

**CITY OF HIGHLAND HEIGHTS**

**ORDINANCE NO 08-2013**

**AN ORDINANCE ADOPTING THE GOALS  
AND OBJECTIVES OF THE COMPREHENSIVE PLAN  
OF THE CITY OF HIGHLAND HEIGHTS, KENTUCKY.**

**BE IT HEREBY ORDAINED BY THE CITY OF HIGHLAND HEIGHTS,  
KENTUCKY AS FOLLOWS:**

**SECTION I**

**CHAPTER 1 GENERAL**

- 1. ACTIVELY PROMOTE COMPREHENSIVE PLAN VISION AND GOAL.**
  - 1.1 Prepare a condensed brochure of Comprehensive Plan policy highlighting key recommendations; mail to residents, property owners, partners and stakeholders.
  - 1.2 Provide the Comprehensive Plan on City's webpage as a downloadable file.
  - 1.3 Present key Plan recommendations to potential partners and seek their assistance with Plan implementation.
- 2. SECURE HUMAN RESOURCES NEEDED TO IMPLEMENT KEY PLAN RECOMMENDATIONS.**
  - 2.1 Hire a full-time city manager. Highland Heights would benefit from a full time manager given its strategic location, potential for development and need maximize communications with CC Fiscal Court, NKU, TRI-ED and Kentucky Transportation Cabinet.
  - 2.2 Annually budget for professional services relevant to Council and Planning & Zoning Commission (P&Z) selection of priority Comprehensive Plan project.
- 3. ADOPT A COMPREHENSIVE PLAN IMPLEMENTATION POLICY**
  - 3.1 Develop procedures to ensure Plan projects and actions are selected each year for implementation by being recommended by P&Z Commission and adopted by council.
  - 3.2 Establish a Comprehensive Plan Implementation Committee of Council that each year prioritizes and recommends actions and monitors Comprehensive Plan implementation progress.

3.3 Make the City Planner an ex-officio official member of the Comprehensive Plan Implementation Committee with the task of assisting the Committee in the prioritizing of Comprehensive Plan actions.

3.4 Place projects with funding requirements in the City's capital improvement plan and annual budget.

## SECTION II

### CHAPTER 2 LAND USE

#### 2.1 ENLARGE THE CITY'S BOUNDARY TO PROVIDE ADDITIONAL LAND FOR RESIDENTIAL DEVELOPMENT.

2.1.1 Annex property to the east and southwest for future residential development, recognizing newer housing inventory is needed in Highland Heights to maintain a modern/desirable housing stock and to maintain households and populations as a result of planned redevelopment in Gateway East, Gateway West and Town Center.

#### 2.2 UPDATE ZONING ORDINANCE TO REFLECT COMPREHENSIVE PLAN UPDATE POLICY.

2.2.1 Amend SC Shopping Center Zone, NSC Neighborhood Shopping Center Zone and GC General Commercial Zone to permit mixed use development consistent with Comprehensive Plan policy for Gateway East, Gateway West and Town Center.

2.2.2 Review options to add flexibility to rezoning process and minimal area requirements associated with the ROD District.

#### 2.3 ENCOURAGE CLUSTER RESIDENTIAL DEVELOPMENT TO PROTECT SENSITIVE NATURAL FEATURES AND OPEN SPACE.

2.3.1 Place the RCD Residential Cluster Development Overlay Zone over future annexed land to ensure open space and natural features are preserved to the greatest extent possible.

2.3.2 Amend the RCD Zone to include a density bonus in return for open space set-asides beyond minimum requirements.

#### 2.4 ENCOURAGE MODERNIZATION OF OLDER HOUSING UNITS.

2.4.1 Work with Home Builders Association and NKU to modernize an outdated single-family housing unit as a demonstration project.

2.4.2 Research and inform property owners of resources available to help property owners update/modernize houses.

2.4.3 Analyze Zoning Ordinance setback and lot coverage requirements for all Residential One Zones relative to actual development to determine if zoning regulations hinder expansions in side-and rear-yards, etc.

