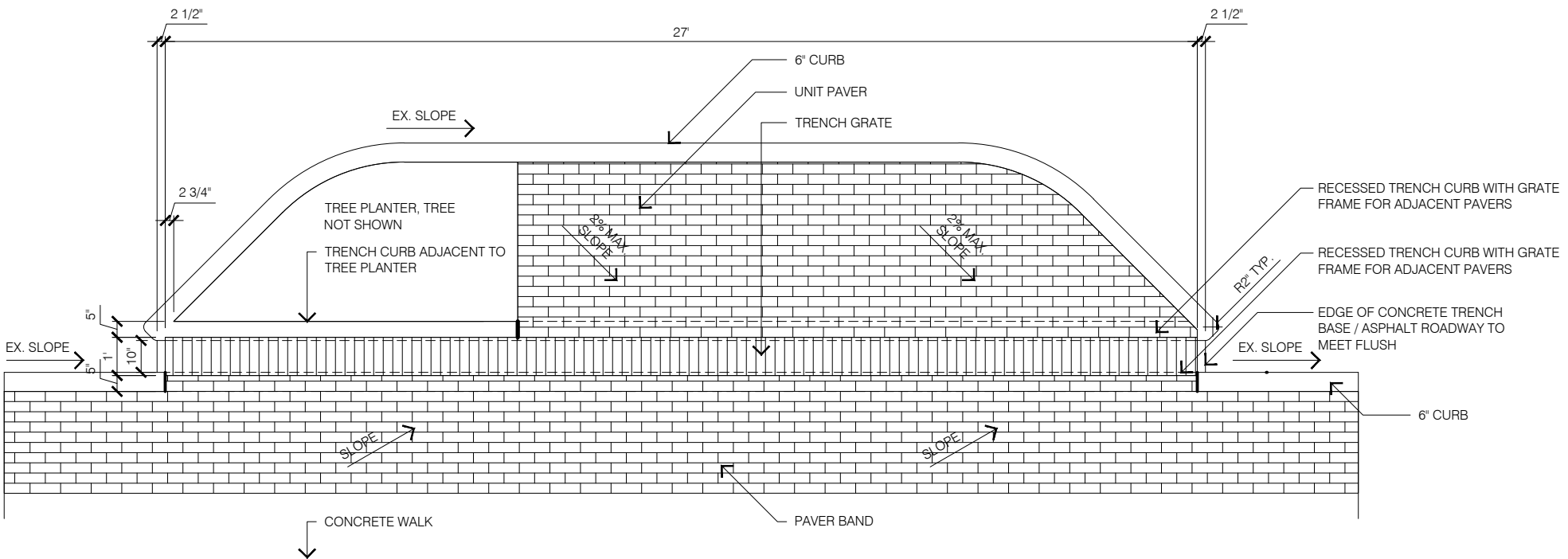
9

STANDARD CONCRETE DRIVEWAY APRON DETAIL

NOT TO SCALE

A.1 | STANDARD STREETScape DETAILS

PAVEMENT DETAILS

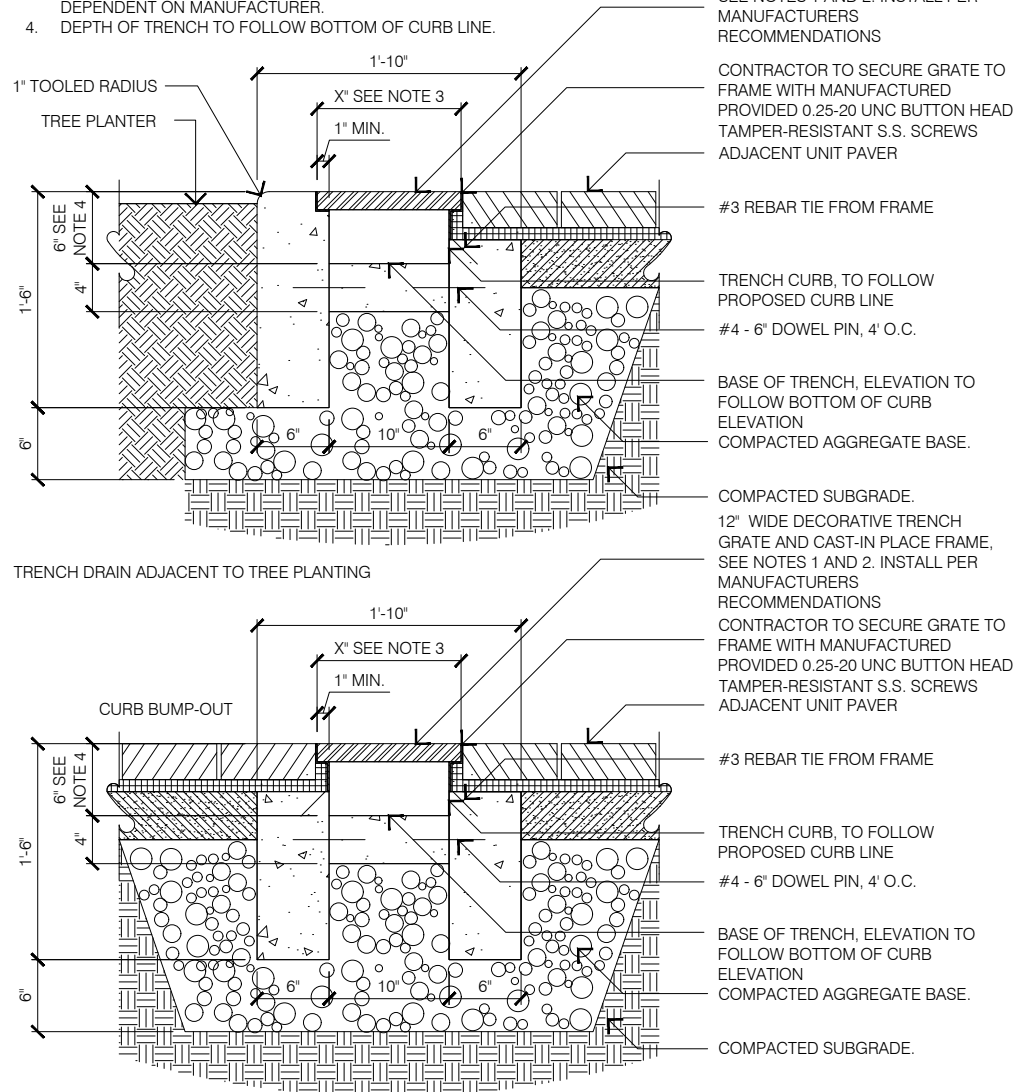


10 CURB BUMP-OUT WITH TRENCH DRAIN

NOT TO SCALE

NOTES:

1. BASIS OF DESIGN, URBAN ACCESSORIES, SECURED 12" X 18" DECORATIVE TRENCH GRATE AND FRAME, TITLE WAVES MODEL OR EQUAL.
2. NUMBER OF GRATES DEPENDENT ON MANUFACTURES STANDARD LENGTHS.
3. BASED ON 12" GRATE, MAY VARY PER ACTUAL DIMENSION OF GRATE DEPENDENT ON MANUFACTURER.
4. DEPTH OF TRENCH TO FOLLOW BOTTOM OF CURB LINE.



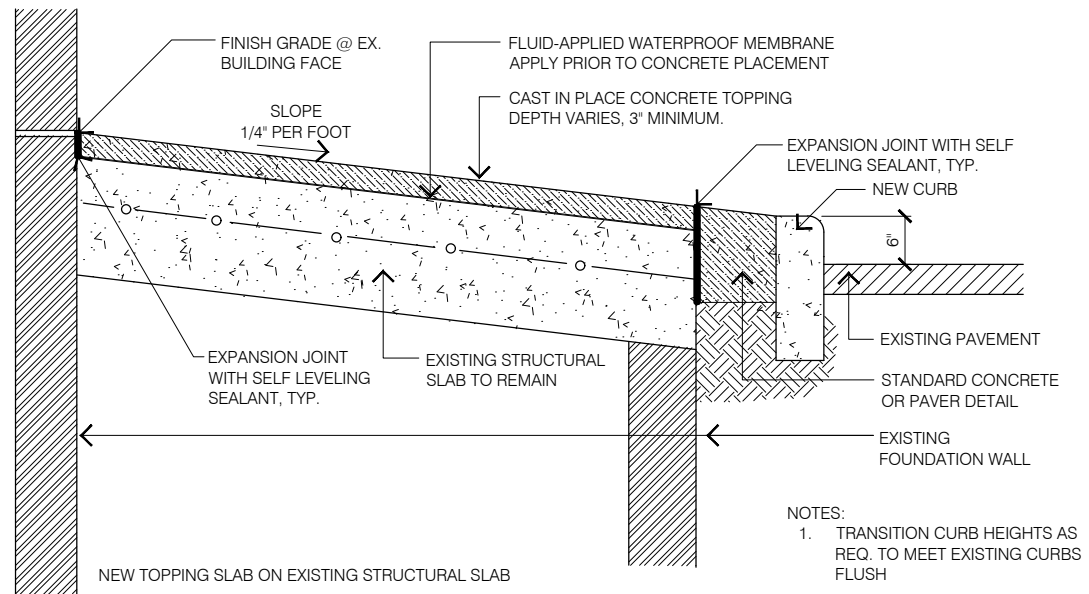
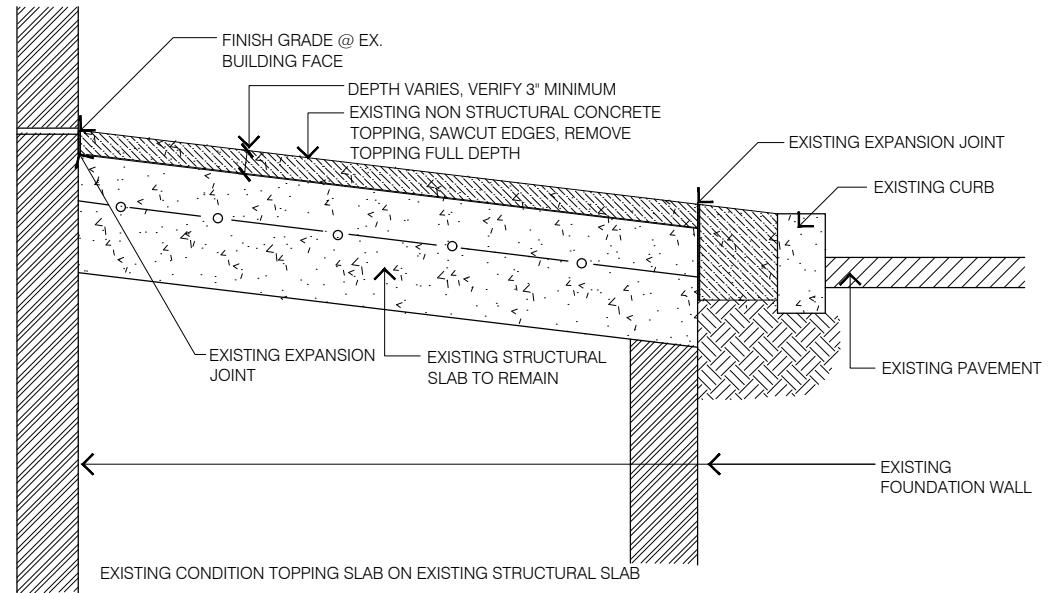
TRENCH DRAIN ADJACENT TO PAVERS TO EITHER SIDE

11 TRENCH DRAIN WITH GRATE

NOT TO SCALE

A.1 | STANDARD STREETScape DETAILS

VAULT DETAILS - RENOVATION

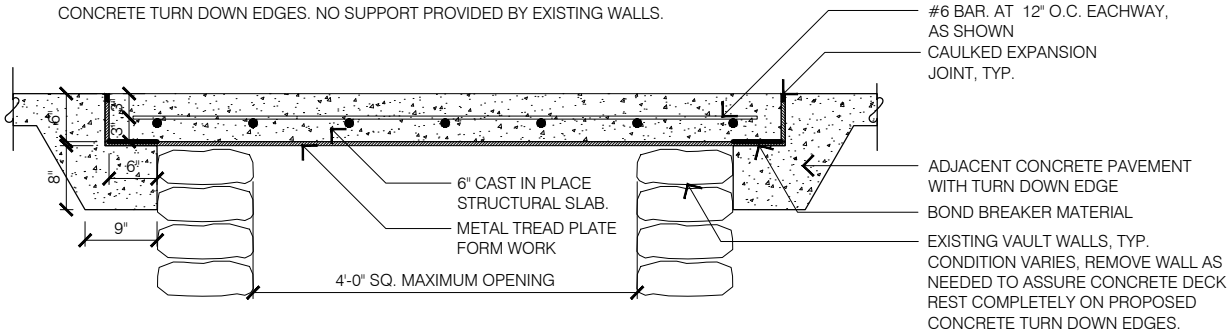


12 CONCRETE PAVEMENT OVER EXISTING STRUCTURAL SLAB

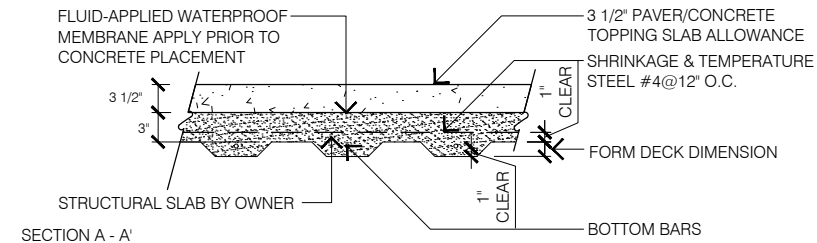
NOT TO SCALE

GENERAL NOTES:

1. NOTIFY AND COORDINATE WITH OWNER TO MINIMIZE DAMAGE TO INTERIOR STRUCTURE AND CONTENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO CONTENTS OF BASEMENT BELOW.
2. CONTRACTOR TO VERIFY WITH CITY ENGINEER APPLICATION OF DETAIL PER ACTUAL FIELD CONDITION.
3. CONTRACTOR TO FIELD VERIFY VAULT OPENING DIMENSIONS, DETAIL TO NOT BE USED FOR OPENINGS LARGER THAN 4'-0" X 4'-0".
4. STRUCTURAL SUPPORT OF SUSPENDED SLAB TO BE PROVIDED BY ADJACENT CONCRETE TURN DOWN EDGES. NO SUPPORT PROVIDED BY EXISTING WALLS.

