Chapter 11: LAND USE

Existing land use data is needed in the planning process in order to evaluate current conditions of the county. This data is useful to analyze long term trends, to determine if past policy decisions are effective or to determine whether new policies should be explored. An analysis of existing land use indicates general characteristics of how land is presently used, the amount of vacant land potentially available for development, and trends of land consumption. This data is also utilized as partial basis for transportation, community facilities, and utilities planning.

Figure 11.1 is a map of the existing land uses within Kenton County. This map, along with the corresponding tables, were used as the basis to analyze the development patterns within Kenton County. Development patterns are analyzed two ways – by looking at the amount of land being consumed since 2000 and the amount each land use has increased or decreased since 2000. The existing land use data in Kenton County was previously analyzed in 2000 and in 2006. The data from these years was compared to data from 2013 for the analysis contained in this section. Comparing data from these years is significant due to the economic recession experienced throughout the country in the later half of the 2000's decade.

Local data, along with public input, helps local officials determine where to allocate their scarce resources. Comments from Direction 2030 public input sessions held in 2012, indicate that stakeholders are interested in focusing resources on improving a better quality of life, which includes more jobs, housing, schools, recreation, and mobility. In South Kenton County it is important to preserve the rural heritage but still provide services to residents. A theme heard county-wide was the ability to age in place.

Development Patterns

To analyze growth trends in the county, general development patterns in Kenton County using data maintained by the Kenton County Property Valuation Administration (PVA), population data provided by the U.S. Census, and data maintained by PDSKC were analyzed. Although the numbers are somewhat generalized, this analysis provides a useful identifier of growth trends in the county. When the PVA classifies a parcel’s economic use, the entire parcel is classified even if the economic activity is only on a portion of the property.

Land Consumption

Since 1970, the percent increase of land being used has been consistently higher than the percent of population increase, indicating that the population in Kenton County is spreading out. However, as indicated in Figure 11.2, this trend has reversed from 2000 to 2010, indicating that for the first time since the 1950’s the population is moving into currently developed areas. From 2000 to 2010, Kenton County increased by 5.5% (8,256 people) and the amount of land being used increased by only 0.6% (527 acres). The same calculations performed in 2006 indicated that the percent of land being used was still increasing faster than the percent of population increase, which means that the trend illustrated in Figure 11.2 only emerged since 2005.

The number of new structures built between 2000 and 2006 and between 2007 and 2012 show a significant reduction of development in the county. Between 2000 and 2006 there were 4,439 new structures built (739 new structures on average per year), compared to 2,259 new structures between 2007 and 2012 (451 new structures on average per year).
Figure 11.3 illustrates the amount of new development that occurred prior to 2000, from 2000 to 2006, and the amount of new development that occurred after 2006. From 2000 to 2006, development patterns were shifting from urban to suburban and rural sub-areas of the county (see Figure 11.4 for reference). From 2006 to 2012, this pattern of development appears to have continued, albeit at a slower pace, with most new development occurring in the suburban subarea—south of I-275 and north of KY 536.

Existing Land Use Analysis

An analysis of the existing land use data from 2013, shown in Figure 11.4, indicates that approximately 81.6% percent of the total land area within Kenton County is being used (includes land not coded by the PVA). This percentage is up from 2000 (81.1%), but down from 2006 (83.8%). This indicates that the long term trend over the past 13 years is vacant land being converted into some sort of economic use. However, from 2006 to 2013, there was actually land becoming vacant that caused the contraction seen above. Agricultural land uses account for the largest portion of land, which utilizes approximately 32 percent of the total land area in Kenton County, followed by residential land uses which utilize approximately 31 percent of the total land area in Kenton County. Public and semi-public land uses, including schools, parks, cemeteries, properties, public utilities, and city and county owned property, accounted for approximately 7 percent of the total land area. Commercial and industrial land use categories combined to account for less than 6 percent of the land area.