## 2.5 MANAGE STUDENTS RENTALS TO PROTECT NEIGHBORHOODS AND LONGER TERM RESIDENTS.

2.5.1 Study landlord rental registration legislation and determine if a registration program is warranted for Highland Heights. Annual registration fees can help off-set program costs.

2.5.2 Work withNKU to prepare an “off campus living guide”. Inform off-campus students of laws and expectations governing behavior and occupancy of off-campus housing. Communicate that some violations could be criminal offenses.

2.5.3 Create a Joint City-University Advisory Board giving residents and students a platform to resolve issues of mutual concern.

## 2.6 GAIN ADDITIONAL SENIOR HOUSING UNITS.

2.6.1 Ensure adequate senior housing is available, particularly if Lakeside terrace transitions to student housing.

2.6.2 Support neighborhood Foundations’ efforts to secure federal tax credits for new senior housing project in Highland Heights.

## 2.7 ENSURE MULTI-FAMILY RESIDENTIAL DEVELOPMENTS OFFER ON-SITE AMENITIES.

2.7.1 Amend the R-3 Zone to include minimum on-site amenity requirements recognizing multi-family places higher density burdens on local government for parks and recreation.

## 2.8 DEVELOP NEIGHBORHOOD PARKS IN UNDERSERVED NEIGHBORHOODS.

2.8.1 Inventory parks and accessible open spaces using a GIS. Place a ¼ mile radius entered on each park/open space. Gaps between radi identify underserved neighborhoods.

2.8.2 Create accessible and visible neighborhood-scale parks where neighborhoods are underserved to bolster property values and increase housing demand.

2.8.3 Work with CC Fiscal Court to identify partnership opportunities for the provision of additional parks in or close to Highland Heights. Support County efforts to develop community-and regional-parks nearby that would benefit City residents and students.

2.9 PRESERVE OPEN SPACE/GREEN SPACE WHERE FEASIBLE USING THE CITY'S AUTHORITY TO PROTECT THE PUBLIC'S HEALTH, SAFETY AND WELFARE.

2.9.1 Rezone all floodplan areas and areas with slopes 20% and greater to R-RE Residential Rural Estate and Agriculture Zone.

2.9.2 Adopt a natural features ordinance that protects sensitive environmental features and the public's health, safety and welfare while maintaining private property rights.

2.9.3 Use Highland Heights' extensive open spaces, hillsides and floodplains to create an interconnected trail network. The City has potential to become as well known for an extensive urban trail system as for its stone wall streetscape.

2.10 ENCOURAGE MIXED-USE DEVELOPMENT

2.10.1 Promote mixed-use development to developers and development plan applicants to maximize limited development opportunities.

2.10.2 Implement Zoning Ordinance amendments to legally permit mixed-use development per Goal 2.2.above.

2.11 INTEGRATE CITY/NKU PLANNING POLICY EFFORTS.

2.11.1 Place a link on City's webpage to NKU's Master Plan and Land Acquisition Plan.

2.11.2 Coordinate with NKU each month and place campus planning and development news on the Planner's report to Planning Commission.

2.12 DEVELOP INSTITUTIONAL/CAMPUS ZONING OPTIONS WITH NKU.

2.12.1 Prepare a best zoning practice review of how communicates zone large institutional facilities and grounds such as NKU working in collaboration with NKU officials.

2.12.2 Work with NKU to develop a new zoning district that is mutually agreeable and beneficial to both parties.

2.12.3 Apply the resulting new zone on NKU's campus and future acquisitions provided such annexation is included on NKU's Master Plan or Phase 1 Development Plan.

SECTION III

CHAPTER 3 TRANSPORTATION

3.1 SUPPORT, PLAN AND CONSTRUCT ROAD

EXTENSIONS/IMPROVEMENTS CALLED FOR AT ALL THREE REDEVELOPMENT DISTRICTS.

