Appendix A

Bellevue

Existing Conditions Report



University of Cincinnati

Comprehensive Planning Workshop 2012

Introduction

The 2008 Bellevue Comprehensive Plan Update will be updated again in 2013 as part of the statutory requirements under the Kentucky Revised Statutes, Chapter 100. The original plan, titled Northern Kentucky's Future. A Comprehensive Plan for Development 1972-1990 was a guide for development for Campbell and Kenton Counties, In 1982 the Bellevue Planning and Zoning Commission adopted an update based on their area of jurisdiction, then the 1987 update was the first updated prepared specifically for Bellevue.

The contents of the comprehensive plan are intended to serve as a guide for the public and private actions, which is the reason that the Bellevue Planning Commission has continued to update it. The purpose of this Existing Conditions Report is to help to determine what necessary changes to be made to the 2008 Bellevue Comprehensive Plan Update. It will also be used as a tool for our vision process so that we can take the next steps and continue to serve the public's needs. Each chapter in the 2008 comprehensive plan has been individually addressed, with an additional chapter titled "Civic Engagement" to help better connect to the community. The findings from each chapter will be used to create our recommendations to the Bellevue Planning Commission for the 2013 Bellevue Comprehensive Plan Update.

Chapter I
Population, Housing, and Economic Conditions

I. Introduction

The Population, Housing, and Economic Conditions chapter was concerned with two main objectives during phase I of the Bellevue Comprehensive Plan Update Workshop: the projection of the City of Bellevue's population into the years 2020 and 2030, and the updating of the existing demographic tables in the previous Bellevue Comprehensive Plan using 2010 census data or data sources cited by the City of Bellevue in their demographic tables. The results of both of these actions will be used to guide the course of actions and recommendations offered by the workshop to the city of Bellevue. The size, composition, housing, and economic conditions of the residents of Bellevue are crucial to understand and will lay a solid groundwork for the successful creation of a relevant Plan. A regional context is critical due to the City's placement in Northern Kentucky's tri-county area consisting of Boone, Campbell, and Kenton Counties. Understanding Bellevue's historic and projected trends in comparison to the tri-county area and the state of Kentucky provides a more in-depth look into Bellevue's trends by highlighting discrepancies between the city and the region.

II. Findings

Three different population projection methods were tested to decide upon the best extrapolation technique. The team was able to gather decennial census data aggregate population counts for Bellevue from 1960 to 2010. The first step was to graph the existing data population points to visualize the historic population trend. It was decided that a linear projection model would be inadequate in projecting the population in 2020 and 2030 and that a more intricate technique was necessary.

The first technique examined was the Geometric Population Model using the census data from 1960 to 2010 in order to project the Bellevue population in 2020 and 2030. This extrapolation technique was ultimately chosen because graphically it most closely adhered to the actual population data that we had. It is likely such a close fit because it assumes a constant growth rate (See Figure A.1.1), and it was determined that Bellevue has had a nearly constant rate of decline since 1960 (See Table A.1.2.). We projected the populations of Bellevue, the Tri-County area, and Kentucky (See Table A.1.3.).

In order to verify that this was the best fit, we were also advised to test the Geometric Population Model using a different set of data, by using census data from 1990 to 2010. Using only more recent population counts would be more conceptually defendable because it gives less weight to data from 1960 than it does to more relative data from 1990. When we tested this approach we were not as pleased with depiction of the projected populations when we graphed the actual data line and the projected data line. The projected population totals did not as closely align with the actual population totals. Using annual population data from the years 2000 to 2010 would have provided the most accurate population projections, however annual Bellevue population data was only available in estimate form from the American Community Survey and we were unwilling to base our projections on data because it has proven unreliable in the past, particularly when used for small geographic areas such as Bellevue.

The Growth-of-Share and Shift-Share methods were also tested. The Growth-of-Share Method used 2000 and 2010 census data; however this method was abandoned due to the error in accuracy associated with this method when the large study area increases and the smaller area (the small share of the total) decreases. This is the case in this study area because Campbell County as a whole is increasing and the City of Bellevue, within the county, is decreasing. The Shift-Share method used only two data points; census data from 2000 and 2010. There was very little difference between the projection results using this method and the geometric method using 5 data points, so we decided upon the Geometric Model because it was more visually appealing and better portrayed the population trends of Bellevue. We were pleased to see that

there was less than a thousand people variance between the highest and lowest projections. The population projections using the various methods for Bellevue in the year 2020 are displayed in Table A.1.4.

The second step of the Phase I existing conditions report for the Population, Housing, and Economic Conditions chapter was to update the 21 existing demographic tables in the Bellevue Comprehensive plan with recent data, primarily from the 2010 census. Finding appropriate updated data from official data sources proved to be a great point of difficulty for the team. Remarkably less data from the 2010 census was released online that was made available for the 2000 census. Frequently 2000 census data was used in the original tables, but the comparable 2010 census data was unavailable. It appeared in these cases that the most recent data was 2006-2010, five-year, American Community Survey (ACS) estimates.

The use of ACS estimates as data to update the demographic tables was proven to be inadequate and false. This point was highlighted particularly with the economic characteristics section. We noted that the unemployment estimates seemed extremely off when comparing the 2000 census data to the 2006 to 2010 estimate data, we decided to double check these figures using Bureau of Labor Statistics Information which supported the hypothesis that the ACS estimates were extremely off (see Table A.1.5.). For this reason, the table updates that incorporated ACS estimate data will need to be revised using resources other than the census.

III. Conclusion and Next Steps

There are three main takeaways that can be derived from viewing the updated demographic tables:

1. Bellevue's population is decreasing at a rate of nearly ten-percent every ten years and it is located in the slowest growing county in the tri-county area. Campbell County grew only two percent between 2000 and 2010 while the tri-county area grew 13.1 percent as a whole and Kentucky grew 7.4 percent (see Table A.1.6.).
2. By examining the population by age groups it can be seen that all age groups in Campbell County decreased between 2000 and 2010 except for the 45 to 64 year range which increased 25.9%. The 20 to 44 year old age group remains the largest, and the over 75 year age group remains the smallest as was the trend from 1990 to 2000 (see Table A.1.7.).
3. Examination of the new housing by type of unit reveals that the majority of new housing in Campbell County is single family (67.22 percent), but multi-family units experienced the greatest percentage change (16.93 percent) between 2000 and 2010. In comparison, the number of new single family units rose only 3.5 percent (see Table A.1.8.).

It is important that the first step in phase II of the workshop for this team is to fix the updated tables that rely upon ACS estimate data. New sources for this data must be obtained. Clarity must be gained by meeting with the client regarding sources used in the past to ensure that past and present data may be accurately and precisely compared.

After all of the tables are as complete and accurate as possible, the populations by age group must be projected for Bellevue and Campbell County. We were able to obtain 2000 and 2010 census data about Campbell County by age groups, but we were unable to find 2010 census data about Bellevue's population by age group so this is data will continue to seek and to ask the client if they have it. We are particularly interested in finding out the projected trend for the 45 to 64 year old age group because it is the most rapidly increasing population and our recommendations for the city must be based upon this fact.

Additionally, during phase II an interview with the Campbell County Housing Authority will be conducted. A Bellevue City Housing Authority does not exist, and this Campbell County Housing Authority has been recommended as a contact by the client. The goal of this meeting is to identify current issues or trends noted by the Housing Authority and to obtain any housing specific data that they can share.