Residential Land Use

The residential land use category includes land used for any type of residential dwelling, from mobile homes to detached single-family to multi-family residential. Over the past decade there was a spike in residential land consumption in the middle of the decade and the second half of the decade saw a contraction in residential land consumption (see Figure 11.5) reflecting the overall trend mentioned above. In 2000, land categorized for residential uses was 29.8%. This increased slightly to 31.5% in 2006. In 2013, land categorized for residential uses decreased 0.8% to 30.7%. However the overall change for the entire decade was an increase of 0.9%. A more detailed look at the housing market can be found in the Housing section of this report.
Studying the distribution and trends of where people choose to live has a significant impact on every element of planning. Long term shifts in where people choose to live has an impact on the services that a city has to provide. New or improved roads, additional police and fire protection or recreational opportunities may be needed to serve the new residential development.

- **Urban Subarea** – The urban subarea has an established but aging housing stock. A big issue for the cities in this area is property maintenance within the neighborhoods. New single-family home opportunities are rare in the urban subarea. However, opportunities for redevelopment may occur if demographic changes continue to show more interest in the urban areas. If redevelopment does occur, it should be done so without displacing current residents. Well documented national trends show a growing preference for walkable and integrated communities over the auto-dependent subdivisions of the past several decades, especially amongst young adults and older adults. There should be a focus on amenities that the Millennial and Baby Boomer generations find desirable.

- **First Ring Suburb Subarea** – Most first ring suburbs have an established housing stock, with many being built post WWII. As with the urban subarea, property maintenance within the neighborhoods is an issue. Also, as with the urban subarea, the location of the first ring suburbs close to the amenities of the urban areas and access to the existing transportation facilities make this subarea desirable to accommodate Millennial and Baby Boomers. There may be some new development potential; however, with scarce land available new development may begin to focus on less desirable areas, such as the hillsides.

- **Suburban Subarea** – Most new residential development since 2000 has occurred in the suburban subarea. Development has typically taken the form of low density suburban subdivisions. While this type of housing has been desirable in the past, it has put an enormous strain on the transportation systems and on city budgets to provide services to a disbursed population. While the second half of the decade has seen a slowdown in new housing built, only time will be able to determine if this slowdown is solely due to the recession or if there is a true change in the preferences of homebuyers for the more urban areas, closer proximity to amenities, and other changes in lifestyle choices, such as the ability to age in place.

- **Rural Subarea** – The rural parts of the county

### Figure 11.5: Existing Land Use Analysis

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Developed Land (acres)</th>
<th>Share of Developed Land</th>
<th>Share of Total Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>31,880</td>
<td>40.58%</td>
<td>30.71%</td>
</tr>
<tr>
<td>Single &amp; Two-Family</td>
<td>28,076</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-family</td>
<td>839</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile Home</td>
<td>1,228</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subdivision Lots (vac.)</td>
<td>923</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOA Common Area</td>
<td>814</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural</td>
<td>33,589</td>
<td>42.76%</td>
<td>32.35%</td>
</tr>
<tr>
<td>Commercial</td>
<td>3,763</td>
<td>4.79%</td>
<td>3.62%</td>
</tr>
<tr>
<td>Offices</td>
<td>427</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail/Services</td>
<td>1,523</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Available Land (vac.)</td>
<td>1,813</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>1,941</td>
<td>2.47%</td>
<td>1.87%</td>
</tr>
<tr>
<td>Developed Land</td>
<td>1,786</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Available Land (vac.)</td>
<td>155</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public &amp; Semi-Public</td>
<td>7,379</td>
<td>9.39%</td>
<td>7.11%</td>
</tr>
<tr>
<td>Total Vacant Land</td>
<td>15,859</td>
<td>15.28%</td>
<td></td>
</tr>
<tr>
<td>Total Developed Land</td>
<td>78,552</td>
<td>100.00%</td>
<td>75.66%</td>
</tr>
<tr>
<td>Total Uncoded Land</td>
<td>3,194</td>
<td>3.08%</td>
<td></td>
</tr>
<tr>
<td>Land not in Database</td>
<td>6,215</td>
<td>5.99%</td>
<td></td>
</tr>
<tr>
<td>Total Land</td>
<td>103,820</td>
<td>100.00%</td>
<td></td>
</tr>
</tbody>
</table>

Source: Planning and Development Services of Kenton County

### Figure 11.6: Percent of Total Land by Industry, 2000-2013

- Residential: 32.3% avg, 30.7% avg
- Agricultural: 19.7% avg, 16.8% avg
- Commercial: 7.2% avg, 3.0% avg
- Industrial: 1.9% avg

Source: Planning and Development Services of Kenton County
continue to see the sporadic development of new homes. Residents in this area of the county have expressed a desire to keep this area rural and ensure that new suburban development does not encroach into the rural area of the county.