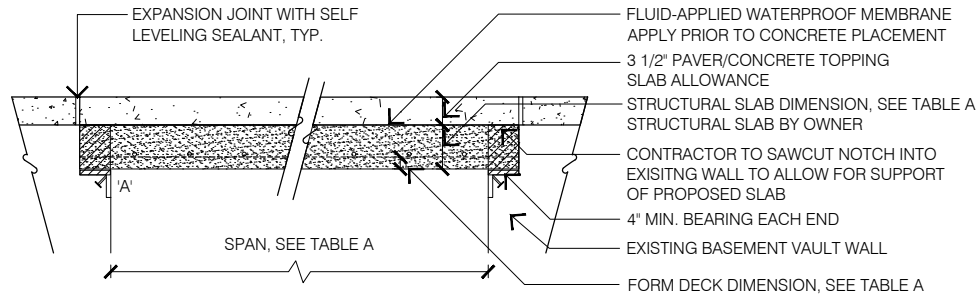


13 ONE-PART CONCRETE STRUCTURAL SLAB OVER METAL TREAD PLATE NOT TO SCALE



NOTE "A":

CAST IN OR EXPANSION BOLTED IRON 4"x4"x1/4" (GALVANIZED) WITH 1/2" DIAMETER HEADED STUDS OR EXPANSION BOLTS AT 24" O.C.



14 TWO-PART CONCRETE STRUCTURE SLAB NOT TO SCALE

TABLE A

SPAN	FORM DECK DIMENSION & GAUGE	STRUCTURAL SLAB DIMENSION	BOTTOM BARS
UP TO 5'-10"	1 1/2" X 18 GA.	4 1/2"	#5@6" C/C (#7@12" C/C)
5'-10" TO 7'-9"	2" X 18 GA	5"	#8@12" C/C
7'-9" TO 9'-7"	3" X 18 GA	6"	#9@12" C/C

GENERAL NOTES:

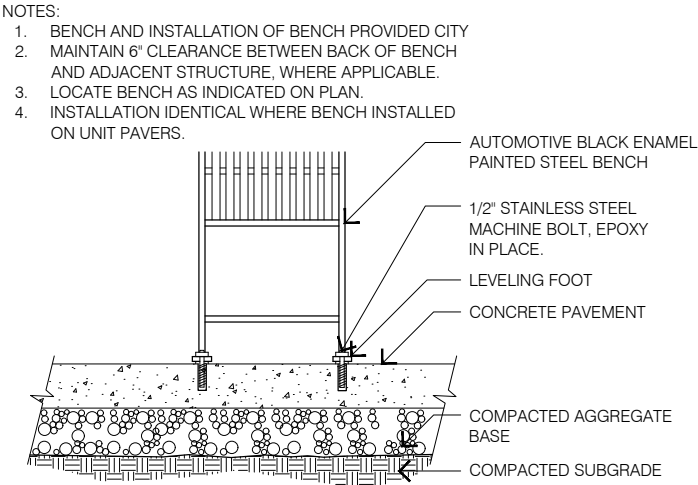
1. CONTRACTOR TO VERIFY STRUCTURAL CONDITION OF ADJACENT EXISTING STRUCTURAL SLAB OR BASEMENT VAULT WALL PRIOR TO INSTALLATION OF STEEL REINFORCEMENT.
2. NOTIFY AND COORDINATE WITH OWNER TO MINIMIZE DAMAGE TO INTERIOR STRUCTURE AND CONTENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO CONTENTS OF BASEMENT BELOW.
3. CONTRACTOR TO VERIFY WITH CITY ENGINEER APPLICATION OF DETAIL PER ACTUAL FIELD CONDITION.

CONSTRUCTION NOTES:

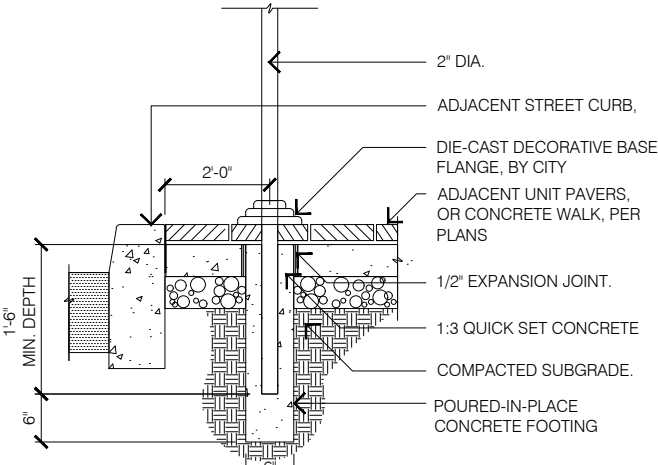
1. CONCRETE - 4000 PSI AT 28 DAYS WITH 4-6% AIR ENTRAINMENT.
2. REINFORCING STEEL GRADE 60 WITH EPOXY COATING.
3. FORM DECK BASIS OF DESIGN VULCRAFT "CONFORM" WITH G 60 GALVANIZED FINISH.

A.1 | STANDARD STREETScape DETAILS

SITE FURNISHINGS

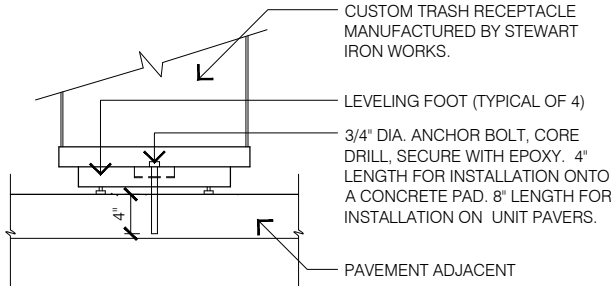


15 BENCH INSTALLATION
NOT TO SCALE

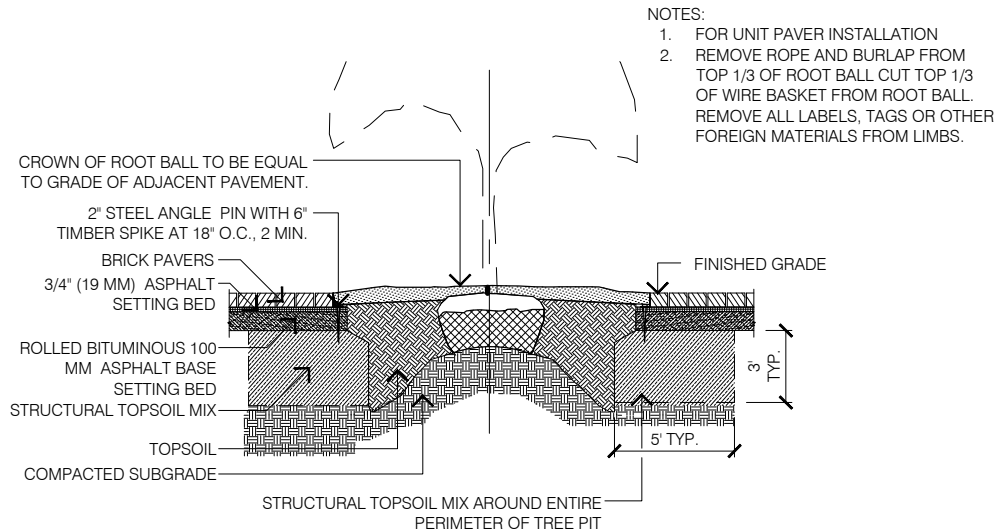


- NOTES:
1. CONTRACTOR TO PROVIDE WELDED CAP ON POST.
 2. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
 3. CONTRACTORS TO COORDINATE HEIGHT OF SIGNAGE PANEL, COLLAR, AND LOCATION OF SIGN POSTS WITH CITY ENGINEER PRIOR TO CONSTRUCTION.
 4. SET POSTS PLUMB.
 5. POST AND SLEEVE TO BE PAINTED BLACK FINISH: SATIN.
 6. USE FOR ALL PARKING SIGNS, STREET SIGNS, STOP SIGNS OR OTHER.

17 TYPICAL SIGN POST DETAIL
NOT TO SCALE

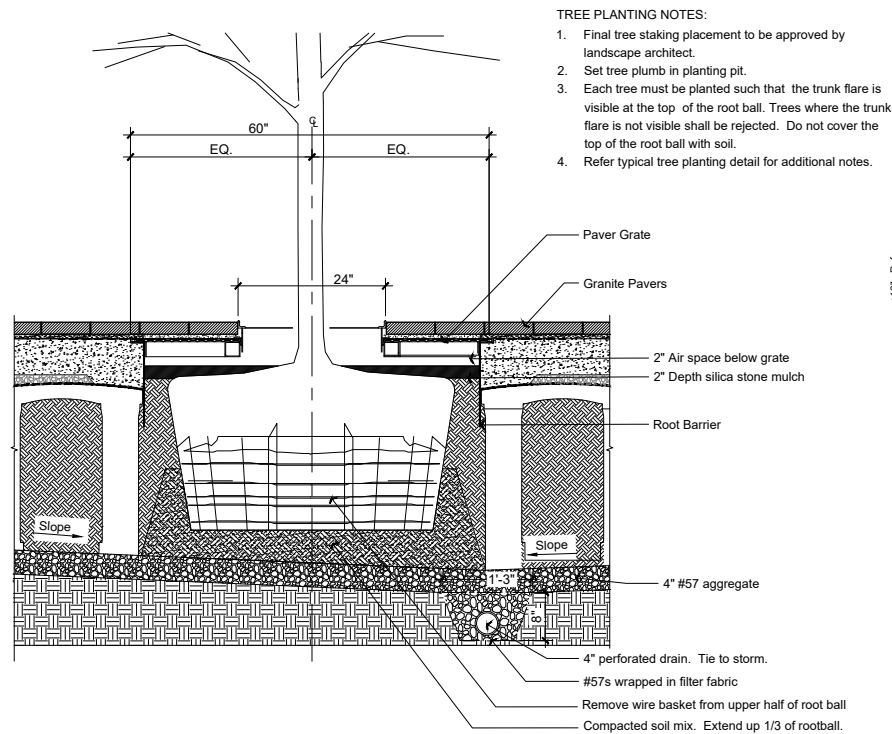


16 LITTER RECEPTABLE INSTALLATION
NOT TO SCALE



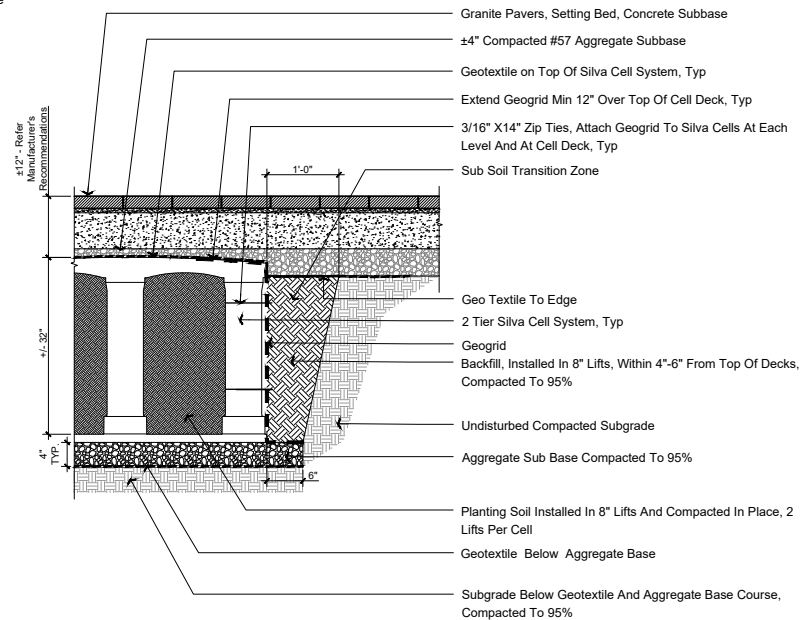
18 TREE PLANTING

NOT TO SCALE



SOIL STRUCTURE NOTES:

1. Detail below is based on Silva Cell Manufacturer's Recommendation and is shown for design intent only.
2. Submit shop drawings for approval