3.1.1 Gain support for locally planned road projects for Gateway East and West and Town Center. (See Goals 1 and 3.13)

3.2 IMPROVE TRAFFIC FLOW FOR LARGE EVENTS HELD AT NKU AND MITIGATE US 27 PEAK HOUR TRAFFIC CONGESTION.

3.2.1 Work with Kentucky Transportation Cabinet and NKU to find ways to mitigate heavy NKU event traffic.

3.2.2 Widen the existing Nunn Drive roundabout to accommodate additional traffic volume.

3.2.3 Study the cost/benefit of adding an additional lane on 1275 from Three Mile Road exiting on I-471 and US 27 South to a forced right-hand turn onto Nunn Drive if traffic conditions on US 27 worsen.

3.3 REVISIT THE PLANNED GATEWAYS CONNECTOR ROAD. (SEE ACTION 4.4.4)

3.3.1 Request copy of the study prepared by the Kentucky Transportation Cabinet (KTC).

3.3.2 Request KTC to update the findings taking into consideration new Comprehensive Plan policies regarding land use in Gateway East, enlarged Gateway East and West boundaries, and the proposed extension of Sunset Drive to the NKU Connector North Road

3.4 EXTEND THE CITY'S PLACE BRAND STREETScape (SEE GOALS 4.9, 4.14 AND 4.23).

3.4.1 Prepare a streetscape master plan that articulates standards for materials and proper placement of stonewall and landscape materials.

3.4.2 Require the construction of streetscape elements as part of all redevelopment projects in gateways East and West and Town Center.

3.4.3 Require stacked stone veneer streetscape walls along US 27 from the City's southern boundary to the northern terminus of Gateway East.

3.4.4 Seek Transportation Alternatives Program (TAP) funds for streetscape improvements.

3.5 WELCOME MOTORISTS TO HIGHLAND HEIGHTS AT KEY CITY ENTRANCES.

3.5.1 Commission design plans for major and minor gateway signs.

3.5.2 Ensure gateway sign design reflects existing stone wall streetscape theme.

3.5.3 Work with NKU to co-brand gateway signs.

3.5.4 Construct major gateway signs on US 27/1-471 to the north and US 27 to the south close to Cold Springs.

3.5.5 Construct minor gateway signs at City entrances at Alexandria Pike north of 1-275, Three Mile Road, Johns Hill Road and the future NKU Connector Road.

**3.6 IMPROVE WAYFINDING TO MAJOR CENTERS SUCH AS NKU, TOWN CENTER AND FUTURE GATEWAY EAST AND GATEWAY WEST DEVELOPMENT.**

3.6.1 Commission a way finding plan to develop appropriate sign standards for materials, colors, graphics and fonts, etc. and to identify appropriate way finding sign placement throughout the city.

3.6.2 Ensure way finding sign design complements the stone wall streetscape theme.

**3.7 IMPLEMENT US 27 CORRIDOR ACCESS MANAGEMENT PLAN RECOMMENDATIONS. (SEE GOAL 4.6)**

3.7.1 Collaborate with KTC to place agreed upon access management plan recommendations on State funding lists such as the Six Year Highway Plan.

3.7.2 Identify center median alternatives for US 27 (along Town Center and Gateway East) to control turning movements, slow traffic and create attractive streetscape/business district environments.

3.7.3 Consolidate curb cuts using shared access points along US 27 in gateway East.

3.7.4 Work with KTC to develop, adopt and enforce access management standards for Highland Heights including US 27.

**3.8 REMOVE DUPLICATIVE STREET NAMES.**

3.8.1 Rename streets with duplicate street names to avoid confusion and aid proper way finding. For example, rename Alexandria Pike east of the "Island" property to avoid confusion with Alexandria Pike on the main-line portion of US 27.