Chapter II
Environmental Characteristics

I. Introduction

The study of environmental characteristics of a region is always necessary before carrying out any development activities. Since the built development and the natural environment needs to move in harmony to achieve maximum productivity, the study in this section informs the city about the environmental constraints for development and also the effect of natural and built environment upon each other is mutual.

The section looks at some major factors of environment to make the city aware of their environmental footprint and also encourage their role in the maintenance of good environment throughout the region. The factors being considered for study are as follows:

- Land Suitability Analysis for development considering the flood prone areas, topography of the city, and the soil characteristics.
- Water Quality of the region considering its suitability for general aquatic life.
- Air Quality assessment of the region.
- Invasive Species.

By looking at the studies mentioned above, the city will be able to assess their position and role in the maintenance of the regional environment, guide the future developments according to the land suitability, and take any measures to keep all the environmental characteristics within their optimal range.

II. Findings

Land Suitability

The City of Bellevue faces a serious flood hazard because the northern border of the city is located by the Ohio River, which causes, with the creeks that flow on the inner part of the city, floods during different periods of year. The flood hazard areas that surround the river and creeks make almost one quarter of the city area a low suitability area for development (FigureA.2.1).

According to the cooperative soil survey, Bellevue has 9 different soil types (Table A.2.1). Two of the soil types have low limitations for development, both of them cover almost one half of the city area, while the others have severe limitation for development and cover the second half of the city (Figure A.2.2).

Bellevue lays on slopes ranking in elevation from 460ft up to 800ft. This factor makes the city lay on three suitability classes according to slopes where 70 percent of the city area has high slope suitability for development, while most of the rest of the area has low slope suitability for development (Figure A.2.3).

Finally, by overlaying these characteristics on one map, we are able to define the best suitability areas for development within the city. We are also able to avoid the areas of poor suitability or figure out what kind of treatment they would need if they are already built-out (Figure A.2.4). This analysis will be helpful for the future development/s of the land use, transportation, water supply and waste management sectors in Bellevue City.

Water Quality

The surface water quality assessment for the City of Bellevue is done based on data obtained from United States Geological Survey (USGS) for the water year starting at October 2010 and ending at September 2011. The data is taken from Taylor Creek at Donnermeyer Drive in Bellevue, Kentucky. The USGS defines the water quality based on the five parameters, viz. Specific Conductivity, pH level, Water Temperature,

Dissolved Oxygen, and Turbidity. The water quality data for these parameters is studied and compared with the optimum range values based on the suitability for aquatic life. The charts of comparison (Figure A.2.5 – Figure A.2.10) show how the observed values for respective parameters stands against the optimum values for suitability for aquatic life. The chart for turbidity has no comparable optimum value due to the complexity involved in the process. Since the turbidity value depends on a time upon various factors, like water temperature, aquatic species, and the time period for which it affects the species, a graphic is shown (Figure A.2.10) to illustrate the effect of turbidity on freshwater fish activity for different time periods.

Climate

Temperature

In general, the City of Bellevue, Latitude: 39°6; Longitude: -85°31' is continental climate and four well-defined seasons. According to the US Department of Commerce, 1981-2010, the mean temperature in Bellevue is approximately 64 degrees Fahrenheit, with 30.8 degree as lowest in January and 75.9 degree as peak in July. Taking 70 as the after-cooling temperature, the Cooling Degree Days is averagely 552 in a year. (Cooling degree Days means temperature difference between indoor and outdoor multiplies the number of days using air-conditioner) And the Heating Degree Days is 3890, taking 60 as the after-heating temperature. Obviously heat-releasing and heat-shielding is more significant than cooling.

Precipitation & Snow

The annual average precipitation in Westminster is approximately 42 inches. In general, precipitation is evenly distributed throughout year. There are normally three to five inches of precipitation per month, with peak recordings in March and June and low recordings in January and February.

Snow is concentrated in December, January, February, and slightly in March and April. The snowfall mean inch is from 0.4 to 6.5. The number of days that Snowfall and Snow Depth equal or greater than the thresholds of the city are 20.8 and 21.3 days respectively per year (*http://www.ncdc.noaa.gov/cdo-web/#t=secondTabLink*).

Air Quality

The Air Quality is a more regional issue and cannot be controlled by the City of Bellevue. As a part of Campbell County and Cincinnati metropolitan, City of Bellevue has better to be aware to the air quality index, and make the citizens aware whenever the air quality is not good.

Generally, the trend of air quality is seen to be getting better from 1992 to 2011 in Campbell County, and so was Bellevue (Table A.2.3). Though the pollutant NO_2 and SO_2 is decreasing in the past ten years, PM2.5 is now the dominant pollutant in the area. From a larger scope, the air pollution usually generates and concentrates on the north of Ohio River, around City of Cincinnati, Milford and Fairfield (Figure A.2.11). And during a year, more attention on January, June and July should be paid since the polluted days are more likely to occur in these months (Figure A.2.12).

Forest Canopy

The forest quality assessment of Campbell County prepared by Center for Applied Ecology, Northern Kentucky University delineates the forest crown sizes into small, medium and large. Forest crown size is the most representative indicator of forest ecological quality and integrity due to correlations of tree crown size to tree age, level of past site disturbance, rainfall interception and absorption, and presence and extent of native or exotic species (Campbell County Forest Quality Assessment, 2008).

The report characterizes these crown sizes as follows:

- *Small Crown Forests* have smaller trees and typically have low native plant species diversity, high amounts of invasive exotic plants, and few or no rare plant species.
- *Medium Crown Forests* have plant species that have typically grown back after disturbances that did not significantly alter the topsoil (selective logging, pasture, etc.) and, as a result, are closer to the Large Crown Forests in ecological quality and value.
- *Large Crown Forests* have largely spaced trees and native shrubs, growing on undisturbed soil. These forests are generally of high ecological value with significant biological diversity in distinct canopy, sub-canopy, shrub, and herbaceous layers.

The forest canopy cover in the city of Bellevue can be seen in the map in Appendix (Figure A.2.13). The map shows that the majority of forest cover in Bellevue is small crown forest, with a small area of medium crown forest, and very little area of large crown forest cover. Table A.2.4 shows the actual data on area of forest cover by types.

Invasive Species

The invasive species that has reached the state of Kentucky from various external sources are threatening the survival of native species within the region. Due to the invasive nature of these species, they can easily take over the native species and grow out of control themselves. A list of most threatening invasive species available in the state of Kentucky is included in the appendix (Table A.2.5). Based on the information from DJ Scully, Campbell County Extension Agent for Natural Resources and Environmental Management and I.S.A. Certified Arborist; the invasive species most threatening to the City of Bellevue at present is Emerald Ash Borer. It is a kind of insect that kills Ash trees once they infest them. Treatment of trees whether infested or not is necessary to eliminate the problem of trees dying of this insect.

After the feedback from the community workshop, two more invasive species were identified as threatening in the city of Bellevue. They are discussed in more detail below.

Asian Longhorn Beetle

This species of bug impacts urban forest more than the rural forests. They make holes in the trees and weaken them and eventually result to death of severely infested trees. The quality of wood also reduces due to feeding from the bug. The treatment of Asian Longhorn Beetle can be done in two ways:

- Chemical treatment can be done if the infestation is not widely spread.
- Tree removal is the only option if the infestation is widely spread.

