

Cox Road and Kentucky State Route 16 (Cherokee Area) – Residential growth has occurred in the vicinity of this area and is anticipated to continue. This area is primarily built out with only a few parcels available for new development. Much of the existing commercial development is older and offers a very high potential for redevelopment. The existing character and form of the area is auto-oriented. There are no alternative mobility options, such as sidewalk or dedicated bicycle lanes, within the area or to the residential neighborhoods it serves. New development or redevelopment within this area should be clustered near existing commercial areas. Mixed use development opportunities could include commercial, office, and residential uses. Moderate to high density residential development should be encouraged within the immediate areas surrounding the intersection. Increased mobility options should be encouraged to improve connectivity within and to the surrounding residential areas. In order for this area to be encouraged for redevelopment additional resources through careful planning and incentives will need to be considered.

KY 536 & 1303 (Turkeyfoot and 536)– This area is currently undeveloped and occupied by mostly agricultural and rural land. The peripheral areas surrounding this intersection have experienced significant residential growth over the past 20 years. ~~decade with land available to accommodate additional residential growth.~~ This area is currently only accessible by automobile with no sidewalk or other means of mobility. Future improvements to State Route 536 include widening and the provision of dedicated pedestrian and bicycle systems from the County line to KY 17. In the future it is envisioned that improvements to KY 536 will extend to the Campbell County line and provide the much needed east-west connectivity between Boone, Kenton and Campbell Counties. This improved roadway will provide an increased development opportunity for this area to accommodate mixed-uses including industrial, residential, office, and commercial. New development should be designed to promote good connectivity between uses within the development as well as to surrounding residential areas. Moderate to high density residential development within the area and those surrounding the intersection are critical to the viability of the mixed-use concept for this service area. Additional planning for infrastructure and incentives are needed to promote this area as a true mixed use and should be encouraged.