Agricultural Land Use

Since 2000, land classified for agricultural uses has seen the most dramatic swings of any land use in the county (see Figure 11.5). Overall, land classified for agricultural uses decreased by 0.8% over the entire decade. In 2000, agricultural land accounted for the largest segment of developed land in the county at 33.2%. Mid-decade that percentage decreased to 31.2%, falling behind land categorized for residential uses as the largest segment of developed land in the county. From 2006 to 2013, the amount of agricultural land increased by 1.2%, once again accounting for the largest land use in the county.

Close to half of the land area of Kenton County lies outside of the Urban Service Area. Heard many times over at Direction 2030 public input meetings, this area presents a unique opportunity for the county to preserve its rural heritage. The challenges presented by this include providing adequate community facilities and services to a spread out community, and how to allow responsible growth for land owners who want to develop their land.

- Urban, First Ring Suburb, and Suburban Subarea – These subareas have very little land area being used for agricultural uses. Converting land to large scale agricultural uses is not likely to happen within this area. A more recent trend nationally is urban farming where small livestock is kept by a property owner for their own consumption. As these endeavors are only accessory to a principal use (e.g. single-family residential), these activities will likely not be noted in the PVA assessment of the use, and will therefore not be easy to quantify using strictly land use data.

- Rural Subarea – Within Kenton County, most agricultural production occurs on smaller farms operate as a supplement to the owners’ full-time daily income. As such, there are few, if any, subsistence farmers in the county, or those who farm full-time as their only income. Most farmland in the county lies predominantly south of KY 16 in the Rural Subarea. This encompasses over half of the county’s geographic area and is characterized by more rural land development forms such as larger lots, rolling hills and fields, and generally supports farming operations and infrastructure such as barns and outbuildings. It should be noted that not all agricultural production is limited to this southern area, as smaller enterprises do occur in pockets of the northern areas; however, the most substantial farming efforts are in the south.

Commercial Land Use

In the 2000’s, Kenton County saw an increase in the amount of land classified for commercial land uses, with an increase of 2% between 2000 and 2013 as shown in Figure 11.5. As with the residential land uses, this category appears to spike in 2006 and then level off during the second half of the decade. The period between 2000 and 2006 saw a large increase in the amount of land classified for commercial uses due to a number of large commercial developments...
within the county (Crestview Hills Town Center, Buttermilk Towne Center, Independence Town Center, medical and research park in Crestview Hills, Fidelity Investments). From 2006 to 2013, the amount of land categorized for commercial uses remained relatively constant, decreasing 0.3%.

While commercial uses take many different forms and scales, the function they serve remains relatively the same. They provide goods and services demanded by residents. They provide places of employment, and they provide an economic base for communities through higher property taxes, sales taxes, and income taxes. What services are needed is based on the market area and demand. As demographics change, so does the demand for services and products. Scale is also an important factor. Local small services can be provided at a pedestrian scale and not present much of an impact on the surrounding community or roads. However, larger commercial areas with a regional market can have a large impact on a neighborhood and on roadway capacity.

- Urban Subarea – The urban subarea has established commercial areas that are found in many different patterns. The established downtown areas provide a strong economic engine for the region with a higher concentration of jobs and services. There are also major thoroughfares that provide a number of auto oriented services for the transient public. On an even more local level, there are smaller diverse neighborhood centers that provide goods and services to meet the needs of the residents in the immediate area.

- First Ring Suburb Subarea – Most first ring suburbs have commercial areas. Most commercial areas provide services that fill a specific niche. For instance, areas adjacent to I-71/75 and I-275 are more likely to have businesses cater towards serving the needs of the transient public. Regional shopping centers, office parks and medical campuses are also found in some first ring suburbs. Some commercial areas in the first ring suburbs have also developed in linear strip development, such as along Dixie Highway. This type of development, while meeting the needs of the area residents, can also have negative impacts on the transportation network by creating a more auto oriented suburban sprawl development pattern.