Bush Honeysuckle

This invasive plant can grow in wide range of habitats, and also retain leaves for longer period of time, giving it advantage over the native plants. It has several ecological and economic impacts since it produces chemicals that affect growth of native plants. The methods of control of this invasive species depends on plant size, number and location. They are:

- Hand Pulling could be used for plants smaller than 3 feet high.
- Mechanical method could be used for plants between than 3 feet to head high.
- Chemical sprays can also be used to control plant growth.

III. Conclusion and Next Steps

The study of environmental characteristics, generally, is done on the larger regional level. Given the small scale of the City of Bellevue in the regional context, the role that it can play to keep the environmental characteristics under check is limited. Having said that, the city officials and citizens can remain aware of various aspects of environment that affects the development and also how they are affected by the development. After the relation between environment and development is established, proper collaboration can lead to the harmonious development of natural and built environment together.

The environmental characteristics are also very important to guide other development activities due to their relation mentioned above. Land use classification made with topography, soil and flood plain into consideration is important for the development to be safe for the residents. Also, already developed land that is supposed to be unsuitable could be given appropriate attention to make it safe. The planning of various infrastructures such as transportation, water supply, and sewer lines should also be done with the same in mind.

Water and Air Quality assessment can help make people aware of the current status of their ambient environment and encourage them to keep it in good state. Various impacts on humans as well as other terrestrial and aquatic life due to the deteriorating environment could motivate people towards pro-environmental movement. People could have their say even in the regional matters like these so that they are, although indirectly, involved in the environmental conservation.

The next steps to be carried out are as follows:

- Work in collaboration with other planning groups to find the common grounds from where to launch forward.
- Assess causes and consequences of built and natural environment upon each other.
- Propose to record environmental assessment that could be the basis of comparison of the city's environmental standing to the larger region.

Chapter III
Land Use

I. Introduction

This chapter presents the existing conditions of land use in the City of Bellevue, Kentucky. Land use is an important element of a comprehensive plan as it influences the perception, functionality, and appearance of a city. The city of Bellevue has a strong residential character and its historical architecture and local shops brings individuality to the local culture. Land use controls are essential to protecting these features.

Bellevue is a built-out city, which means that it possesses minimal vacant land for development. In order to take optimum advantage of the limited land and keep the existing residents, the goals to be pursued in Bellevue's 2013 Comprehensive Plan Update include the implementation of a higher number of mixed use areas as well as the extension of form-based code one, while preserving and enhancing the residential and historical character of the city and promoting its growth in the safest and risky free matters.

II. Findings

The city's zoning presents 17 different sectors, including at least 8 residential zones as the main use (Figure.A.3.1). The total area of residential zones is 442.8 acres, which represents 74.13 percent of the total, and includes single family, two families, and multiple families' residential buildings. The five most predominant residential zones are: R-1B - Single-family residential dwellings (17.77 percent); R-1A - Single-family residential dwellings (17.30 percent); R-1H (HP) - Single-family residential dwellings (Historic Preservation District) (13.09 percent); R-1C - Single-family residential dwellings (9.87) and R-1H - Single-family residential dwellings (Attached) (8.99 percent). The rest of the assigned zones consist of 4 different commercial zones, shopping center, mix land use, and industrial zones, covering the remaining 25.87 percent of the total area of the city. A summary of zoning analysis could be found in (Table.A.3.1) and (Figure.A.3.2).

One strategy used to preserve the city's architectural heritage is the two different historical districts on the National Register of Historic Districts. The Taylor's Daughter and the Fairfield Avenue districts host buildings such as the Joseph Sister House, Sacred Heart Church, and Bellevue High School. The city also employs protection of its historical character by using overlay zones. These are represented in the zoning ordinance by overlay zones entitled: "Neighborhood Commercial - One" (NC-1(HP)), "Neighborhood Commercial – Two" (NC-2(HP)) and the "Residential - 1H" (R-1H (HP)). City's events such as Shop Bellevue, that takes place in the historical part and which draws visitors from across the region, exemplifies this positive local feature.

According to Bellevue's Footprint map, the city contains 3381 buildings the majority of which represents single family houses (Figure.A.3.3). The total build area is 91.7 acres, covering 15.3 percent of the total area of Bellevue City. Both mentioned historical districts are highly dense areas. The Fairfield Ave district consists mostly of commercial buildings, while the Taylor's Daughters district is in majority residential. The total area of the two districts is 101.9 acres and they cover 17 percent of the total area of the City of Bellevue. The larger and mostly residential land located on the southern east side of the city presents a much less dense pattern, due to its hilly topography and latest development. In addition, the commercial area along the main highway of access to the city (I-471) contrasts to the one found along the Fairfield Ave district, presenting bigger parcels in a larger scale, due to its "driving" character.

Analyzing the city's land use map of the previous comprehensive plan update of 2008, the percentage of vacant areas (14.42) represents the third dominant use in the city scenario after residential (61.05) and retail (18.10) and it is mostly located on the least dense part of the city, the southern east side (Figure.A.3.4). This

fact can be justified by the fact that this is a high risk area for future development due to elevation. However, a significant inconsistency between the land use map of the 2008 Comprehensive Plan Update and the actual existing reality was identified during this study, therefore, a further analysis and comparison is required in order to obtain a real apprehension of the city's land use conditions. A summary of land use analysis could be found in (Figure.A.3.5), (Table.A.3.2), and (Figure.A.3.6).

Another important feature of Bellevue's existing land use is its incorporation of form-based code zones, in its northern and eastern parts. The existing codes are: CS, T-4, T-5 and T5.5. The CS - Civic Space Zone covers the northern border of the city, by the Ohio River, where Bellevue Beach Park and other open spaces is located (Figure.A.3.7). This type of zone includes 5 different classifications and there is also a Green Civic Space zone for lawns and trees. The T-4 General Urban Zone covers a large portion of the northern side of the city, and few parts in the middle of the city. The T-4 is a mixed use zone that contains different residential types of buildings along of streets with curbs and sidewalks. The T-5 and 5.5 Urban Center Zones cover the northern and eastern borders of Bellevue City. These are mixed use zones with higher density requirements and less building use restrictions. Streets are usually narrower with sidewalks and trees in these areas.

A detailed study of the main strengths, weaknesses, opportunities and threats of Bellevue is contemplated in the SWOT Analysis (Figure.A.3.8), (Figure.A.3.9), and (Figure.A.3.10). Amongst them, the Bellevue Park Beach was identified as a strong community space and infrastructure that should be improved, with an extension of its existing bike trail, for example. The fact that the city owns some well-located land represents a possible solution to its parking scarcity issue, or could represent future areas for new developments of private initiatives. On the same rational, some existing infrastructure are underutilized or vacant but could present great commercial and touristic potential, such as the Party Source store, which is located at the end of the Bourbon trail, the Marianne Theater and the Riverfront Bike Trail.

The issue of some of it schools be underutilized, due to its population decrease trend, is also urgent in being addressed as a weakness. Along with that, a visual and land use pattern disconnection along Fairfield Ave, specially between its west side (closest to I-471) and east (historical portion), could be possibly addressed through form-based code regulations.

As mentioned before, the city presents some concerning threats that include low risk ones, such as the presence of a private club on its riverfront, which prevents the extension of the existing park and represents a conflicting use to the community character of the area, as well as high-risk concerns such as erosion and floods in areas of consolidated settlement. The confronting Dayton's vision of Fairfield Ave as a high traffic access to its limits, the threat of brown fields and some box commercial developments expansion ought to be addressed urgently in order to preserve the city's consolidated patterns and envision the community's desired land use.