**3.9 CALM TRAFFIC ON US 27 TO PROMOTE QUIETER, SLOWER AND SAFER TRAFFIC AND MORE ENJOYABLE PEDESTRIAN MOVEMENTS.**

3.9.1 Collaborate with KTC to implement traffic calming measures on US 27.

3.9.2 Co-develop a traffic calming master plan with KTC and NKU. See related Goal 3.7 above.

3.10 IMPROVE EAST-WEST PEDESTRIAN CIRCULATION ACROSS US 27 (SEE GOAL 3.12 AND 4.20)

3.10.1 Plan a US 27 pedestrian bridge near Marshall Lane working in collaboration with NKU (property owner) and KTC (US 27 jurisdictional control).

3.10.2 Co-brand the pedestrian bridge with NKU.

3.10.3 Ensure bridge design complements Town Center streetscape and building materials and integrates NKU architectural themes.

3.11 EXPAND BUS TRANSIT SERVICE IN HIGHLAND HEIGHTS (SEE GOAL 4.7)

3.11.1 Work with TANK to explore opportunities and options to expand transit service in Highland Heights.

3.11.2 Request TANK's review of master plans or redevelopment plans created or submitted for Gateways East and West and Town Center to ensure adequate area is provided for bus pullovers and shelters.

3.12 DEVELOP COMMUNITY-WIDE TRAILS AND BIKEWAY SYSTEM. (See goal 2.9 and 4.15)

3.12.1 Prepare a Trails and Bikeways Facility Master Plan that guides the development of a logical, safe and accessible trail and bikeways system integrated throughout the community.

3.12.2 Jointly plan with NKU to further integrate NKU walkways and bikeways into the City's trails and bikeway system.

3.12.3 Extend the existing Highland Heights Nature Trail north as a city-wide walkway system.

3.12.4 Identify a safe route that links the City with Vision 2015's Licking River Greenway.

3.13 ADVOCATE FOR LOCAL TRANSPORTATION PROJECT SUPPORT AND FUNDING.

3.13.1 Present Comprehensive plan land use, development, and transportation policy/projects to potential partners to seek their buy-in support and technical and financial assistance for planned roadway improvements.

3.13.2 Seek multiple pools of money to surpass local match requirements and to meet project funding requirements.

3.14 ENSURE US 27 OPERATES AT PEAK EFFICIENCY AND SAFETY.

3.14.1 Meet with KTC officials each year regarding their annual study and modification of US 27 signal timing to ensure all practical steps are being taken.

3.14.2 Meet with KTC officials every four years to review technological advances in the field of traffic synchronization and advocate for infrastructure and synchronization improvements and upgrades.

3.14.3 Have City officials and staff monitor US 27 Level of Service, traffic volume and accident reports each year looking for trends and issues to address with State officials.

#### SECTION IV

#### CHAPTER 4 REDEVELOPMENT (GATEWAY EAST)

#### 4.1 LIMIT USE OF US 27 FRONTAGE TO HEALTHCARE, PROFESSIONAL OFFICE AND NEIGHBORHOOD-SCALE RETAIL AND RETAIL SERVICES.

4.1.1 Restrict individual building size to 15,000 square feet and shopping centers (attached multi-tenant buildings to 30,000 square feet to attract neighborhood orientated uses.

4.1.2 Ensure limited retail and retail service uses serve the needs of adjacent populations including planned "Multi-family" development north of US 27.

#### 4.2 TRANSITION MULTIFAMILY DEVELOPMENT FROM HIGH TO LOW DENSITY GOING WEST TO EAST.

4.2.1 Use transitional zoning techniques to ensure the largest and most dense multi-family units are located next to 1-471.

4.2.2 Decrease building bulk and density moving west to east with lowest density housing located next to existing single-family neighborhoods near Bramble Avenue.