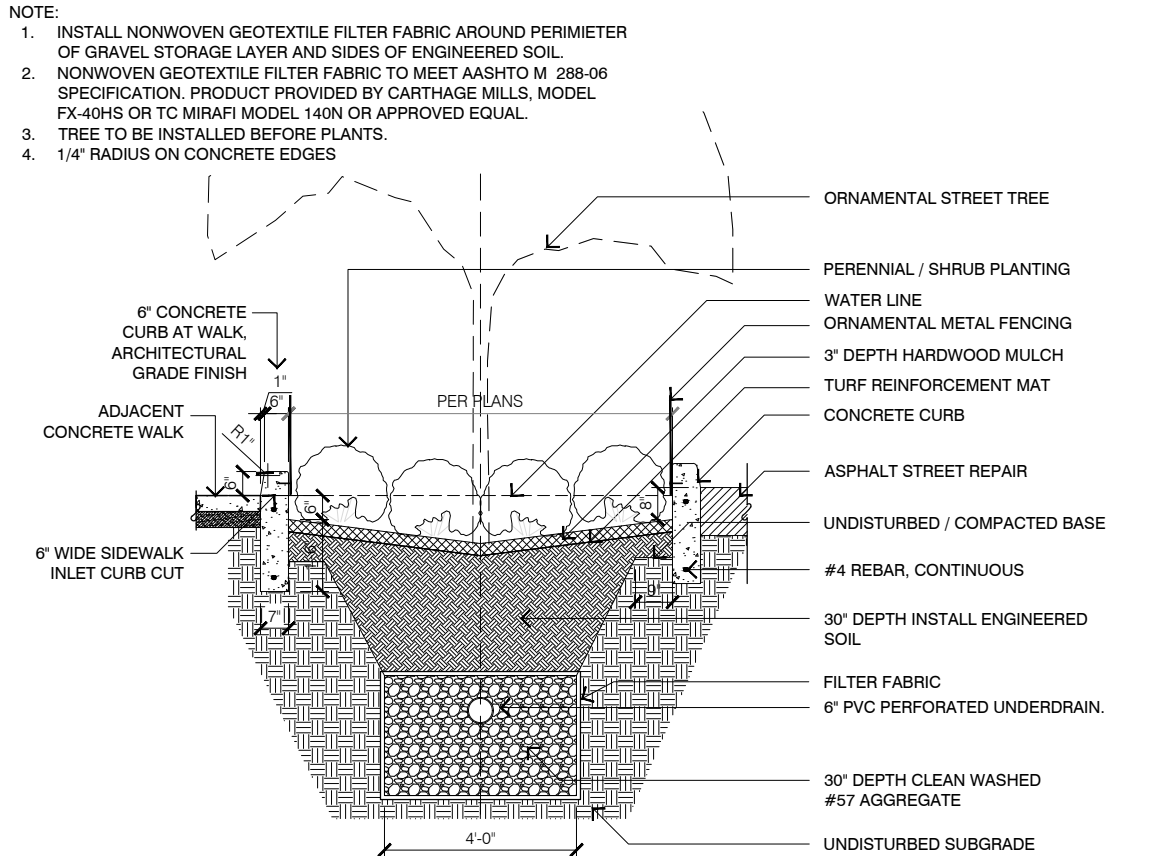


19 SOIL STRUCTURE SYSTEM

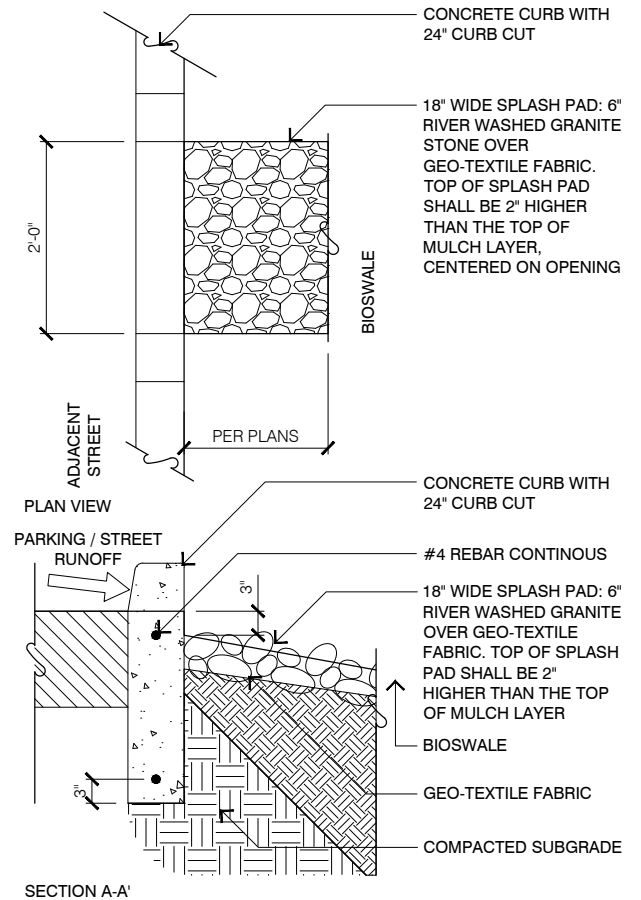
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A.1 | STANDARD STREETScape DETAILS

PLANTING DETAILS



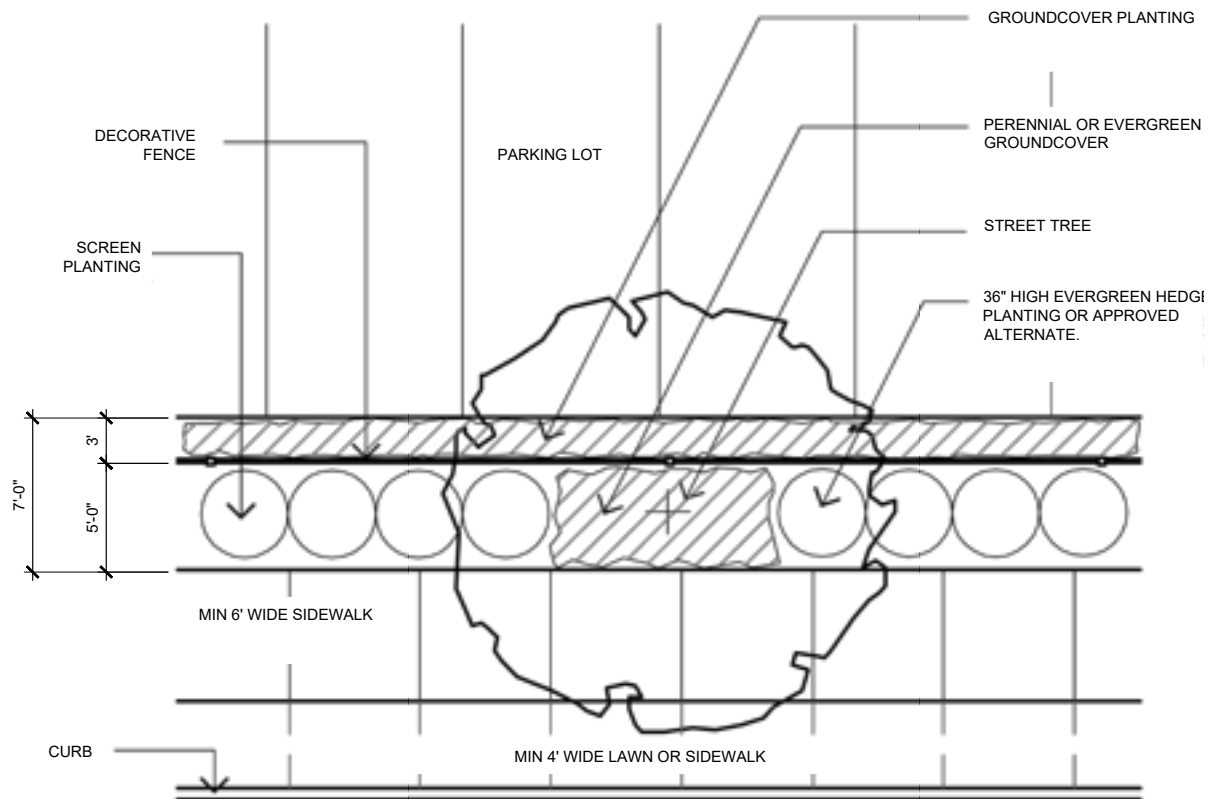
20 TYPICAL SECTION THRU BIORETENTION PLANTER
NOT TO SCALE



21 BIORETENTION CURB / SPLASH PAD
NOT TO SCALE

A.1 | STANDARD STREETSCAPE DETAILS

VEHICULAR USE AREA BUFFER DETAILS

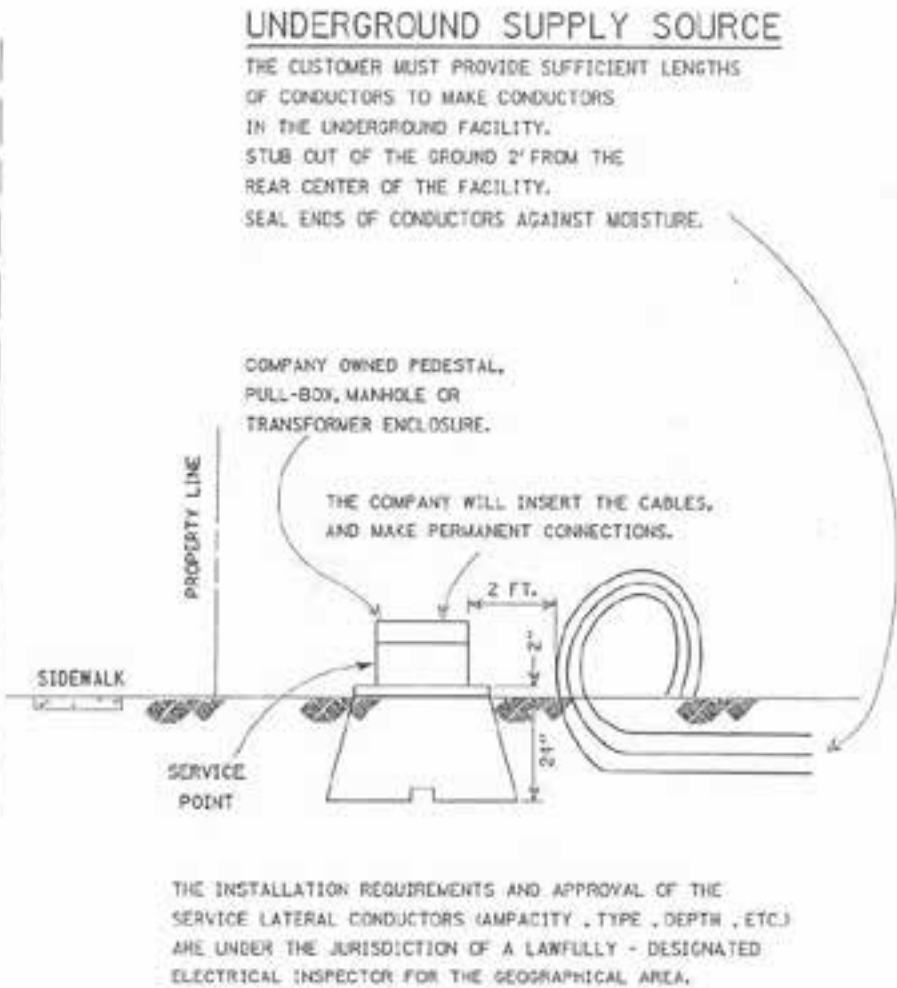
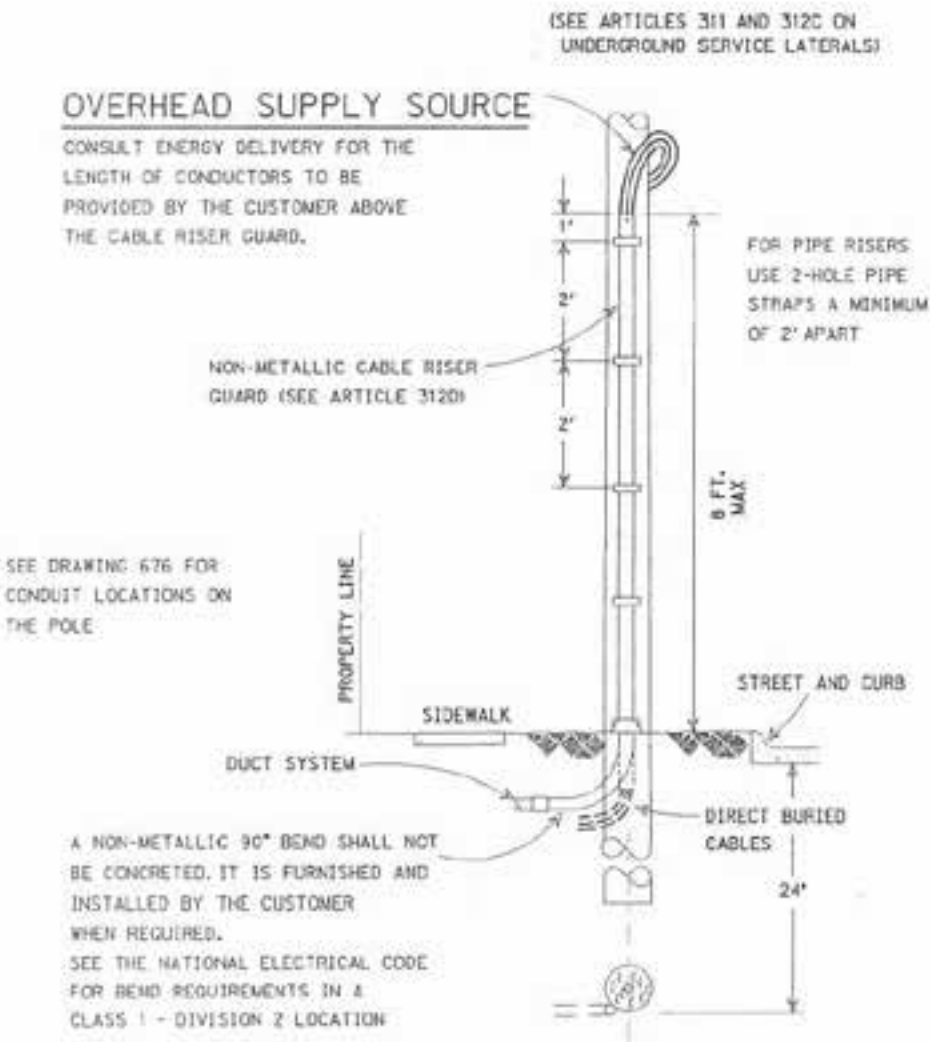