- Suburban Subarea – Commercial development in the suburbs takes the form of historical downtowns and as big box suburban development. These two very different forms of development typically do not complement one another. The big box stores provide needed services and convenience to the residents, but tend to directly compete and undermine the local businesses in the historic downtowns. Another concern is how this type of development impacts the mobility networks. New commercial development, especially the big box type of development, can perpetuate congestion in an already automobile dominated area.

- Rural Subarea – The rural subarea has several concentrations commercial activity nodes. These areas are usually focused around the intersections of major roadways in the county, where rural communities have historically existed (Piner, Visalia, Morningview, and Kenton). Services typically available at these locations include general stores, automobile service stations, and community facilities such as fire stations, and post offices.

**Industrial Land Use**

Land used for industrial land saw a relatively stable decade as shown in Figure 11.5. There was a slight increase in the total number of acres from 2000 to 2006 and a corresponding decrease from 2006 to 2013. The changes were small enough to not have an effect on the overall percent of industrial land developed in the county, which remains at 1.9%.

**Figure 11.9: Industrial Land Use**

Industrial land uses are an important part of the local economic base. They provide varied opportunities for employment and also typically have higher property tax rates than other land uses. Additionally, industrial uses are important because, by their very nature, they take raw materials, process them (thereby adding value) and export the final products.
to areas outside of this region. This economic process brings money from those other areas into Kenton County. The economy as a whole has been experiencing a period of deindustrialization for the past several decades. Industrial uses have been shifting from manufacturing and processing to warehousing and distribution. Industrial uses often have the most impact on the adjacent uses with truck traffic being the most common impact. In addition to high freight traffic some industrial uses also produce noise and noxious gases and odors.

- **Urban Subarea** – The urban subarea has larger industrial land uses generally located along rail lines or on the Ohio and Licking Rivers. Smaller industrial uses are incorporated into the existing urban fabric along major transportation thoroughfares. These uses typically involve manufacturing and processing of materials, as opposed to warehousing and shipping (with the exception being along the rivers).

- **First Ring Suburb and Suburban Subareas** – These subareas typically have industrial areas concentrated into larger industrial parks, with fewer stand alone small industrial uses like in the urban subarea. Like the urban subarea, these industrial parks are geographically situated in areas with good access to the regional transportation networks, whether the interstate highway system or the rail lines. Because of this, some major industrial parks are located along the Kenton County/Boone County line.

- **Rural Subarea** – The rural subarea has very little land classified as industrial. The few uses that do exist are small establishments. Development of large areas for industrial uses is difficult because transportation access is generally more difficult, and urban services such as water and sewer are not extended to these areas.

**Public and Civic Land Use**

Public and Civic land uses have remained constant over the course of the decade, seeing no increase in the overall percentage of total developed land from 2000 to 2013 as shown in Figure 11.5. As with industrial land uses, there was not enough addition or subtraction of land used for public and civic uses to significantly alter the overall percent of total land developed. Public and civic uses are important because the diversity and quality of the facilities, whether schools or parks, play a vital role in the quality of life within a community. Public and civic uses often form the core of community life and are a source of community pride. As the population increases or demographics change, the demand for amenities will also change, like police and fire protection, parks, and recreation opportunities.

**Figure 11.10: Civic Land Use**

Source: Planning and Development Services of Kenton County

**Figure 11.11: Public Land Use**

Source: Planning and Development Services of Kenton County
• Rural Subarea – The rural subarea has fewer public and civic uses. Uses that are present include a lot of religious institutions and government buildings (post office, maintenance garages, etc.). There are a couple of religious institutions along KY 16 that are large enough to have a regional draw, but for the most part the public and civic uses exist to serve the local rural community.

Recent Studies
Several land use studies have been either adopted or initiated since the most recent Kenton County Comprehensive Plan update as shown in Figures 11.12 and 11.13. The goal of these studies are: to plan at a neighborhood level with the intent to implement and refine the recommendations found in the comprehensive plan; to provide a level of planning more directly conducive to implementation because they have more specific and refined recommendations for future development, and; to become part of the adopted comprehensive plan and therefore part of the basis upon which future development decisions are made.