III. Conclusion and Next Steps

One of the main conclusions of this first phase is that the existing data and mapping is not enough to draw a loyal and true version of its existing land use conditions. A more reliable perspective is required in order to envision the ideal land use conditions that community requires. For this reason, in addressing these issues, the next steps would include the revision of the existing Land Use Map to be accordance to these existing conditions.

On the other hand, an evaluation of Form-Based Code implementation process along with the public participation in identifying this reality is required as well as one of the clients main requirements for the future plan update.

The current Zoning Code is not restrictive enough to be useful. There are too many conditional uses allowed for each zoning classification. This fact has probably prevented the city in presenting a balanced mix of land uses including residential, commercial, industrial and recreational, which should be compatible with its surroundings. In order to perceive that, and due to its mature and almost fully developed character of the city, redevelopment and retrofitting of building should be elected approach of development.

It is also fundamental that its historical districts, identified as one of the main specific features of the city, should be used and promoted as a retail corridor, as a way of representing a community and touristic attraction.

Envisioning this development and redevelopment in safe matters, a close relation of land use and environmental conditions (soil conditions, topography and flood studies) is required.

The aim of the future land use is to enhance strengths, capitalize opportunities, address weaknesses, and mitigate threats identified in the SWOT Analysis. For this objective, crossing information and diagnoses with the other chapters is fundamental in order to promote a risk-free and sustainable development of the city. As well as incorporating public feedback on creation of future Land Use Plan and Comprehensive Plan Update as a whole.

Chapter IV
Transportation

I. Introduction

The transportation element in the revised comprehensive plan for 2013 includes concerns for the City of Bellevue, KY pertaining to highways, mass transit, heavy rail and bicycle routes. The City of Bellevue has access to the interstate highway system to I-471 via a full interchange on Fairfield Ave (KY 8) on the city's Northwestern corner with the City of Newport as well as at the Southwest corner on Memorial Parkway. Bellevue is served by the Transit Authority of Northern Kentucky (TANK) and also contains a railway of CSX, the railroad company, which divides the city in half. Bike routes serve Bellevue and connect it its inner state neighboring cities of Covington, Newport and Dayton as well as downtown Cincinnati, OH.

II. Findings

With over 21 miles of street surface in the City of Bellevue, a well-defined road hierarchy is very apparent. With I-471 lining most of the Western border of the small Northern Kentucky town, a major interstate allows the residents easy access to downtown Cincinnati as well as connecting them with other major interstates such as I-71 and I-75 (Figure A.4.1). Fairfield Avenue is the main thoroughfare in the City of Bellevue and is defined as a minor arterial according to the Northern Kentucky Development District. With no roads classified as principal arterials in the City of Bellevue, the only other minor arterial is Memorial Parkway. Minor thoroughfares, or urban collectors, in the City of Bellevue include Taylor Avenue, Covert Run Pike and Wilson Road. Due to the small amount of traffic on the remaining streets in the City of Bellevue, they are classified as local roads. The CSX Railway is also running through the City of Bellevue but does not have direct access from the line to serve the city.

Using OKI's Regional Traffic Directory peak traffic counts from 1995 - 2006, certain Bellevue intersections were analyzed. The most trafficked intersection documented was Fairfield Avenue and Ward Avenue in 2005 with over 12,800 vehicles per day (Figure A.4.2). The second most traveled intersection was recorded in 2000 at the intersection on Fairfield Avenue and Riviera Drive, which is near the I-471 Northbound entrance as well as the Party Source liquor store. Other traffic hotspots were Fairfield Avenue & Taylor Avenue, Taylor Avenue & Covert Run Pike and Taylor Avenue & Walnut Street. Smaller intersections recorded by OKI were also geocoded to show the peak traffic difference between certain roads based on the road classification hierarchy (Figure A.4.1).

Public transportation in the City of Bellevue is provided by the Transit Authority of Northern Kentucky (TANK). For nearly 30 years, TANK has connected Northern Kentucky to Downtown Cincinnati (Figure A.4.3). With 59 TANK bus stops in Bellevue, most residents are within a 5 minute walk to the closest bus stop (Figure A.4.4).

Despite how it may sound, automobiles, freight train and buses are not the only vehicles passing through the City of Bellevue. Another mode of transportation in Bellevue is the bicycle. Bicycles lanes and routes in Bellevue are located along Fairfield Avenue, Eden Drive and along the Bellevue Beach Park (Figure A.4.5). The existing bicycle routes in Bellevue are part of a larger connected system to inner state neighboring areas of Covington, Newport, Dayton as well as Cincinnati, Ohio (Figure A.4.6).

The City of Bellevue is broken up into two Census tracts with the main divider being the CSX train tracks (Figure A.4.7). From the Ohio River to the CSX train tracks sits Census tract 521 and south of the CSX train tracts sits Census tract 522. Demographic information regarding transportation for the City of Bellevue was collected from the American Community Survey (ACS) in 2010 by these Census tracts. Information about "Access To Vehicles" was taken and it is clear that about 13 percent of the people living north of the CSX train tracks do not have access to a vehicle as opposed to the 4 percent who are living in the Census tract south of the train tracks which also happens to be where the highest point of Bellevue sits (Figure A.4.8-9).

When looking at the same Census tracts for "Commuting to Work" (ACS, 2010) several factors become very apparent (Figure A.4.10-11). In the southern Census tract, over 90 percent of the population drives to work alone while only 3 percent carpool. Also, more people work at home or "telecommute" in the southern Census tract than in the northern Census tract. As for the northern Census tract only about 73 percent drives to work alone while 13 percent carpools to work and 9 percent walk to work. With neighbors in closer proximity, carpooling may be easier than in the northern part of the city than the southern part which is mainly on a hillside. Also with the absence of such steep topography in the southern Census tract, many people who work in downtown Bellevue most likely walk to work. After looking at some of demographic information such as household income, one should not be surprised that the southern Census tract has a higher household income which is why more people there can afford to drive alone and have the amenities needed to telecommute.

Comparing the "Access to Vehicle" data to the "Commuting to Work" data you can see some clear correlations. With the southern Census tract having a lower household income can result in less people not working from home or "telecommuting". More households with vehicles means more people drive to work alone and do not carpool. Due to topography and distance from the Bellevue CBD, less people walk to work. Even with close proximity to bus stops, the ACS stated less than 1 percent of Bellevue residents use the bus to go to work (Figure A.4.4 and Figure A.4.10-11)

The ACS 2010 has also collected information about commuting to work as well as the place of work. The "Journey to Work" data showed most people commute between 10 and 25 minutes which may be the average time it takes to get from Bellevue to downtown Cincinnati (Figure A.4.12). The ASC data also showed how 88 percent of the Bellevue residents worked outside of their place of residence while only 12 percent worked inside their place of residence (Figure A.4.13).

The crosswalks in the City of Bellevue were also looked at for pedestrian traffic. Many of the crosswalks marking were almost completely deteriorated or eroded away from the pavement. Also, many of the drivers were noticed going over the speed limit so this must be taken into consideration for future improvements (Figure A.4.14).