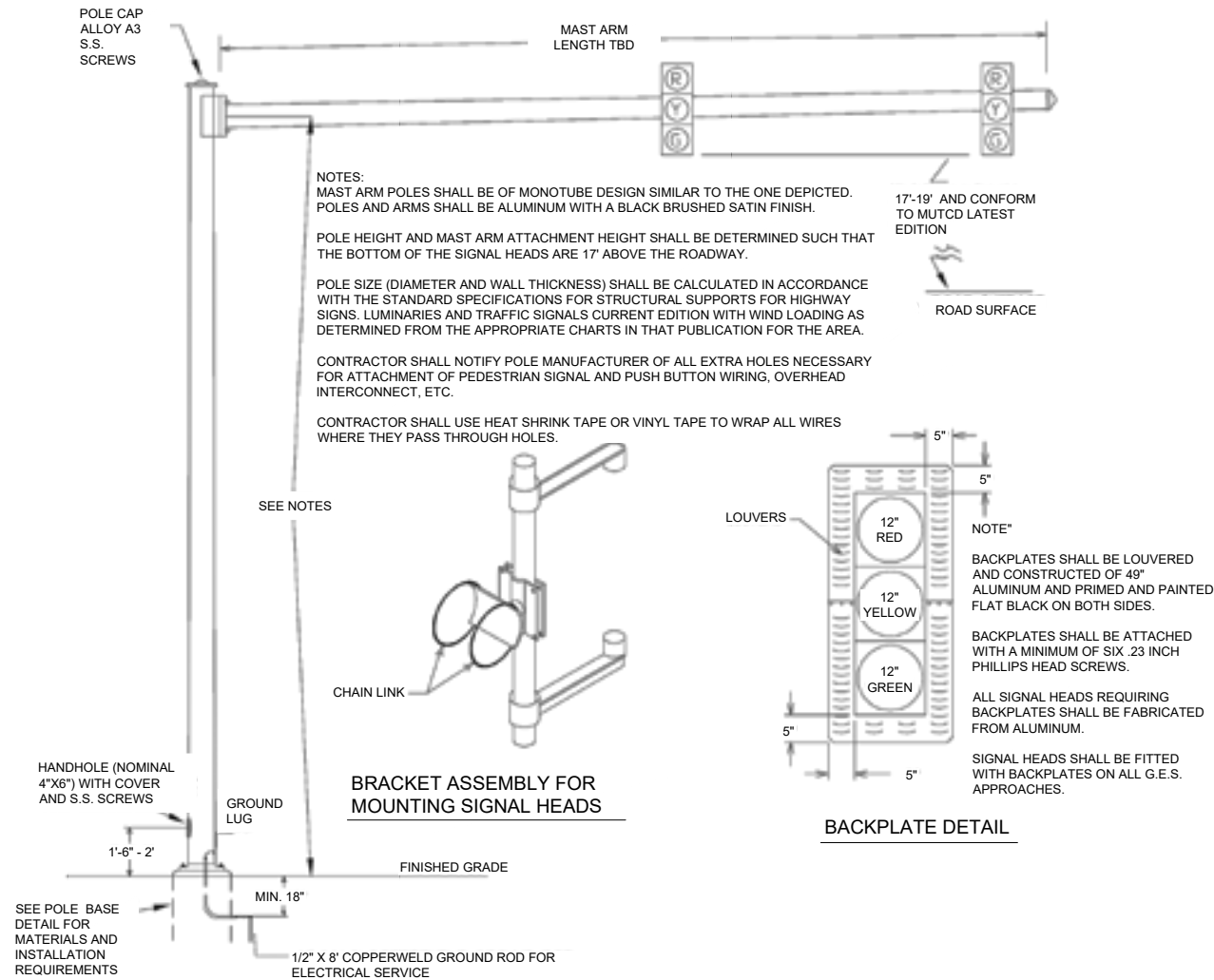
NOTES:

1. The Covington Urban Forestry Board is the approval body for all landscape plans.
2. Refer to City Zoning Code regulation 8.02.02. for details.

22 VEHICULAR USE AREA SCREEN

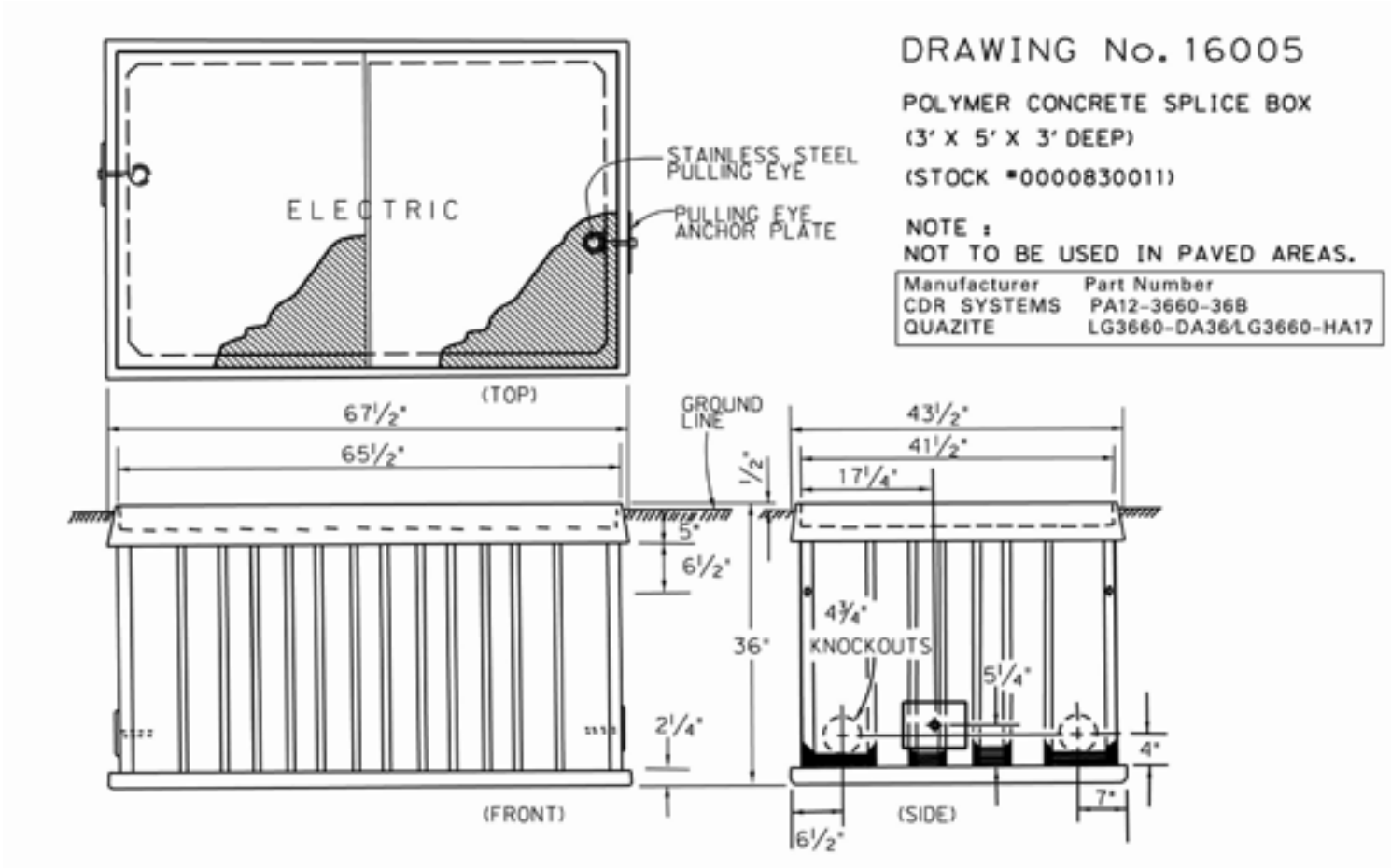
NOT TO SCALE





24 MAST ARM POLE DETAILS

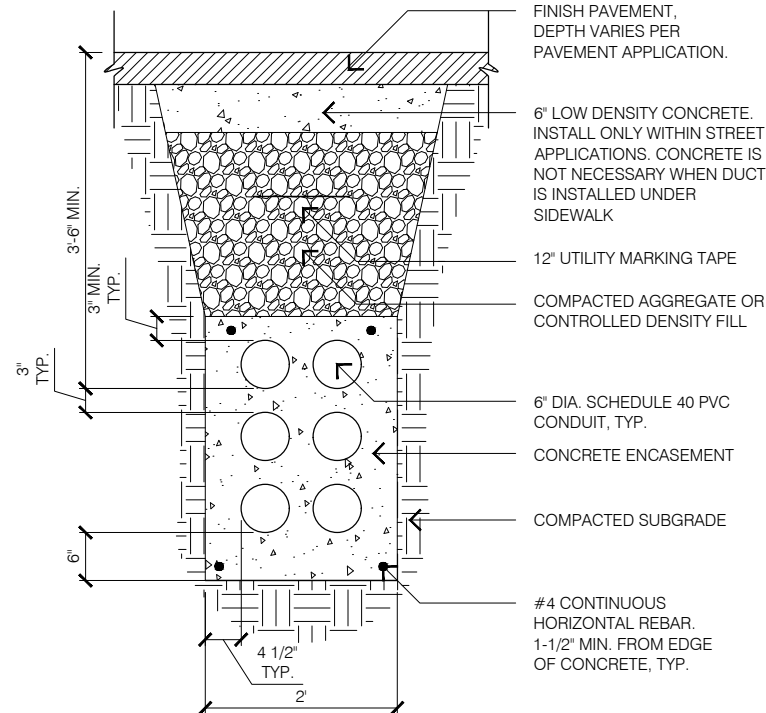
Detail from KTC standard traffic control device specs - NOT TO SCALE



25 POLYMER CONCRETE SPLICE BOX AT DUCT BANK
DUKE ENERGY DRAWING 16005 - NOT TO SCALE

NOTE:

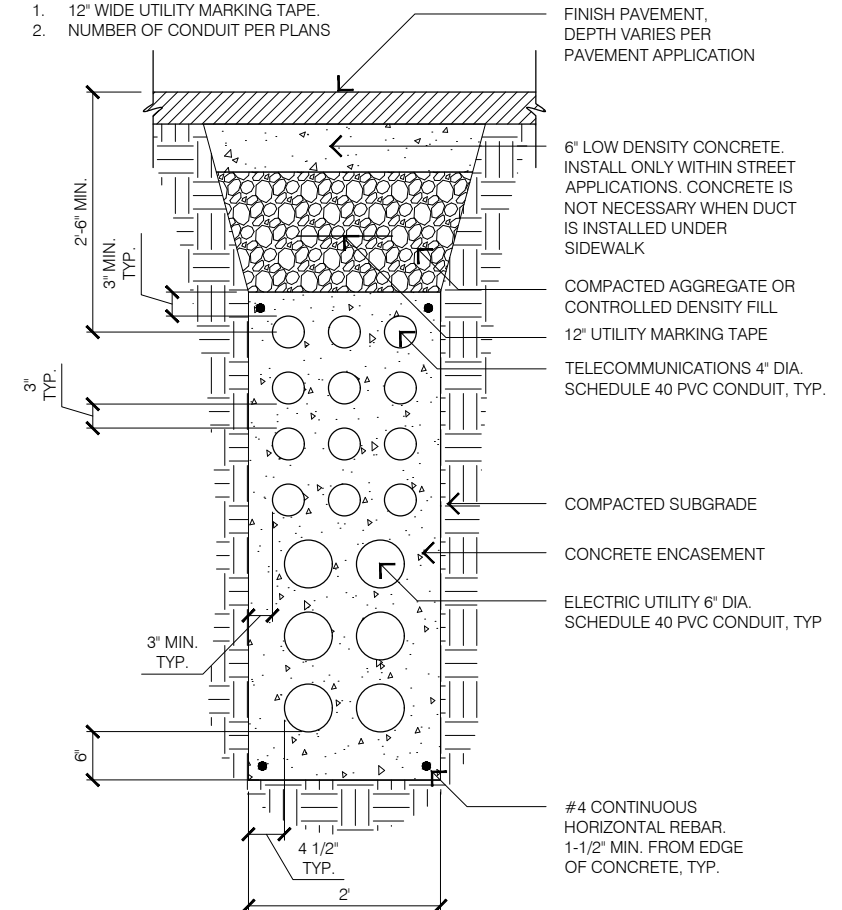
1. 12" WIDE RED MARKING TAPE "ELECTRIC BURIED BELOW" OR DYE CONCRETE TOP RED.
2. NUMBER OF CONDUIT PER PLANS



26 UTILITY DUCT BANK
NOT TO SCALE

NOTE:

1. 12" WIDE UTILITY MARKING TAPE.
2. NUMBER OF CONDUIT PER PLANS



27 UTILITY DUCT WITH TELECOMMUNICATION DUCT BANK
NOT TO SCALE

A-2.2 | STREET TREES & LANDSCAPE DESIGN STANDARDS

LIST OF APPROVED TREES

LARGE SHADE TREES* (open areas or medians)

- Oaks
- London Planetree
- Princeton Sentry Ginkgo (male only)
- Kentucky Coffee Tree (Espresso)
- Sugar Maple
- Bald Cypress
- Basswood
- Tulip Poplar

MEDIUM TREES (in 4'x6' or larger tree wells)

- Black Gum
- State Street Maple
- Yellowwood
- Patriot Elm
- Zelkova

SMALL TREES (in 3'x3' or smaller tree wells)

- Serviceberry
- Winter King Hawthorn
- Ivory Silk Lilac Tree

*Large Shade Trees can be planted where expanded soil volume (structural soil or silva cell) are utilized.

Other Species may be used with prior approval from the Covington Urban Forestry Board.



OAKS
Quercus spp.