#### 4.3 PROMOTE DIVERSE MULTIFAMILY HOUSING STYLES, DESIGNS AND ARRANGEMENTS.



4.3.1 Work with developers to bring new and diverse multi-family housing styles and configurations to Highland Heights.

4.4 PLAN AND CONSTRUCT COMMERCIAL SERVICE ROAD NORTH OF US 27.

4.4.1 Align service road with Lowe's US 27 entrance and traffic signal.

4.4.2 Upgrade traffic signal to include a fourth leg on the north side.

4.4.3 Plan and construct road so its alignment enables rear access to US 27 frontage properties reducing the need for curb cuts on US 27.

4.4.4 Plan and construct a stub or cul-de-sac at the end of the service road for a possible future continuation as the planned "gateways Connector Road" would bridge or go underneath I-471.

4.5 INCREASE LOT DEPTH OF US 27 FRONTAGE LOTS.

4.5.1 Ensure US 27 frontage lots gain additional lot depth suitable to attract and support commercial redevelopment when development plans are submitted for approval. See 4.4.3 above.

4.6 IMPLEMENT US27 CORRIDOR ACCESS MANAGEMENT PLAN RECOMMENDATIONS. (SEE GOAL 3.7)

4.6.1 In addition to actions listed for Goal 3.7, seek access management tools to improve corridor aesthetics by closing wide curb cuts and replacing with grass strips between streets and sidewalks.

4.7 PROMOTE ENHANCED BUS TRANSIT SERVICE IN GATEWAY EAST.

4.7.1 Ensure a bus stop or multiple stops are provided in Gateway East that provides access to local and regional employment centers including NKU to accommodate planned "Multi-family" See Goal 3.11.

4.8 ENSURE REDEVELOPMENT IS ACHIEVED CONSISTENT WITH COMPREHENSIVE PLAN GOALS FOR THE BUILT ENVIRONMENT.

4.8.1 Develop design guidelines to ensure development is designed and built consistent with Comprehensive Plan policy for the built-environment in Gateway East.

4.8.2 Ensure buildings exhibit durable materials facing public rights-of-way, decorative roof lines, pronounced entrances, windows facing the street, pedestrian connectivity to adjacent neighborhoods, and pedestrian amenities such as rooftop patios and/or plazas to

create neighborhood hangouts.

4.9 EXTEND STACKED STONES VENEER WALL AND SIGN BASE THEME TO GATEWAY EAST. (SEE GOAL 3.4, 4.14 AND 4.23)

4.9.1 Require low-profile stacked stone veneer screen walls between US 27 and parking lots throughout Gateway East. New wall construction should emulate 5/3 Bank's stone wall as a standard to best achieve a unified corridor appearance.

4.9.2 Prepare a streetscape master plan that articulates standards for materials and proper placement of stonewall and landscape materials.

GATEWAY WEST

4.10 DEVELOP A UNIVERSITY-AFFILIATED BUSINESS PARK.

4.10.1 Work with NKU, CC Fiscal Court and Tri-Ed to implement this goal. Gain understanding of the market and prepare a conceptual master plan.

4.10.2 Enter into intergovernmental agreements establishing intent to develop a university-affiliated business park and establish roles and responsibilities of each party.

4.10.3 Assemble property.

4.10.4 Attract standard, sit-down restaurants with waiter service and business services in planned "Commercial/Business" areas to support corporate office uses and to aid marketing and promotions efforts.

4.11 ENSURE SPACE IS MADE AVAILABLE FOR NKU'S UPTECH ACCELERATOR.

4.11.1 To the extent possible, ensure a physical location is reserved for a permanent space to house UPTECH's managerial staff and companies enrolled in the accelerator program.

4.12 DESIGN AND CONSTRUCT SUNSET DRIVE EXTENSION.

4.12.1 Working with KTC and OKI, place the planned Sunset Drive extension project in the State's Six Year Highway plan and the regional transportation improvement plan (TIP).

4.12.2 Ensure Sunset Drive intersects with the planned (and funded) NKU Connector North Road.

4.12.3 To the extent practical, emulate the design of the NKU Connector road

realizing Sunset Drive improvement will carry through traffic.