III. Conclusion and next steps

From all of this information taken from metropolitan planning organizations, the American Community Survey and local transit agencies several conclusions can be made. The first one is that although the street hierarchy map may be sufficient, it was created using data from 2008 so it may be out of date and a more recent road hierarchy map may be needed. Another conclusion that can be made is that the traffic flow is greatest neat I-471 entrance and exit ramps.

The next conclusion and suggestion is about the current transit system in Bellevue. With such close proximity to downtown Cincinnati and having most residences within a short walk from each station in Bellevue, looking at the scheduling and timing of the current system may allow for an easier look into why the residents are not taking advantage of the system. Looking into some type of "tax write-off" or other incentives will increase the number of transit users to work and decrease the number of those who drive to work alone. Also, TANK collects data every two years for ridership by stop so looking into these numbers for a hotspot analysis may help.

Another conclusion is that although the City of Bellevue has bike routes, it may not be enough to see a lot of the city from that perspective. Creating more bicycle routes such as down Taylor Avenue may help enhance the "complete streets" aspect of the city while also encouraging multimodal movement. Bicycle racks are also another problem in Bellevue. More bicycle racks will promote an alternative to walking and driving in Bellevue.

The final conclusion can be made about the usage of the CSX railway which has no current access to the Bellevue residents. Looking at current areas for potential transit stations if the CSX decides to sell the railway and its Northern Kentucky system to the area may be beneficial.

Chapter V
Community Facilities

I. Introduction

The 2008 Bellevue Comprehensive Plan Community Facilities Chapter did not go into extensive detail on every community facility in Bellevue. The 2008 chapter states that the city depends on services from other communities due to the small size of Bellevue.

The purpose of this chapter is to describe the existing conditions that we found in Bellevue to use for analyzing next steps as the 2008 Comprehensive Plan is updated. The goal is that the 2013 Community Facilities Chapter will incorporate parts from the 2008 chapter, including the fact that Bellevue's services are consolidated, as well as analyze new techniques for providing more services as population continues to change.

II. Findings

The current facilities that exist in Bellevue are limited (see Figure A.5.1). There are three schools, nine recreation sites, two community buildings, and one police station. However, the city does not have its own library or fire station. The library that Bellevue residents use is located in Newport, Kentucky and is the Campbell County Public Library. The fire station that services Bellevue is the Dayton, Kentucky Fire Department.

We also analyzed the parks in Bellevue to find out the quality of the parks, in comparison to the 2008 Comprehensive Plan "Recommended Park and Recreation Standards" as well as community perception. The map (see Figure A.5.2) shows that there are seven parks in Bellevue. Four parks are in good condition, while three parks are in average condition. The parks that were found to be average condition were categorized as average due to the lack of facilities on the park site, as well as the quality of the site. For example, the Bellevue Vets Ball Field is considered average due to the building that is on the site and its poor condition.

Additionally, we analyzed the Fire and Police service areas because City Staff is interested in consolidating more services in future planning. The Fire Service Map (see Figure A.5.3) shows two fire stations: Newport Fire Department and Dayton Fire Department. We used a four-minute service area, because the National Fire Protection Agency states that the minimum average response time for Fire Departments is four minutes. The map shows that both Newport and Dayton can respond to almost all of the City of Bellevue within four minutes. The second map, (see Figure A.5.4) shows the Police Station service areas. We used five minutes, however, there is not enough information to confirm that this is an average response time because communities of different sizes vary in response times. This map shows that three Police Stations - Newport Police Station, Bellevue Police Station and Dayton Police Station - service mostly all of the City of Bellevue in five minutes of responding to an emergency call.

III. Conclusions and Next Steps

The Fire and Police Response Service Areas are going to be useful for City Staff in going forward with taking steps to consolidate more services. The 2013 Community Facilities Chapter will incorporate these findings into it, as well as recommendations to consider the consolidation of more services.
The next steps that we will take are to use the Population Chapter Data, provided by this existing conditions report, to analyze what services to consolidate and what services need to expand for future population trends.

Chapter VI
Water Supply and Waste management

I. Introduction

This chapter represents the existing conditions of all the water systems of Bellevue, Kentucky. The water supply system is an engineered hydrologic component which provides water for the residents and industry of Bellevue. Sewer systems represent how the waste water is cleaned and where the wastewater flows. Geographic Information Systems (GIS) data from Northern Kentucky Area Planning Commission was used to see the distribution of water lines, sewer lines, storm water lines and impervious surface the capacities of the water facilities such as capacity of sewer pump stations.

II. Findings

Water system

Water for the City of Bellevue is provided by both Newport Water Works and the Northern Kentucky Water Service District. The water sources are the Ohio River and Licking River which are rated as sufficient for the City of Bellevue and not endangered of droughts. Northern Kentucky Water District is the largest water district in the state of Kentucky serving the people in Campbell County. The water quality of Northern Kentucky Water District meets all of the Environmental Protection Agency's health standards.

The water lines are widely distributed under most roads of Bellevue to serve the local population. Most of the water lines are interconnected or looped to ensure its water circulation.

There are 149 hydrants in the City of Bellevue and most are placed at street intersections, which overlap much of the residential area of Bellevue. The water distribution is based upon the Insurance Services Office (ISO) Fire Suppression Rating Schedule and the National Fire Protection Association's (NFPA) Fire Protection Handbook.

Water sewer system

The majority of the urban area of Bellevue is served by Sanitation District No.1 with 154 sanitary sewer pump stations. Although no sewer pump station is actually inside the City of Bellevue but there are multiple located in neighboring cities such as Newport with four stations and Dayton which have two sewer pump stations. The wastewater treatment plants of Dayton-Bellevue sewer service area are rated at 46 MGD (million gallons per day) while wastewater was received from the Dry creek. The two major pump stations are on Second Street installed in 1955 and Bromley installed in 1978.

The City of Bellevue contains a total of 70,178 linear feet of sewer lines, which is the same amount of water lines which are distributed under most roads. There are a total of 686 sewer manhole covers along the sewer lines in Bellevue. Municipal Sub-district Sanitary Sewer Inspection Program is required in Bellevue, which inspects sewer mains in eleven cities in Campbell County and has an estimated cost of $63,799 for inspections and $255,194 in rehabilitation.

Storm water System

The storm lines of Bellevue are maintained by Sanitation District No. 1, with a total of 55,324 linear feet. With a total of 570 storm utilities on the storm lines, the average depth of storm structure is 3.17 feet. The storm drainage systems are various, which range in scope from the largest such as Ohio and Licking Rivers, various bridge and culvert structures, to the smallest such as street catch basins, roadside ditches. Most

storm systems are located in southern Bellevue; however, northern Bellevue lacks a storm water drainage system.

Impervious Surfaces

Impervious surfaces are everything from the road network to big box parking lots like the Party Source and cover about 35 percent of Bellevue. With over 9,000,000 square feet of impervious surface and major topographic differences in the City of Bellevue, storm water runoff can become a major problem. One of the major storm water avenues is the running along the CSX railway which cuts through the heart of Bellevue.

III. Conclusion and Next Steps

From the water supply system, the existing amount of available water storage within the Dayton-Bellevue Water Service Area is adequate to meet the needs of Bellevue. The existing hydrants within the area are adequate fire protection. It is also recommended to improve the water system distribution to serve the new developments such as the evaluation of fire hydrants and expansion of existing system to provide water supply to all areas of proposed urban development.