LONDON PLANETREE
Platanus x acerifolia



PRINCETON SENTRY GINKGO
Ginkgo biloba 'Princeton Sentry'



KENTUCKY COFFEE TREE
Gymnocladus dioica



BLACK GUM
Nyssa sylvatica



STATE STREET MAPLE
Acer miyabei 'Morton'



BALD CYPRESS
Taxodium distichum



BASSWOOD
Tilia americana



TULIP POPLAR
Liriodendron tulipifera



YELLOWWOOD
Cladrastis kentukea



PATRIOT ELM
Ulmus americana



ZELKOVA
Zelkova serrata



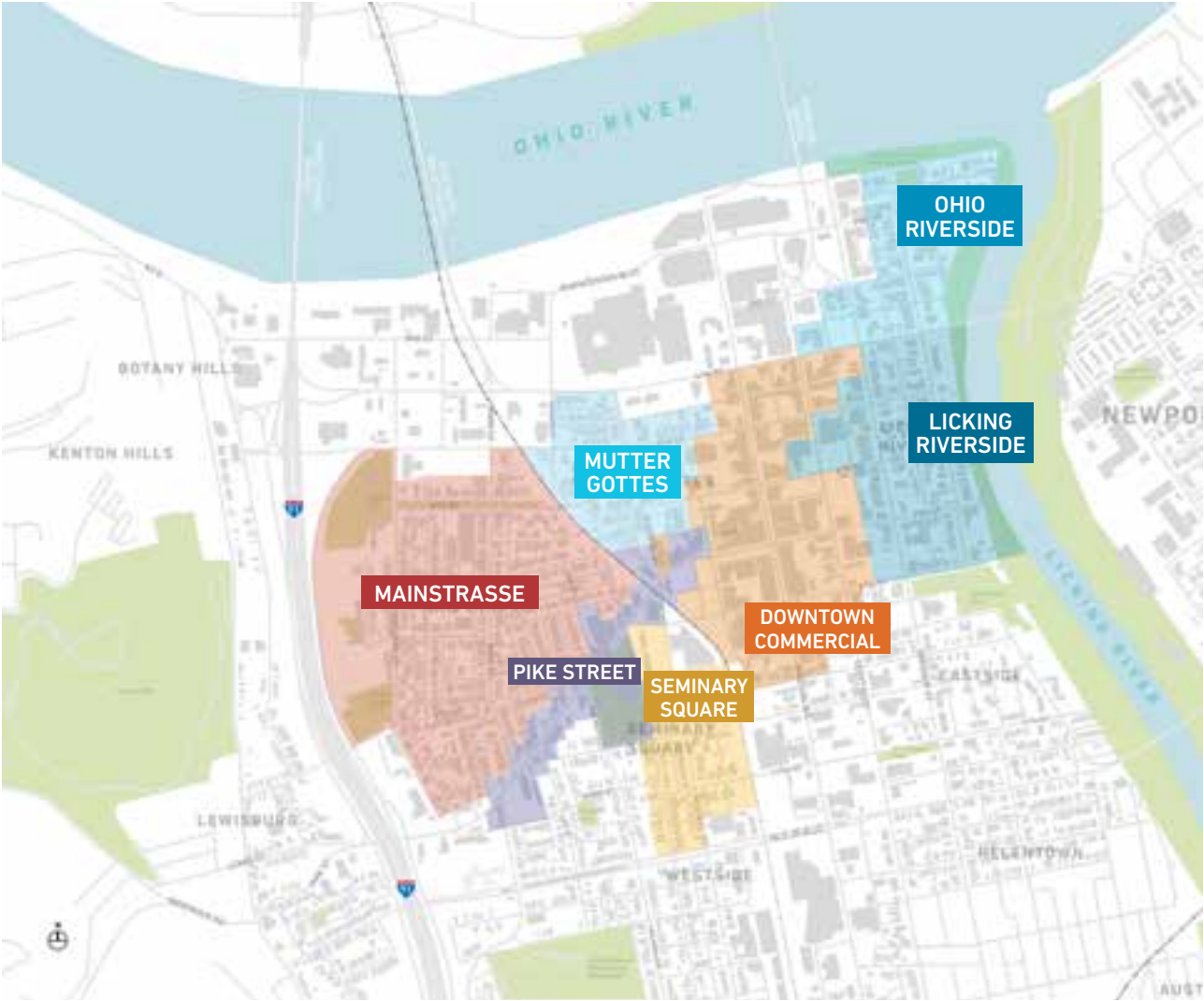
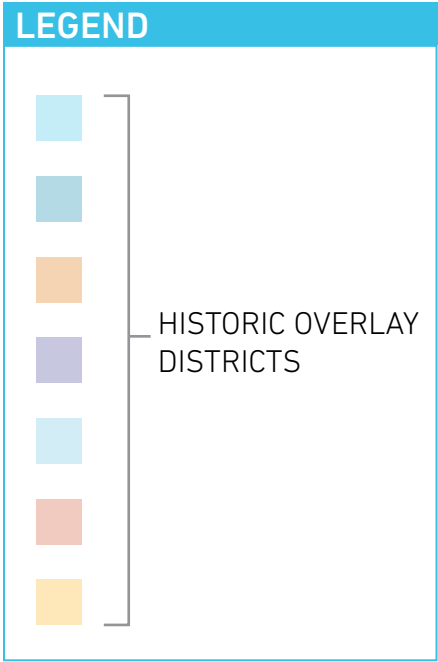
SERVICEBERRY
Amelanchier arborea

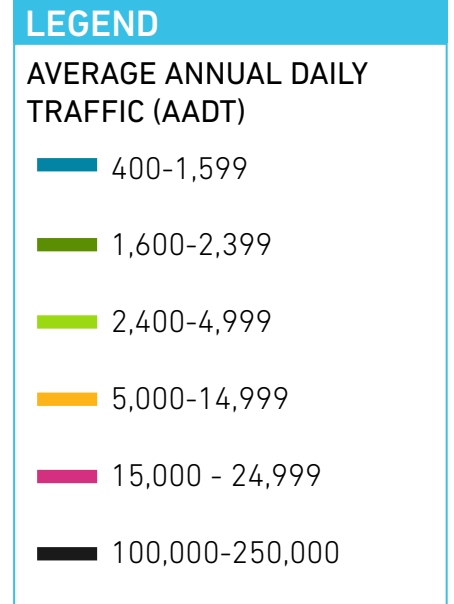


WINTER KING HAWTHORN
Crataegus viridis 'Winter King'



IVORY SILK LILAC TREE
Syringa reticulata 'Ivory Silk'





A-3.3 | GROUND FLOOR LAND-USE MAP

LEGEND

GROUND FLOOR LAND USES

RESIDENTIAL

COMMERCIAL

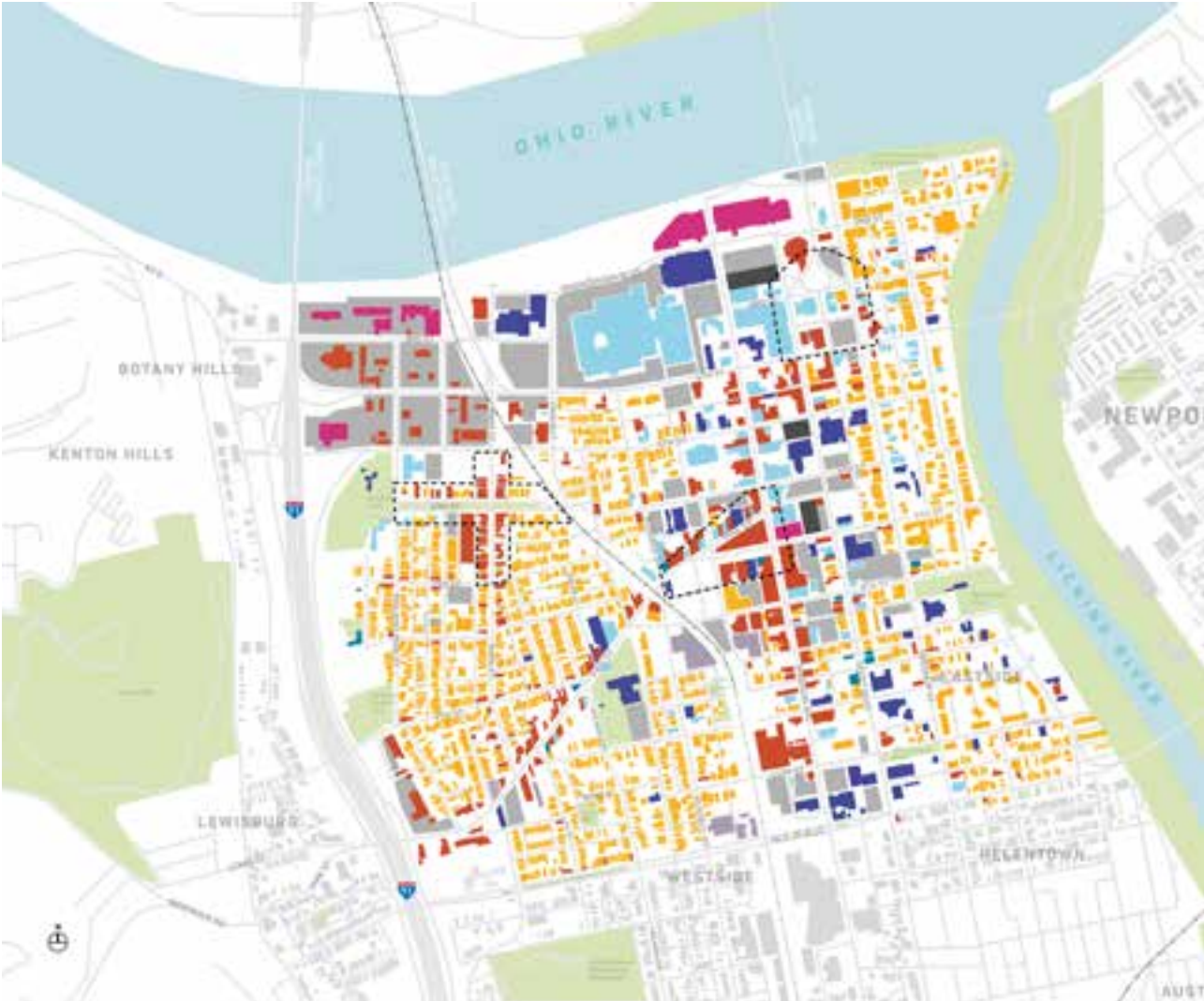
OFFICE

CIVIC / INSTITUTIONAL

HOTEL

SURFACE PARKING

PARKING GARAGE



A-4.1 | ENGAGEMENT SUMMARY

FOCUS GROUP TAKEAWAYS

Session 1 – MainStrasse & Rivercenter

Issues:

- Curbs & ADA ramps on 6th promenade & Main sidewalks need repair
- Street trees on Main can create walkability problems and crowding, limits bike options

Opportunities:

- Activate grass island in MainStrasse so it helps with connectivity to Duveneck Square
- Sub-surface infrastructure for tree roots, alleviate sidewalk heaving, better tree health
- Consider permeable pavement and/or suspended pavement system for stormwater management (6th promenade & Main)
- Curb-less streets
- More tree canopy related to success of outdoor dining – restaurants have asked for more
- Find way to enforce walkability standards in relation to outdoor dining (business need to abide)
- Promenade lighting, light canopy
- Improved wayfinding & signage
- Valet pick-up/ drop-off
- Sidewalk seating for overall improvement of sidewalks is critical
- Pedestrians should not feel crowded by seating area use (4' min. path!)
- (MeetNKY) Regular music programming at Rivercenter plaza
- (MeetNKY) Connectivity of key entertainment areas and specify the wide array of experiences (cultural, culinary, historical)
- (MeetNKY) emphasize walkability and wayfinding
- (MeetNKY) build a synergy with Riverfront Commons
- (MeetNKY) expand focus to include Roebling Point & Riverwalk
- (MeetNKY) utilize the riverfront, green space, murals
- (MeetNKY) riverfront to MainStrasse connection is most urgent problem

Session 2 – Roebling Point

Issues:

- Wayfinding around the area – where do you park, how to get from Convention Center to Roebling Point
- 3rd & Greenup crosswalk is not easy to navigate
- Dead frontage on old IRS building (Gateway Center)

Opportunities:

- Wayfinding and simplifying parking – how to pay, where to park, how to get to businesses
- Take down the Covington gateway wall, activate the yoke
- Remove the off-ramp to 3rd & force traffic to Scott
- Build better connectivity between Roebling & Riverfront Commons
- Wider sidewalks with underground structure for large canopy trees – this is the hottest part of the city
- Shelter with departure board & map for Southbank Shuttle
- Kiosk to inform public where they are in relation to other areas, and what's happening where they are
- Street amenities that are consistent
- Branded flags on light poles
- Dot-votes for multi-use trail, rain garden & silva cell tree pits
- Better branding for "Roebling Point"
- Connectivity to pedestrian-friendly retail that can be achieved merely via leasing (Gateway Center)
- Connectivity to public parking, assets, hotels, riverfront
- Leasing the ground of the Ascent
- More crosswalks, easier pedestrian access, lighting, planters
- Stronger connection to retail and river (along Greenup)
- Close 3rd street between Scott & Greenup
- Sense of permanence for farmers market
- Central fountain or statue (on Park Place)
- Festival street area (4th – 3rd)
- Make 4th street 2-way from Scott to Newport

- Need dumpster facilities & deliveries for large truck spaces
- Is a performance space currently planned for the riverfront Commons? And are they too close/ needed if so?
- Further discussion should occur with police if the plan will recommend relocating the memorial

Session 3 – Duveneck Square

Issues:


- Lack of tree canopy
- Overhead wires
- Sidewalks can be unbearably hot in the summer due to lack of shade


Opportunities:

- Improve experience of underpasses to promote walkability
- Potential for removable bollards to block off 7th during festivals instead of sawhorses
- Connect neighborhoods
- Curbless streets
- Outdoor dining
- Underground utilities are critical for a pleasant/ expanded commercial & pedestrian experience
- Spacing existing planters out to include more southern parts of Madison
- New development, interspersed and beautifying existing buildings
- Containers much easier to manage vs trees
- Trees create usable spaces via shade
- Creative bus stops


MAINSTRASSE - ISSUES & OPPORTUNITIES

COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES
FOCUS GROUP MEETING 7-16-2014







1 PEDESTRIAN ACCESSIBILITY
Existing curb and ramp configuration limits flexibility and does not meet current ADA standards




2 GEORGE STEINER PARK
Consider improvements that improve the durability, flexibility and day-to-day enjoyment of the trail




3 POTENTIAL LIGHTING MODERNIZATION
Additional pedestrian-scale lighting could be Main Street and include smart technologies to enhance efficiency & user experience.