Independence Community Small Area Study: City of Independence, 2007
This study was initiated to define the City’s core “downtown” area and to develop a plan to guide future land use, zoning, and development decisions for the City. The need for this plan was derived directly from the City’s significant anticipated growth over the next 20 years.

This study was adopted into the Area-Wide Comprehensive Plan in July 2007. An outcome of the plan was the hiring of a City Administrator for Independence and the formation of the Independence Strategic Action Committee (ISAC) to implement the Small Area Study. ISAC was involved with several projects before it disbanded in 2012. These projects included such action items as:

• Public awareness at local festivals
• Follow-up survey of residents
• Completed commercial asset analysis
• Gateway signs to the city
• Advised on new signs regulations
• Brought the farmer’s market to downtown
• Independence history project
• Historic survey of downtown
• Independence Zoning Update

In 2012 the City of Independence adopted three new zoning regulations to implement the land use recommendations of the study.

Linden Gateway Small Area Study: City of Covington, 2007
This study was initiated for an area in the City of Covington to be impacted by the widening of 12th Street/Martin Luther King Jr. Blvd. and construction of the new St. Elizabeth Medical Center Covington. These two developments have the potential to be catalysts for major redevelopment efforts in the area. This study was adopted into the Area-Wide Comprehensive Plan in November 2008 and the Linden Gateway Small Area Study Oversight Committee was formed to oversee the implementation of the plan. Direct outcomes of the plan include:

• The creation of a form-based code to implement the land use recommendations contained within the study
• Traffic enhancements to improve mobility throughout the neighborhood
• Stop light at 15th and Holman replaced by a stop sign to prevent traffic backups by Southside Baptist Church
• Center for Great Neighborhoods has rehabilitated or built 12 houses in the Westside
• Over $2.5 million invested in housing redevelopment
• 7 vacant, blighted buildings demolished
• Historic streetlights installed along 12th Street/Martin Luther King Jr. Boulevard, utilities buried underground

Figure 11.12: Recent Land Use Studies
• City awarded $150,000 grant from state of Kentucky to install landscaping in the new median (to be installed in 2013)

• A new pavilion for community use was built at John G. Carlisle Elementary

*Park Hills Dixie Study: City of Park Hills, 2010*

This study was initiated to create a plan for the future and a strategy to begin implementation of that plan. The primary focus of this study is contained to those activities occurring along the Dixie Highway corridor; however, factors outside the specific study boundaries were evaluated within the context of this study. This study was adopted into the Area-Wide Comprehensive Plan in January 2010.

*Crescent Springs Gateway Study: City of Crescent Springs, 2010*

This study was initiated to prepare a plan for the area located within Interstate 71/75, the Norfolk Southern Railroad, and the city limits. The study area is part of a larger commercial sector and the role it plays in this setting was considered as the plan was developed. The study focused on land use, mobility within the area and the surrounding area, community facilities and utilities, and the green infrastructure. A market study examining the region’s economic situation was also part of the study. This study was adopted into the Area-Wide Comprehensive Plan in August 2010. Work on new zoning regulations has been initiated to implement the Small Area Study.

*Roebling Point Plan: City of Covington, 2010*

Figure 11.13: Land Use Studies

The focus of this study was an area bounded by Park Place and 3rd Street to the north, 4th Street on the south, Scott and Court Streets on the west and Sandford Alley on the east. This study was initiated to address development concerns and to determine if the Historic Preservation Overlay zone is the best avenue for addressing these concerns.

Figure 11.14: Suspension Bridge

This study was adopted into the Area-Wide Comprehensive Plan in November 2010. Several separate groups have been working to implement different components of this Plan. The plan has enhanced The Roebling Point Business and Entertainment Association efforts to market and promote events in the area such as Roebling Fest. The Plan has also brought general recognition of specific buildings. In 2012, The Roebling Point Plan was incorporated into the Covington Center City Action Plan. (See below for summary of the Covington Center City Action Plan).

*Latonia Small Area Study: City of Covington, 2011*

This study was initiated to assist the City of Covington in the preparation of a plan for the area of the city known as Latonia. The study primarily examined the area bounded by Madison Pike (KY 17) to the north, the Licking River to the east, and the cities of Taylor Mill and Fort Wright to the south and west. The plan focused on transportation, wayfinding, housing, industry, and will also work to identify locations with good redevelopment potential.