Sewer system reflects the strong wastewater management in Bellevue with the capacity of 46 MGD. However, the problem is the major two sewer stations are old which were installed in 1955 and 1978. The Second Street Station, which built in 1955, is less efficient right now with a lower capacity (5.76 MGD). Combined sewer system is another issue because it served over half of the population residing in Northern Kentucky, that large amount of untreated sewerage was diluted with rainwater. The problem is that many of the combined sewers are capable of carrying surface runoff from only a minor rainfall. And existing combined sewers often cannot be used for storm sewers. So, it is highly recommended separating combined sewer system.

The problem of the storm water system is the storm water line is not sufficient for all the residential and needs more storm utilities for the residential in north part of Bellevue. It is also recommended for an updated soil information to analysis the area where are in deep threat of storm water.

Chapter VII
Information Technology and Infrastructure

I. Introduction

The 2008 Bellevue Comprehensive Plan Update has two guiding themes to approach information technology and infrastructure. The first is that there is a desire for "Universal Access", which is defined as "the ability of every citizen to have access to information technology and infrastructure development". The second theme is to be able to link information technology and infrastructure to the four main essential elements of the comprehensive plan, which are transportation, community facilities, utilities, and land use. Since information technology is an ever-changing field, our 2013 Bellevue Comprehensive Plan Update for the Information Technology and Infrastructure chapter will be using these themes to guide our research and update all the outdated information.

II. Findings

Cincinnati Bell is currently the main carrier of internet access in the Bellevue and Northern Kentucky area. They do not offer any community wide Wi-Fi nor do Bellevue have any free Wi-Fi spots within the city. Any business can add a wireless router at a minimal fee, then the Wi-Fi can be used free of charge through their current internet service agreement. It is up to each business's discretion on whether or not to offer the Wi-Fi free to customers or not. Cincinnati Bell also is not providing fiber optics to the Bellevue and Northern Kentucky area. As of now they are trying to place fiber optics in high residency areas, like apartment complexes and offices. If they did decide to add the service to the area, it would cost the same price as the regular internet service.

III. Conclusion and Next Steps

As of right now, Universal Access is not provided throughout Bellevue for the community. A survey has been given out to the community to help determine what their needs for information technology and infrastructure are (See Figure A.7.1). Once the data has been compiled, the next step will be to figure out the best way to address those needs and implementation. Also, getting in contact with local business owners, as well as owners of condominium and apartment complexes, to discuss Wi-Fi options with them will help the city move into the new technology age.

It has been determined that the best way to address the second theme of the Bellevue Comprehensive Plan is to create a Bellevue website template, as well as a Facebook group and a Twitter account. By having one website to go to for anything, such as library information, weather, local news, school cancelling, bus routes, and community facilities, it will be easier for any community members to find what they need. We will be working with the four essential elements groups from the second theme to best determine what should be added to our website template. And once this is done, a joint work with the Civic Engagement group will help with the implementation.

Chapter VIII
Civic Engagement

I. Introduction

The 2008 Bellevue Comprehensive Plan does not include a chapter for civic engagement. However, city staff believes public input is an essential step in developing a comprehensive plan and therefore the 2012 update will include a chapter for civic engagement. The purpose of that chapter is to show the process used to incorporate public input in the 2013 update and to suggest ongoing strategies for civic engagement. For now, the existing conditions analysis of civic engagement is based on interviews with city staff and preliminary observations from selected public meetings. These observations will be used in developing the scope of work to gather public input for the 2012 update and for future planning efforts.

II. Findings

The key findings for civic engagement are based on interviews with city staff members and observations from various community meetings.

Bellevue city staff had moderate success engaging the public in the past. In 2010, the City held a weeklong *charrette* to gather public input on the adoption of the form-based code. There were over 100 participants involved in the process. However, city staff recognized that some demographics were not adequately represented. Some examples of underrepresented demographics include young professionals and working families. A lack of diversity was also apparent at the observed community meetings, as the majority of attendees were elderly females.

The current system of informing the public includes posting in newspapers such as the Cincinnati Enquirer, Kentucky Post, Bellevue Community News, and the Campbell County Recorder. Additional media outlets include signage in Bellevue shops, email lists, and the Bellevue Newsletter. There are also two community groups that are involved in the community planning process and are able to disseminate information quickly. The Kentucky Accredited Main Street Program, Bellevue Renaissance, has a very strong presence in the community and sponsors the well-attended “First Friday” events. The program is supported by a group of influential business owners, city officials, and residents. A second organization is the Bellevue Neighborhood Association, which is a 501(c) (3), non-profit composed of community members. The organization charges itself with improving Bellevue’s parks, gardens, and planters. The organization also sponsors outreach programs for historic education, neighborhood improvement, and public awareness.

A primary objective for city staff is to see the public become more involved in the visioning process. During interviews, they expressed the importance of community feedback in shaping a vision for the city . The city’s staff would like to employ a variety of strategies to collect quality input from its residents. Suggested strategies included street surveys (See Figure A.8.1), workshops, personal interviews, and attendance at a assortment of community events.

Initial feedback from residents indicated the importance of preserving the historic character and small-town-charm of Bellevue while still capitalizing on economic development opportunities. City staff was also interested in discovering innovative ways to get residents involved in their community. They suggested a portion of the plan be dedicated to developing new strategies for outreach and recruitment.

III. Conclusions and Next Steps

Although the majority of the information gathering for civic engagement has not been completed yet, the preliminary findings can be used to formulate conclusions. These conclusions can be used to tailor the remaining scope of work.

First and foremost, Bellevue city staff understands the importance of gathering information from a diverse demographic, but has difficulty reaching key groups such as young professionals and working families. An initial step to achieve more diverse input in our feedback is to create "comprehensive plan" Facebook and Twitter accounts. Young professionals and working families are more likely to respond if social media or technology based information sharing is used. Next, we will set up street surveys at community events that will attract a variety of residents. These events include:

- Bellevue Neighborhood Association Meeting September 25th 2012, October 23rd 2012
- Shop Bellevue October 5th 2012
- Bellevue Kroger Reopening October 9th 2012

Additionally, city staff wants to create a comprehensive plan that supports the vision of Bellevue of residents. We will host a community workshop where residents can collaborate with city staff in the planning process.

- Community Workshop October 25th 2012

Finally, Bellevue needs to incorporate new and innovative strategies to retain community involvement in future planning efforts. In an effort to incorporate new strategies, we will conduct literature review of civic engagement strategies and techniques, as well as other successful city's cases. Furthermore, we will work with existing community groups to increase outreach efforts and to create stronger information sharing networks between residents and city staff.