NARROW SIDEWALKS
Tree pits, broken pavement, stairs and site furnishings often restrict the clear zone for pedestrians




5 MAINSTRASSE DISTRICT PAVING
Continue using the existing concrete paver style within



6 CURB-LESS STREET
Greater flexibility can be achieved in key areas where



7 TREE CANOPY
Tree plantings should be of sufficient size and spacing

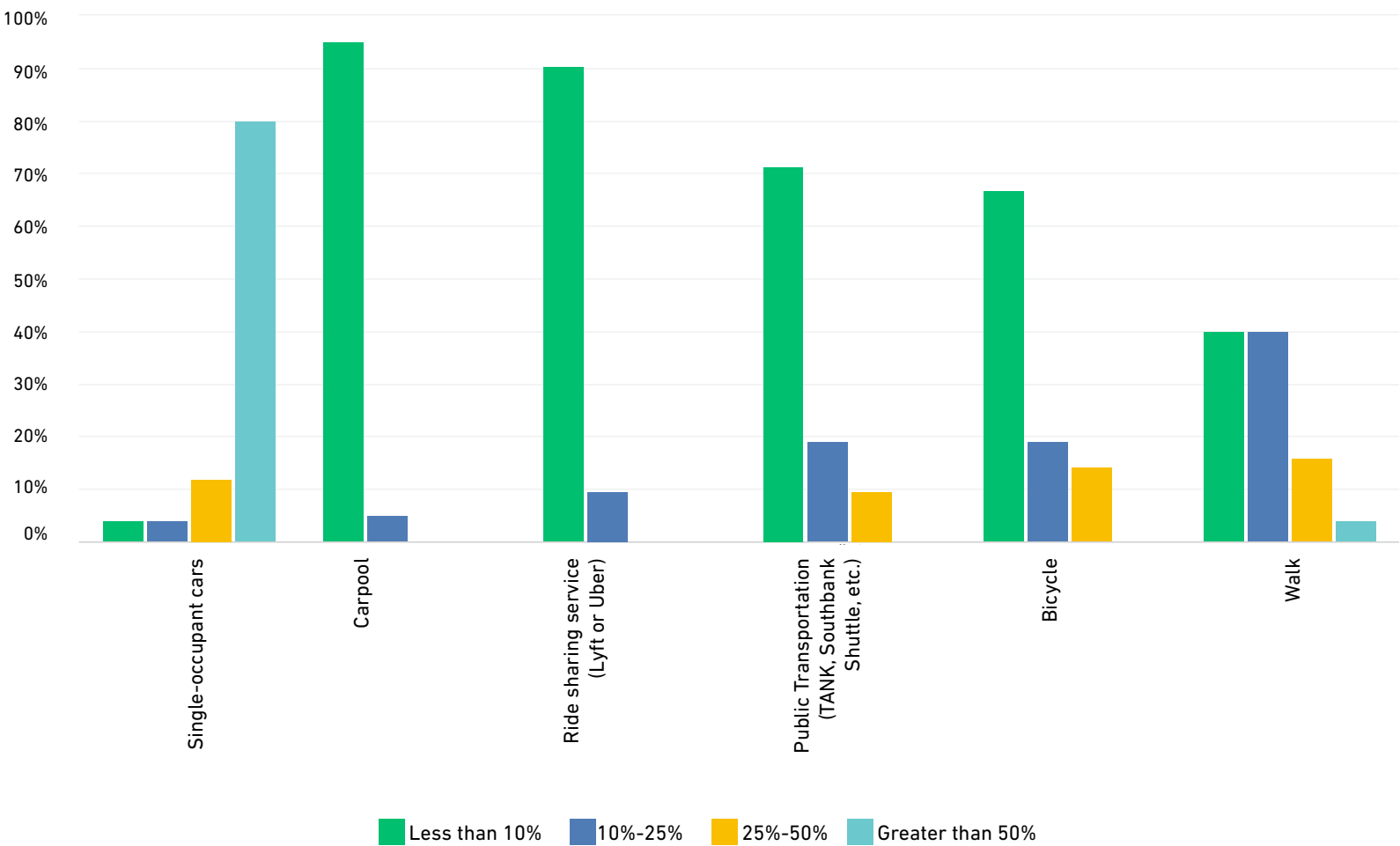


8 OUTDOOR DINING
Locations should be located for summer months and



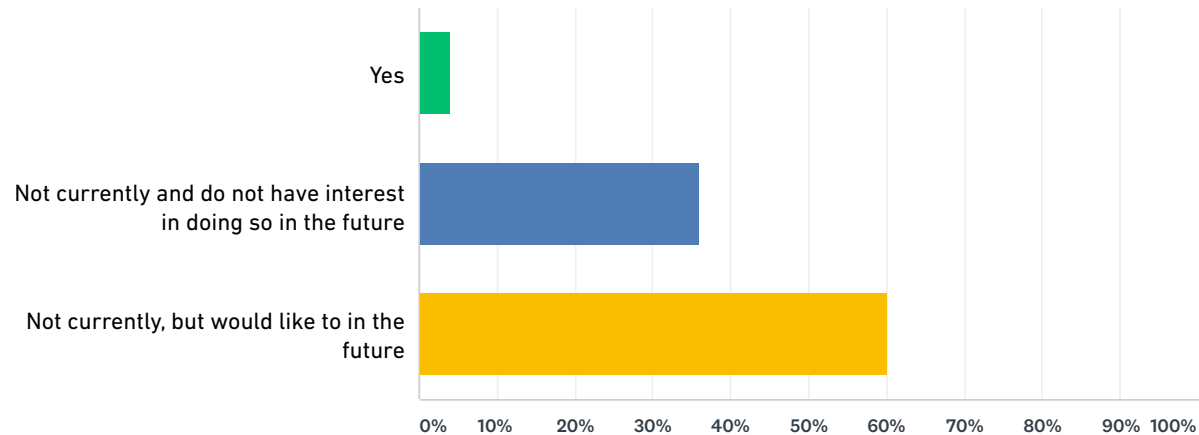


Q1 What percentage of your current employees most frequently commute to work using the following forms of transportation?



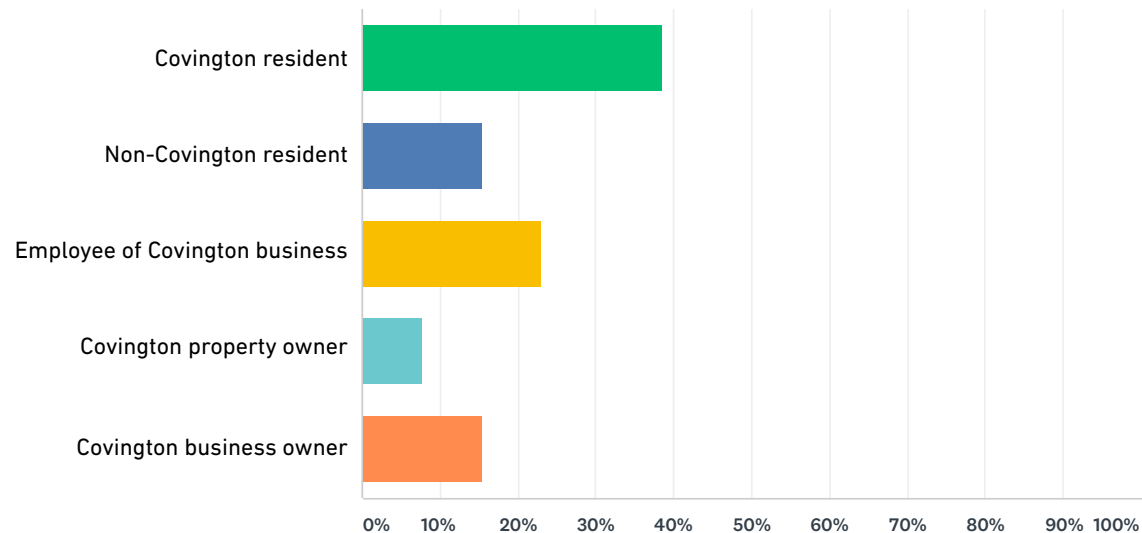
Total respondents: 26

Q2 Do you currently provide incentives for your employees to use alternative forms of transportation to commute to work?



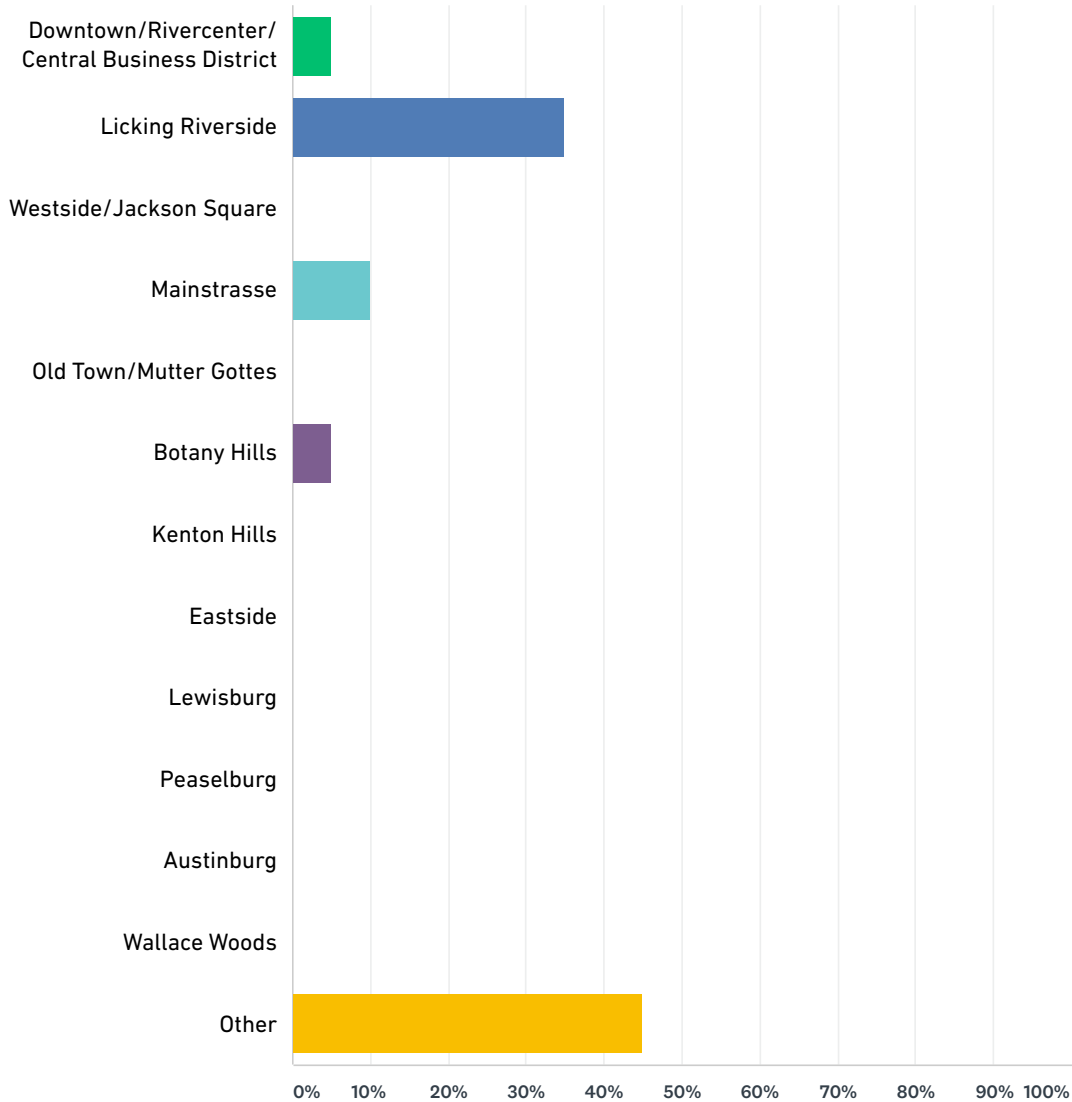
Total respondents: 25

Q3 What is your residency & employment status?



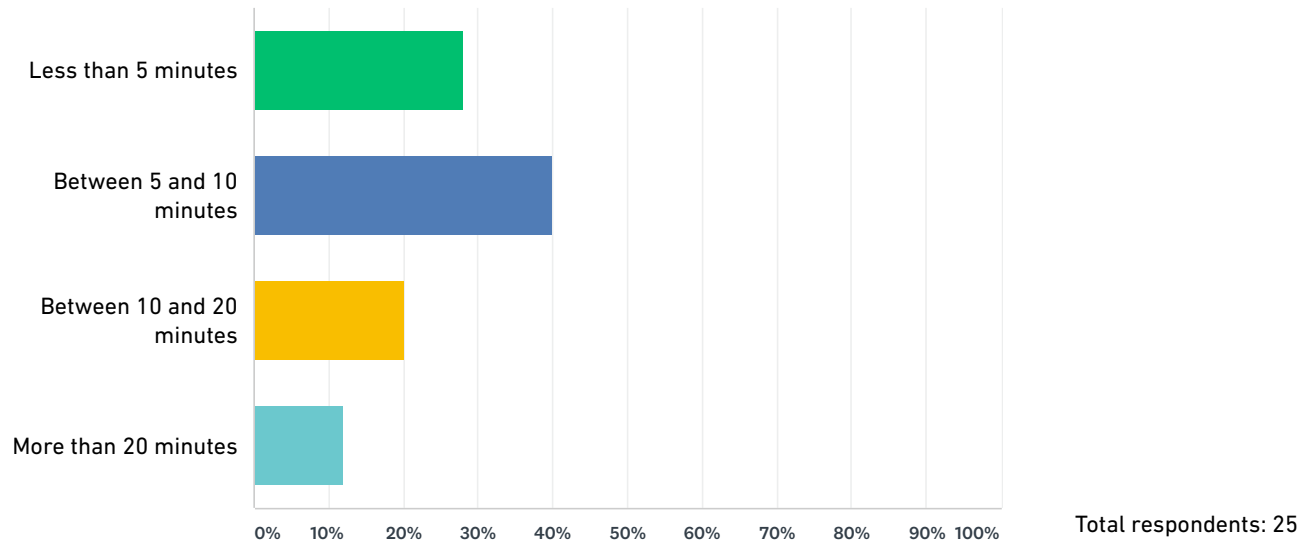
Total respondents: 26

Q4 If you are a Covington resident, where do you live?