4.12.4 Ensure Sunset Drive's alignment create usable lots.

**4.13 CONSTRUCT AN ACCESS SERVICE ROAD INTO THE INTERIOR OF THE PLANNED BUSINESS PARK.**

4.13.1 Ensure chosen access service road alignment enable the creation of usable lots on both sides taking into account noted environmental constraints on the west side of Gateway West.

4.13.2 Establish street rights of way to enable a future connection on the planned Gateways Connector Road.

**4.14 EXTEND STACKED STONE VENEER WALL AND SIGN BASE THEME TO BRAND GATEWAY WEST. (SEE GOALS 3.4, 4.9 AND 4.14)**

4.14.1 Require low-profile stacked stone veneer screen walls between US 27 and parking lots throughout Gateway East. New wall construction should emulate 5/3 Bank's stone wall as a standard to best achieve a unified corridor appearance.

**4.15 CREATE A CAMPUS-ORIENTATED ENVIRONMENT WITH CONNECTED WALKWAYS AND TRAILS.**

4.15.1 Plan walkways and trails that connect NKU Foundation's Research Park to Gateway West and NKU's Campus. Ensure internal paths connect buildings to each other.

4.15.2 Use Gateway West's environmental features as business park amenities. Add recreational trails for the use and enjoyment of high-tech workers and employees.

4.15.3 Provide pedestrian leisure zones for outdoor recreation, lunch breaks and reflection. Include shelters and benches.

**4.16 ENSURE BUSINESS PARK DEVELOPMENT ACHIEVES COMPREHENSIVE PLAN GOALS AND VISION FOR THE BUILT ENVIRONMENT.**

4.16.1 Encourage multiple-story office buildings to maximize limited land availability and to take advantage of limited highway visibility.

4.16.2 Ensure that high-quality building materials are used and office architecture is achieved to create a strong high-tech, corporate business park image.

4.16.3 Prepare commercial design standards for Gateway West's built environment consistent with Comprehensive Plan policy.

**4.17 DEVELOP A PEDESTRIAN-FRIENDLY AND URBAN TOWN CENTER.**

4.17.1 Require multiple-story buildings as a requirement of approved development plans to maximize the use of available land, to increase building density, and to promote a park-once and walk environment.

14.17.2 Require ground floors to have clear vision glass and large bay windows consistent with retail store fronts.

14.17.3 Encourage residential and office uses on upper floors.

14.17.4 Develop design guidelines to ensure development is designed and built consistent with Comprehensive Plan policy for the built-environment.

#### 4.18 DEVELOP US 27 PARALLEL SERVICE ROADS

4.18.1 Construct parallel service roads as shown on Map RD2 to provide alternate access and reduce traffic congestion on US 27.

4.18.2 Collaborate with NKU to determine best alignment for Clara Drive extension given NKU's plans for hotel/conference center development at Nunn Drive and US 27.

4.18.3 Commission a design study to determine alignment, land and intersection configuration. Promote right-in and right-out only intersection design unless others are warranted.

#### 4.19 CREATE A PEDESTRIAN-FRIENDLY BLOCK GRID.

4.19.1 Ensure redevelopment west of the Bluegrass Center occurs on a block grid generally consistent with Map RD2 to promote pedestrian-friendly urban development.

4.19.2 Do not approve development that prevents block grid road construction.

4.20 ACHIEVE A HIGH DEGREE OF PEDESTRIAN CONNECTIVITY. See goal 3.12 and 3.10)

4.20.1 Provide dedicated hard surface walkways connecting NKU to Town Center.

4.20.2 Construct a pedestrian bridge that spans US27 to effectively connect east and west Town Center.

4.20.3 Brand the pedestrian bridge using existing town center and NKU campus architectural styling as a guide.

4.21 DEVELOP FORMAL PEDESTRIAN SPACES TO PROMOTE SOCIALIZATION CONGREGATION AND PROLONGED STAYS.

4.21.1 Provide wide sidewalks next to ground floor retail for providing of outdoor furniture and seating to encourage greater use and socialization.