This study was adopted into the Comprehensive Plan Update 2006-2026: An Area-Wide Vision for Kenton County, in February 2011. An outcome of the plan was the formation of the Latonia Strategic Action Committee to implement the Small Area Study. The Strategic Action Committee has been involved with several projects including:
• Promotion of the area through a 5K run, promotional video, neighborhood tours, and targeting realtors.

• Work on new parks and playgrounds.
• Efforts to implement the Licking River Greenway in Latonia.
• Worked with the City to further study Church St. at Holy Cross and implemented lane reconfigurations for increased safety.
• Ritte's Corner reconfiguration is now a recommendation in the OKI Freight Plan.
• SAC and city efforts to target improvements to housing via Latonia Façade program.
• Studied creation of fitness park.
• Coordination with City on wayfinding.
• Coordination with SD1 to determine suitability for green infrastructure improvements on Church St. in the vicinity of Holy Cross.
• Further research into sidewalk additions / improvements.
• Further surveyed residents regarding their interest in supporting new “places” (passive parks) in Latonia.
• Applied for and received several mini-grants from CGN to fund programs targeted within the neighborhood.
• Review and discussion of distressed properties.
• Conducted a housing survey regarding ownership/rentals and resident’s longevity in the neighborhood.
• Examined targeted code enforcement.

Covington Center City Action Plan: City of Covington, 2012

The City of Covington has not been a stranger to planning efforts as they boast more than 20 separate plans for their downtown area. The Covington Center City Action Plan was initiated to provide a single master plan for downtown – a compelling vision that integrates recommendations for improving Center City’s economy, neighborhoods and public realm, while incorporating the philosophy that addressing all areas simultaneously will advance the area’s sustainable growth, livability and quality of life.

City formally adopted the plan in May 2012. The main result of this plan has been numerous text amendments to the City’s zoning ordinance.

I-275/KY 16 Improvement Area Land Use Study: City of Taylor Mill, 2006

This area is located in the northeast and southeast quadrants of I-275/Taylor Mill (KY 16) interchange. The land use study was initiated in response to the realignment of Taylor Mill Road. The City anticipated increased development pressures within the study area as a result of the road realignment project. The land use study was intended to facilitate development of an attractive and viable district for residents and visitors to live, shop and work. This plan was incorporated into the 2006 Comprehensive Plan Update as a special development area.

The planning process included extensive public input including stakeholder interviews, discussions with city staff, and comments from residents who attended public meetings. A market analysis was conducted to assist in the determination of the best mix of land uses within the study area. The recommendations included land use designations including – single-family, multi-family, retail commercial, mixed-use, office, conservation and green space.

Summary

It is reasonable to conclude that the trends that are seen county-wide for land consumption and existing land uses can mostly be attributed to the economic boom in the first half of the decade, followed by the recession in the second half of the decade. For the first time in 5 decades the percent increase in population outpaced the percent increase in developed land (Figure 11.1). While this does not necessarily indicate a preference for suburban or urban living, it at least shows that the construction market has stopped adding additional developments while the existing stock gets absorbed into the market.

The trends in the existing land use also reflect the boom and bust of the last decade. Those uses that you would expect to see increasing when consumer confidence is high – residential and commercial – both saw spikes in the middle of the decade and then decreased as the economy started to become depressed. Through the decade’s ups and downs, industrial land appears to have weathered the storm fairly well, remaining fairly constant overall.
Endnotes

1. Kenton County Property Valuation Administration, Northern Kentucky Area Planning Commission, & LINK-GIS
2. United States Census Bureau, Kenton County Property Valuation Administration, Northern Kentucky Area Planning Commission, & LINK-GIS
3. Kenton County Property Valuation Administration, Northern Kentucky Area Planning Commission, & LINK-GIS
Figure 11.1: Existing Land Uses

Legend
- Agricultural
- HOA Common Area
- Single-Family
- Two-Family
- Multi-Family
- Retail/Service
- Office
- Industrial
- Public/Semi-Public
- Recreation and Open Space
- Not Coded
- Right-of-Way
- Vacant

The information in this product is accurate for planning purposes only.

Source: Planning and Development Services of Kenton County