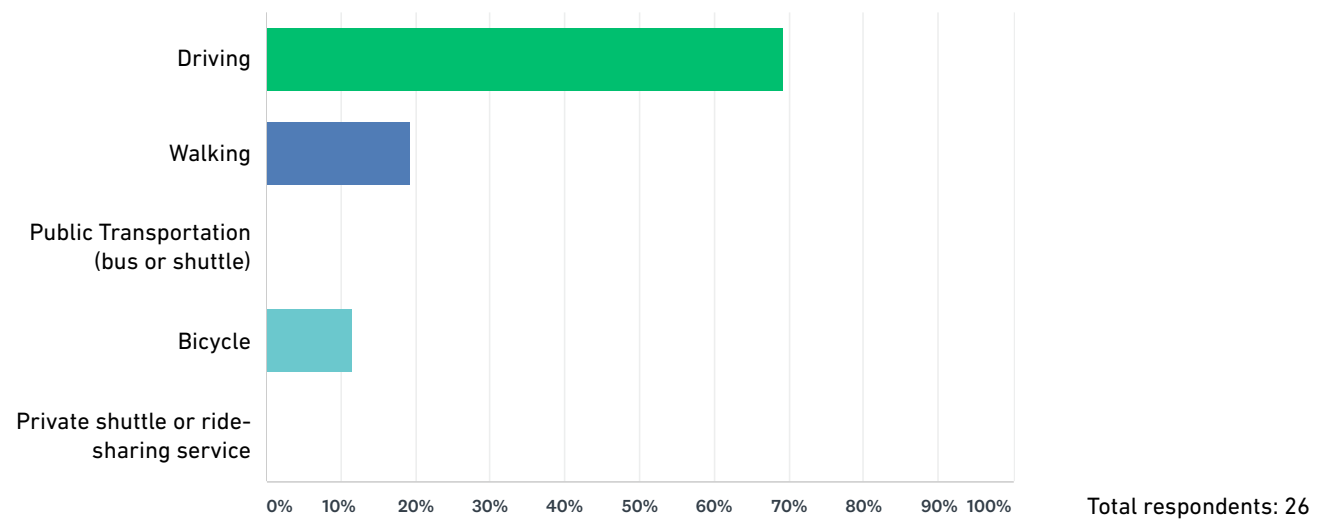


Total respondents: 20

Q5 What is the average length of you daily commute to work?



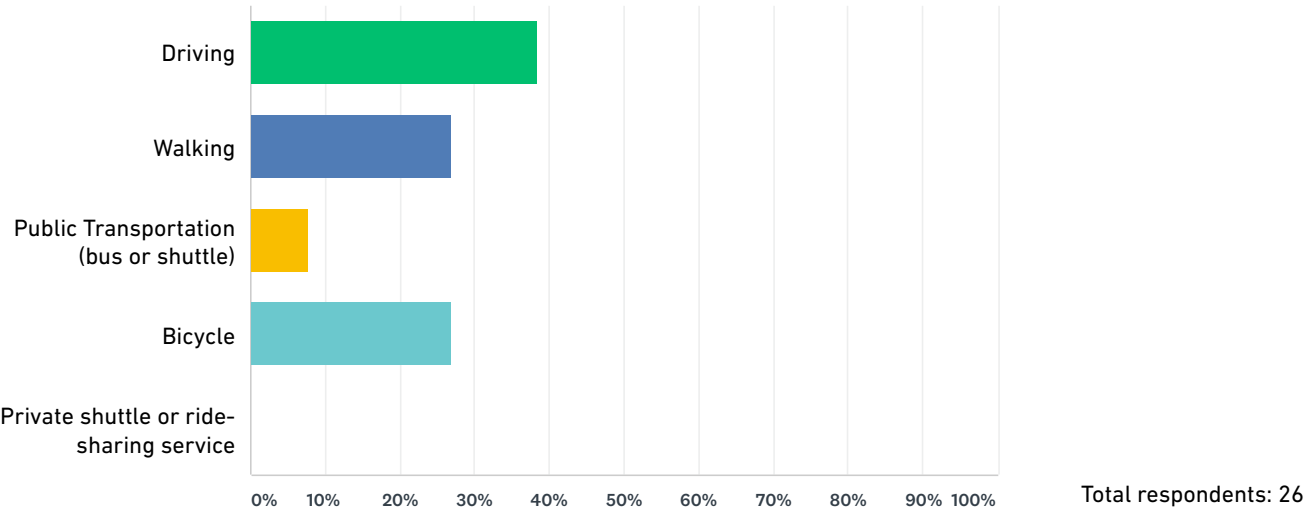
Q6 What is your typical mode of transportation to your primary workplace?



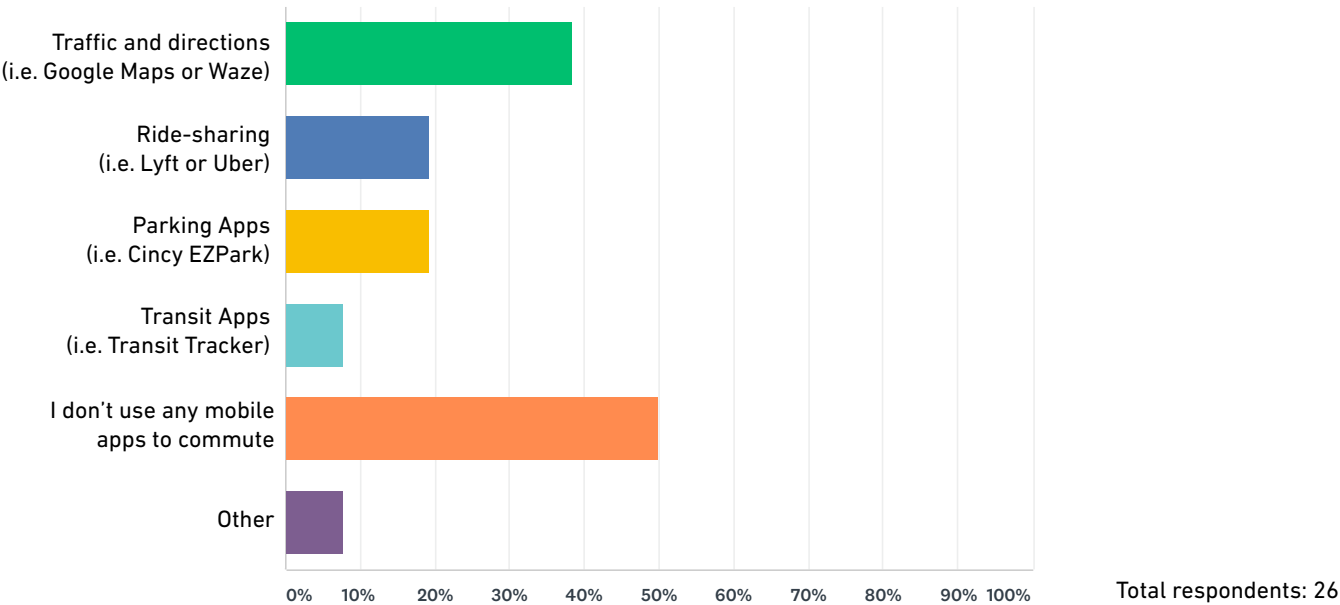
A-4.2 | ENGAGEMENT SUMMARY

SURVEY RESULTS

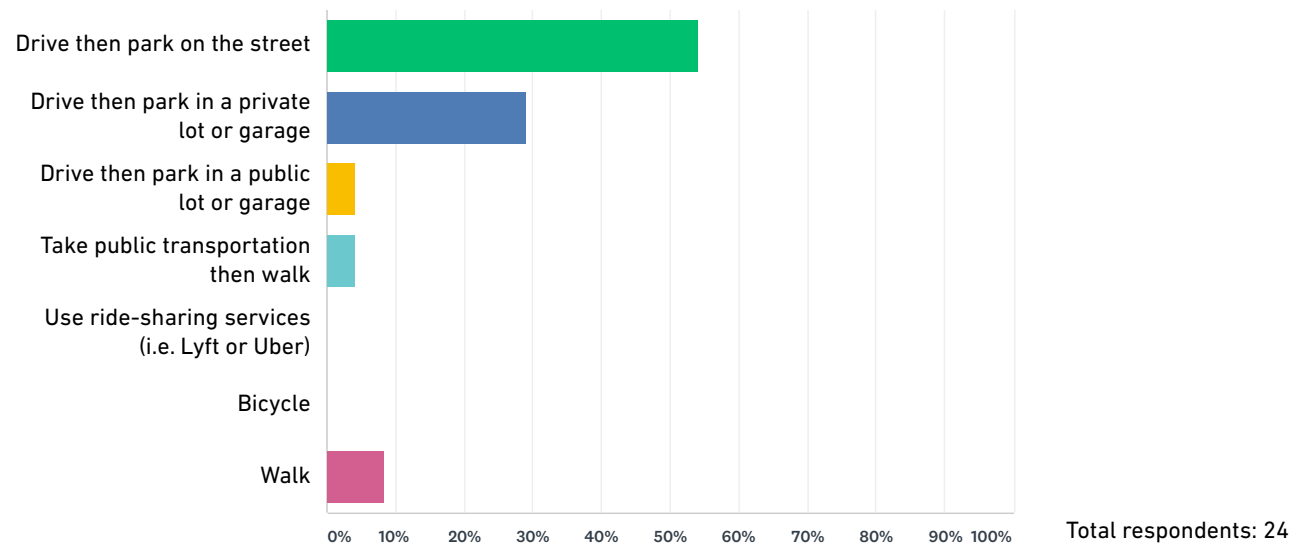
Q7 In the future, how would you prefer to commute to your primary workplace?



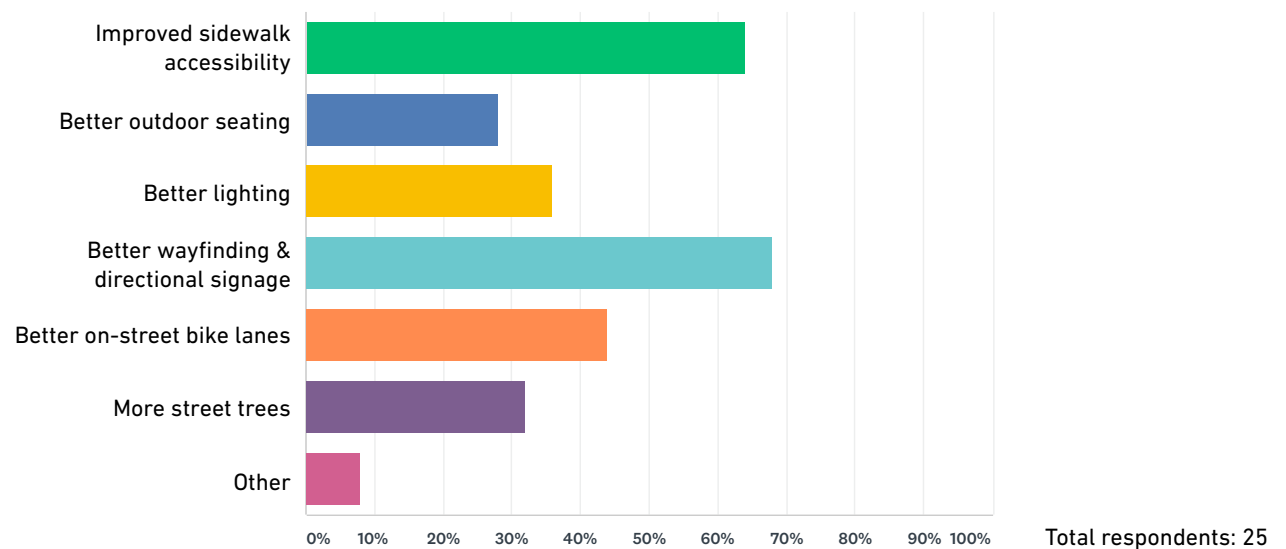
Q8 What kind of mobile apps do you use (if any) on your commute to work?



Q9 How do the majority of your current customers come to your business?



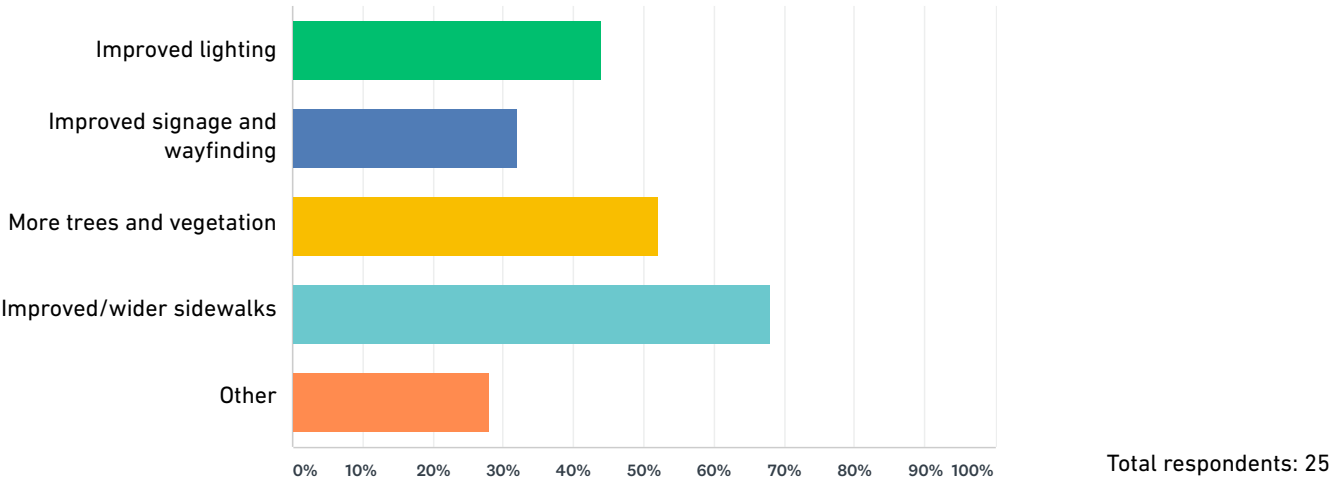
Q10 What improvements to the public realm and streetscape would your business and customers benefit from the most? (check all that apply)