4.21.2 Ensure a green, urban park or plaza is developed and serves as a central organizing feature for surrounding development west of the Bluegrass Center. This central organizing feature should align with the green pedestrian easement found on the north side of Applebee's.

**4.22 PLACE PARKING ON-STREET AND BEHIND BUILDINGS TO MAKE TOWN CENTER URBAN AND PEDESTRIAN-FRIENDLY.**

4.22.1 Ensure parallel service roads and block grid connectors are designed to accommodate on-street parking.

4.22.2 Place off-street parking behind buildings. Where otherwise negotiated, limit front-yard parking to a maximum of two rows.

4.22.3 Study the financial feasibility of constructing a public parking garage that could be shared by Town Center businesses and potential future dorms and hotel/conference center development.

**4.23 EXTEND STACKED STONE VENEER WALL AND SIGN BASE THEME TO FURTHER BRAND HIGHLAND HEIGHTS. (SEE GOALS 3.4, 4.9 AND 4.14)**

4.23.1 Use stacked stone veneer walls to screen parking visible from any street or road –public or private.

4.23.2 Require stone bases/supports for commercial signage.

**4.24 PROACTIVELY ASSEMBLE LAND NEEDED TO IMPLEMENT PLANNED REDEVELOPMENT IN GATEWAY EAST, GATEWAY WEST AND TOWN CENTER.**

4.24.1 Create a strategy working with staff, special counsel and partners.

4.24.2 Hire professional help as needed to assist with land assemblage efforts.

4.24.3 Advance intent to assembly property, be transparent and seek property owner cooperation.

4.24.4 Educate property owners of Equity Investment Approach for self-assemblage.

4.24.5 Concentrate on one redevelopment area at a time.

4.24.6 Proactively search for and resolve problem properties related to out-of-town owners, heirs, clear title issues and liens, etc.

4.25 PREPARE URBAN RENEWAL STUDIES TO ASSIST WITH LAND ASSEMBLAGE EFFORT.

4.25.1 Prepare urban renewal studies to determine if one or more redevelopment districts meet blight tests defined by state statute associated with urban renewal.

4.25.2 Legislatively apply urban renewal on redevelopment districts where qualified to deal with problem property and hold-outs.

4.26 CREATE A REDEVELOPMENT FINANCE STRATEGY

4.26.1 Work with economic development professionals, public finance professionals and legal counsel to develop a funding strategy that takes available financing tools to account such as TIF, IRB, bonds, city debt capacity, etc.

4.26.2 Package financing tools and state/federal grants to achieve Comprehensive Plan goals.

4.27 SEEK PARTNER PARTICIPATION

4.27.1 Gain partner support and participation in implementing recommendations for three redevelopment areas. The City cannot implement the plan alone.

4.28 PREPARE REDEVELOPMENT PLANS FOR EACH REDEVELOPMENT AREA.

4.28.1 Proactively prepare redevelopment plans with partners and interested property owners to develop more detailed redevelopment policy regarding land use, circulation, and design.

4.28.2 Develop cost estimates and layout plans to better understand the magnitude of Comprehensive Plan recommendations and to seek appropriate resources.

4.28.3 Enable zone changes smaller than three acres as currently required when development plans comply with City produced redevelopment plans.

4.29 REVIEW PLANS AND STRATEGIES WITH COMPETENT COUNSEL BEFORE IMPLEMENTATION.

4.29.1 Comprehensive Plan recommendations are bold and visionary. Take steps to understand the market, financial and legal ramifications before taking any specific course of action working closely with competent counsel.

SECTION V

That this Ordinance shall be signed by the Mayor, attested by the City Clerk/Treasurer,

recorded and published. Same shall be in effect at the earliest time provided by law.

First reading of this 4 day of June 2013.

Second reading of this 18 day of June, 2013.

  
MAYOR GREGORY V. MEYERS

ATTEST:

  
JEAN RAUF  
CITY CLERK/TREASURER  
Ord13.08