Appendix

Figure A.1.1. Bellevue Population Projection Graph

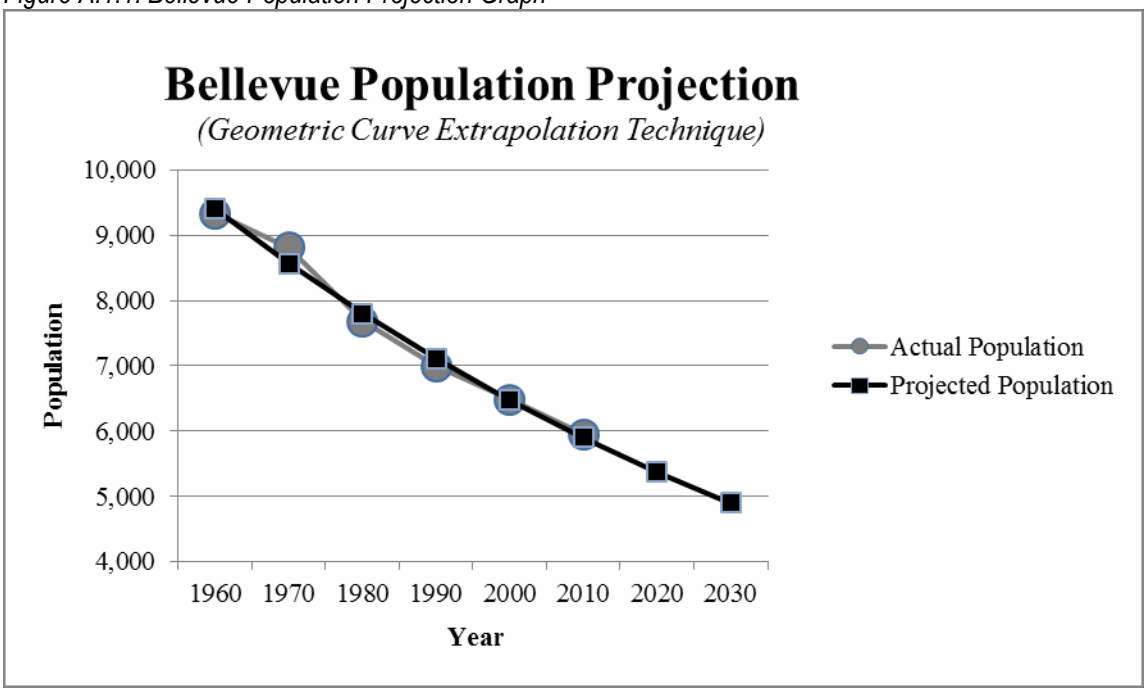


Table A.1.2. Bellevue Population Percentage Change

Year	% Change
1970	-5.63%
1980	-11.83%
1990	-9.93%
2000	-7.39%
2010	-8.10%
2020	-9.76%
2030	-8.90%

Table A.1.3. Population Projections by Area

Area	1960	1970	1980	1990	2000	2010	2020	2030
Bellevue	9,336	8,810	7,768	6,997	6,480	5,955	5,374	4,895
Campbell County	86,803	88,501	83,317	83,866	88,616	90,366	88,731	89,269
Tri-County*	229,443	250,753	266,217	283,486	326,071	368,897	317, 324	332,586
Kentucky	3,038,156	3,218,706	3,660,777	3,685,296	4,041,769	4,339,367	4,656,800	4,997,621

Source: U.S. Bureau of the Census, Kentucky State Data Center, Comprehensive Plan 2008 Update City of Bellevue

**Campbell, Boone, and Kenton Counties*

Table A.1.4. 2020 Bellevue Population Projections by Extrapolation Method

Geometric 1960-2010 census	Growth of Share 2000 & 2010 census	Shift Share 2000 & 2010 census	Geometric 1990-2010 census	Geometric 2000-2010 annual estimates
5,374	5,386	5,413	6,326	6,008

Table A.1.5. Unemployment Rate, ACS '06-'10 Data vs. BLS '10 Data

Boone	Campbell	Kenton	Tri-County	Kentucky
4.2	4.7	4.6	4.5	4.9
9.2	10.1	10.1	9.8	10.2

Table A.1.6. Population Trends, 1990-2010

AREA	1990 CENSUS	2000 CENSUS	2010 CENSUS	CHANGE 1990-2000		CHANGE 2000-2010	
				NUMBER	PERCENT	NUMBER	PERCENT
KENTUCKY	3,685,296	4,041,769	4,339,367	356,473	9.7%	297,598	7.4%
TRI-COUNTY TOTAL	283,486	326,071	368,897	42,585	15.0%	42,826	13.1%
BOONE COUNTY	57,589	85,991	118,811	28,402	49.3%	32,820	38.2%
KENTON COUNTY	142,031	151,464	159,720	9,433	6.6%	8,256	5.5%
CAMPBELL COUNTY	83,866	88,616	90,366	4,750	5.7%	1,750	2.0%

Source: Kentucky State Data Center, U.S. Bureau of the Census, Decennial Censuses

Table A.1.7. Population by Age Group, Campbell County

Age Group	1990 Census		2000 Census		2010 Census		% Change 2000-2010
	Pop.	% of Total	Pop.	% of Total	Pop.	% of Total	
0 to 4	544	7.8%	454	7.0%	381	6.4%	-16.1%
5 to 19	1423	20.3%	1351	20.8%	1017	17.1%	-24.7%
20 to 44	2759	39.4%	2514	38.8%	2197	36.9%	-12.6%
45 to 64	1240	17.7%	1285	19.8%	1618	27.2%	25.9%
65 to 74	597	8.5%	444	6.9%	379	6.4%	-14.6%
75+	434	6.2%	432	6.7%	363	6.1%	-16.0%
TOTAL	6997	100%	6480	100%	5955	100%	-8.1%

under 5	381
5 to 9	305
10 to 14	347
15 to 19	365
20 to 24	355
25 to 29	552
30 to 34	479
35 to 39	413
40 to 44	398
45 to 49	416
50 to 54	471
55 to 59	420
60 to 64	311
65 to 69	216
70 to 74	163
75 to 79	137
80 to 84	131
85+	95
TOTAL	5955

Age Group	1990-2000 Census		2000-2010 Census	
	Pop. Change	% Change	Pop. Change	% Change
0 to 4	-90	-16.5%	-73	-16.1%
5 to 19	-72	-5.1%	-334	-24.7%
20 to 44	-245	-8.9%	-317	-12.6%
45 to 64	45	3.6%	333	25.9%
65 to 74	-153	-25.6%	-65	-14.6%
75+	-2	-0.5%	-69	-16.0%
TOTAL	-517	-7.4%	-525	-8.1%

Source: U.S. Bureau of the Census, Decennial Censuses

Table A.1.8. New Housing by Type of Unit, 2000-2010

AREA	2000 CENSUS				2010 CENSUS				PERCENT CHANGE 2000-2010	
	SINGLE FAMILY	MULTI FAMILY	TOTAL UNIT	% SINGLE FAMILY	SINGLE FAMILY	MULTI FAMILY	TOTAL UNIT	% SINGLE FAMILY	SIN. FAM.	MULTI
CAMPBELLCOUNTY	25,763	11,135	36,898	69.80%	26,703	13,020	39,723	67.22%	3.65%	16.93%
KENTON COUNTY	45,116	18,455	63,571	71.00%	48,669	20,209	68,878	70.66%	7.88%	9.50%
BOONE COUNTY	25,935	7,416	33,351	77.80%	36,676	10,028	46,704	78.53%	41.42%	35.22%
TOTAL	96,814	37,006	133,820	72.30%	112,048	43,257	155,305	72.15%	15.74%	16.89%

Source: U.S. Bureau of the Census, 2006-2010 American Community Survey, 2011 American Community Survey