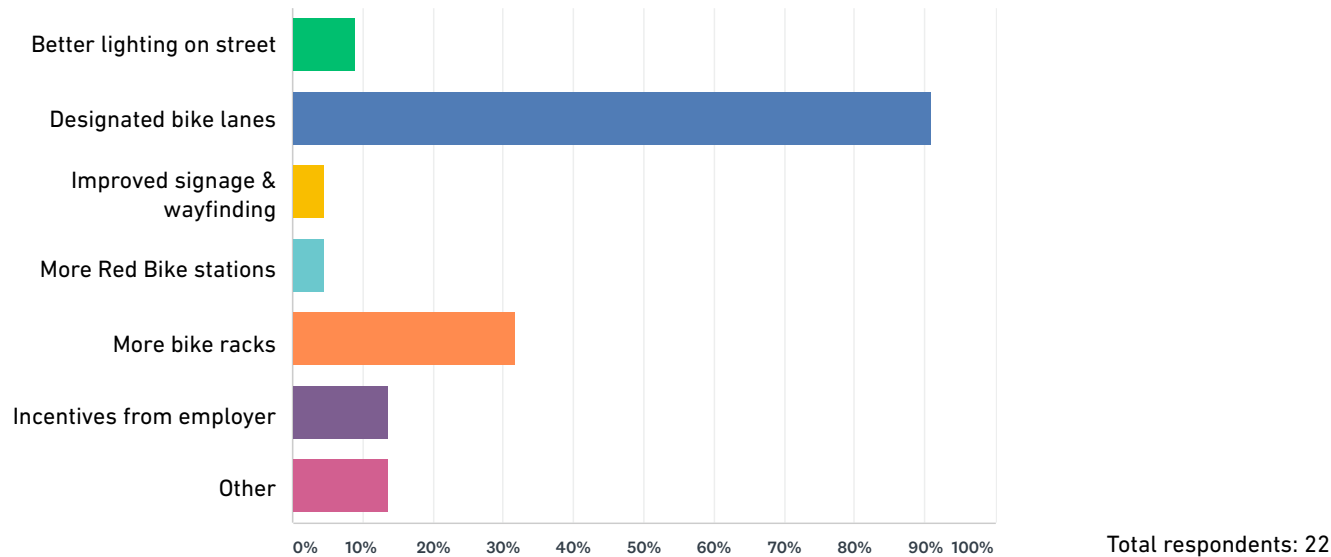
A-4.2 | ENGAGEMENT SUMMARY

SURVEY RESULTS

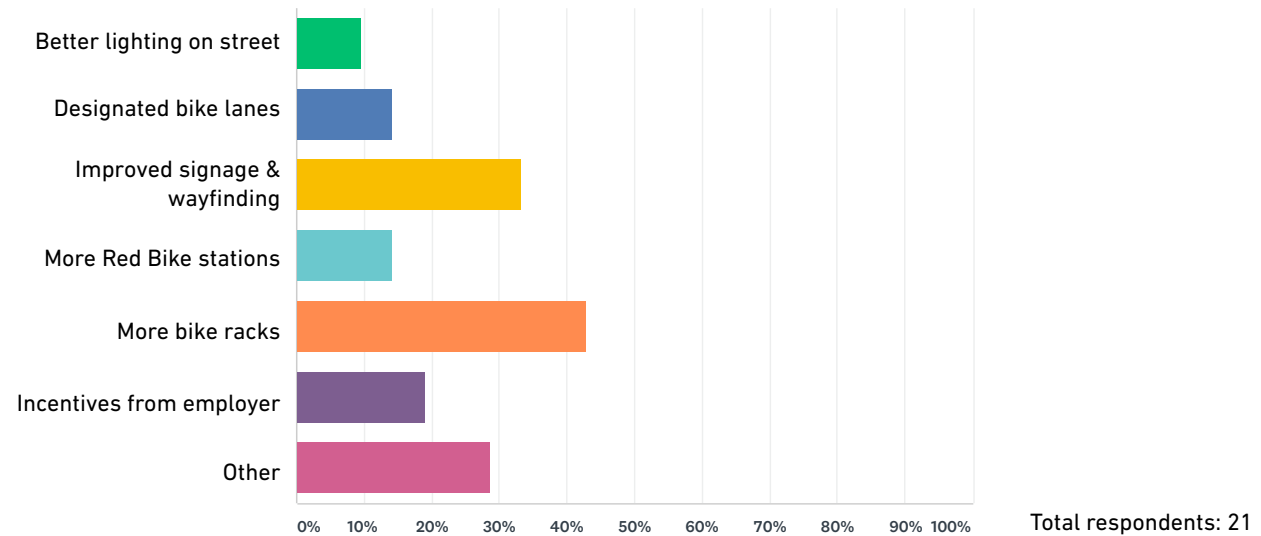
Q11 Which of the following improvements would encourage you to walk more? (Check all that apply)



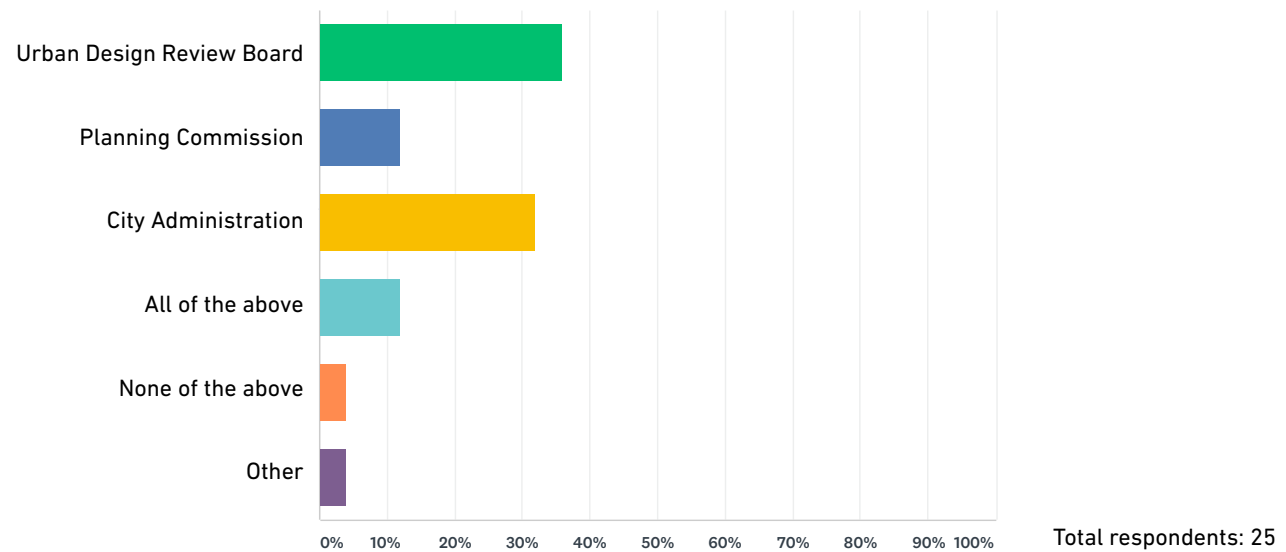
Q12 Which of the following improvements would encourage you to bike more? (Check all that apply)



Q13 Which of the following improvements would encourage you to bus more? (Check all that apply)



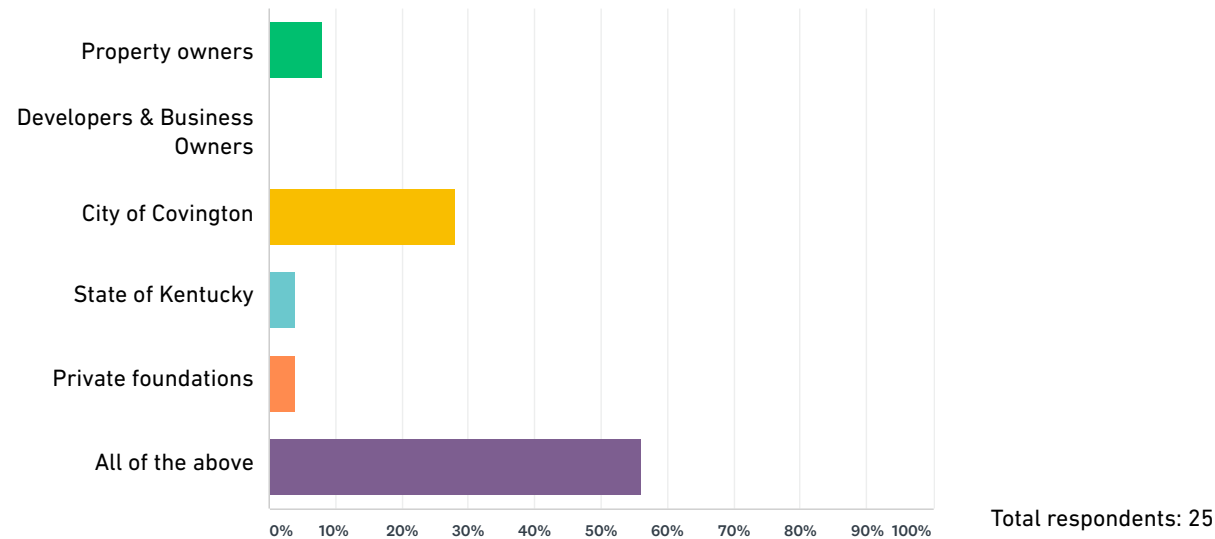
Q14 Who should be responsible for the enforcement of the guidelines?



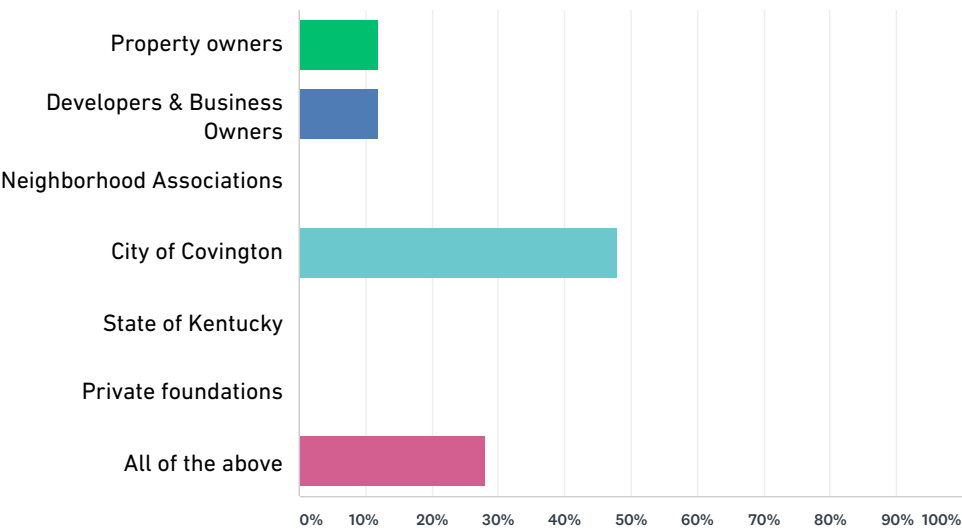
A-4.2 | ENGAGEMENT SUMMARY

SURVEY RESULTS

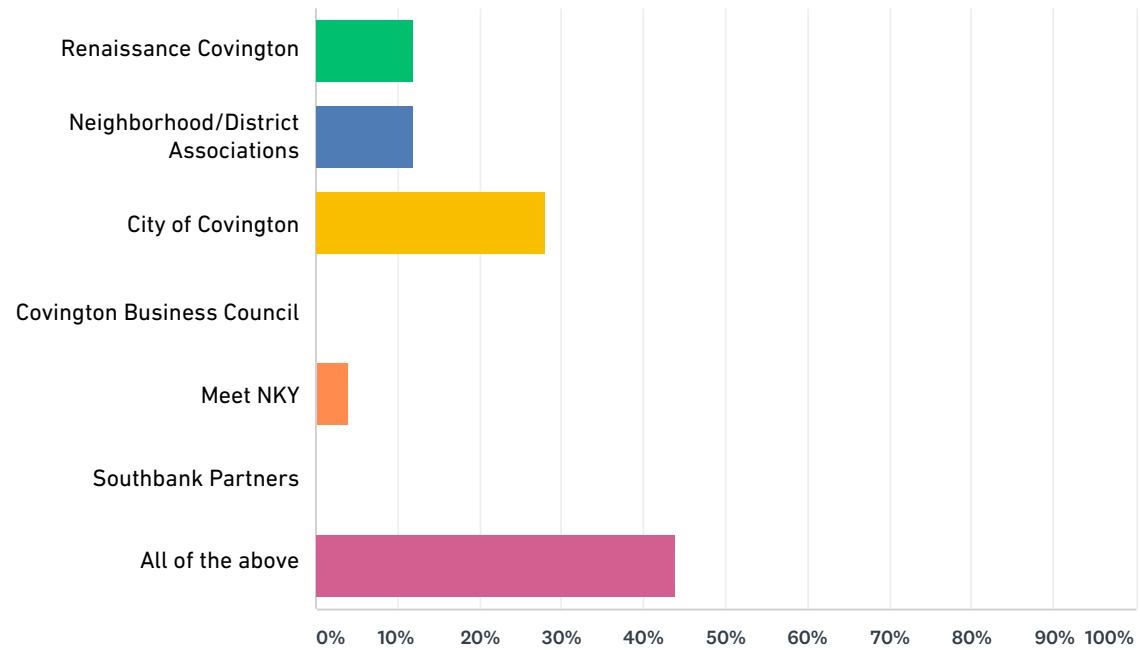
Q15 Who should be responsible for the majority of funding of public realm enhancements between the curb and the building face?



Q16 Who should be responsible for the maintenance and upkeep of the public realm implementation of the guidelines?



Q17 Who should be responsible for decisions on future wayfinding and placemaking elements?



Total respondents: 25

A-4.2 | ENGAGEMENT SUMMARY

STREET QUALITY EVALUATION

Use the images below for reference, along with your own perception and experience of each of the following streets to evaluate the current quality of the streetscape environment. Scoring system: 0= Poor, 1=Fair, 2=Good, 3=Excellent

4th Street



	0 = Poor	1 = Fair	2 = Good	3 = Excellent
Accessibility / Walkability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ease of bike access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality / Convenience of bus / shuttle access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of tree canopy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of furnishings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental sustainability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concealment of unsightly utilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of wayfinding & signage orientation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adequacy of Parking (on street)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of District Identity & placemaking elements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall Functionality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