Figure A.2.1: Flood Hazard Map

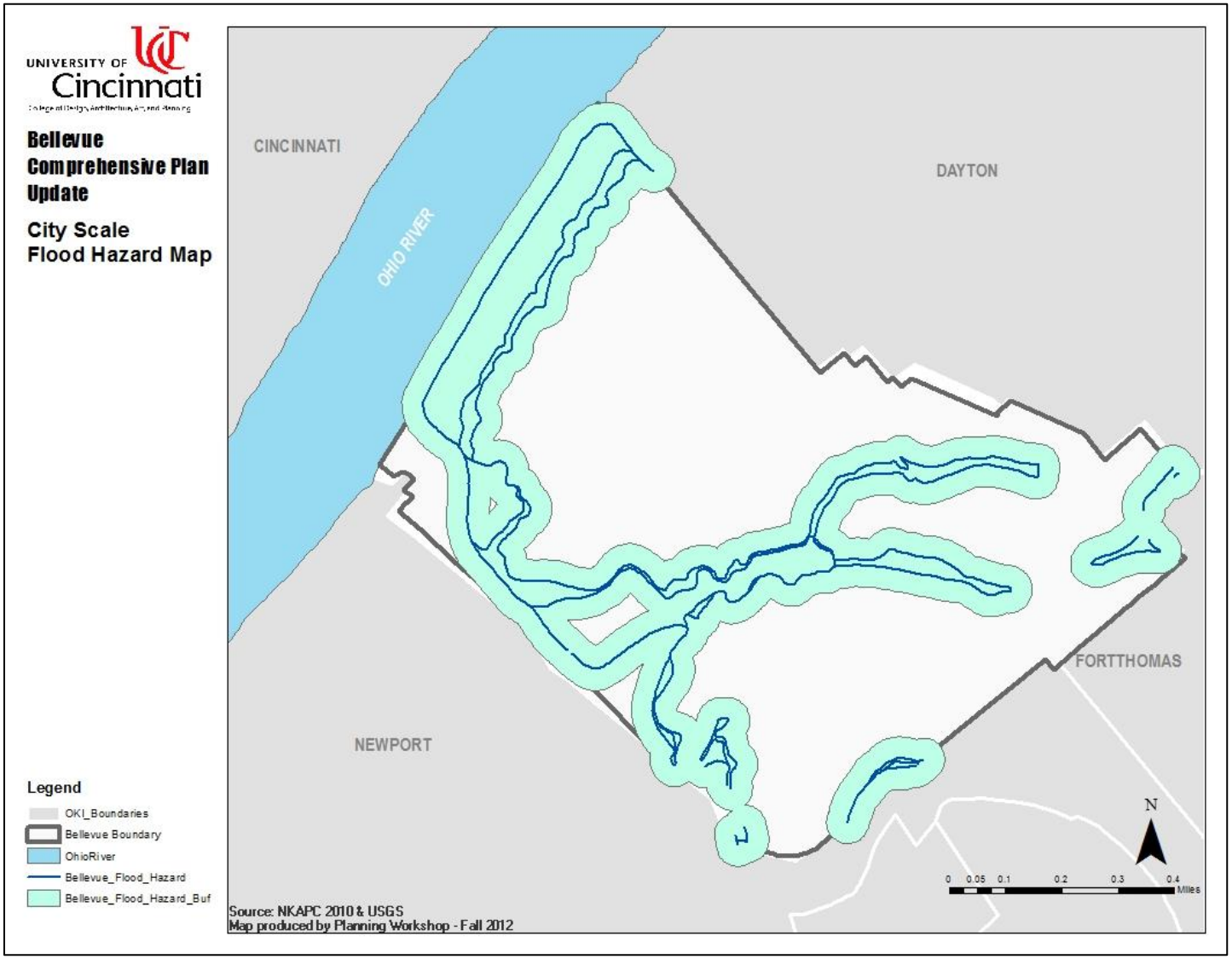


Figure A.2.2: Soil Suitability Map

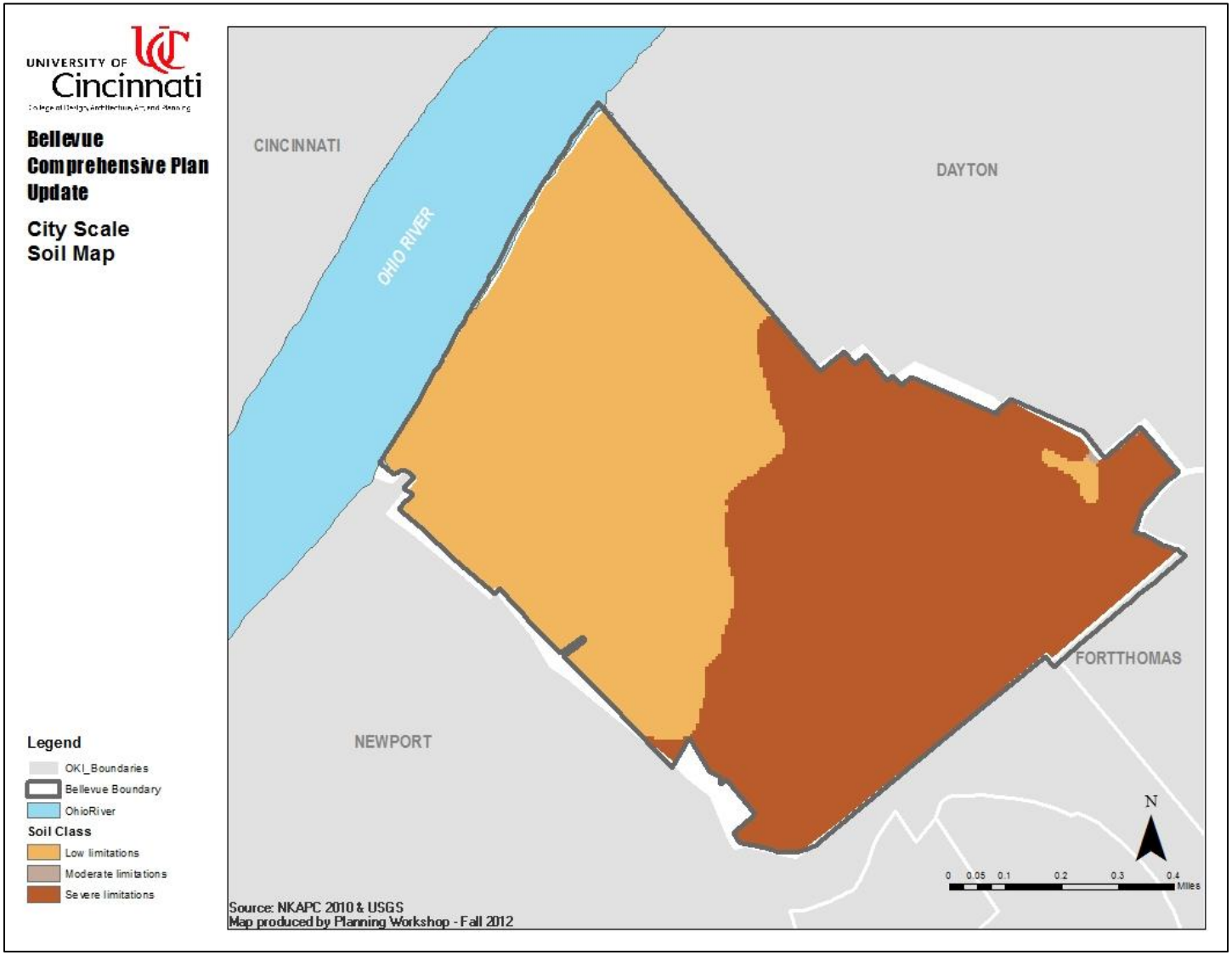


Figure A.2.3: Slope Suitability Map

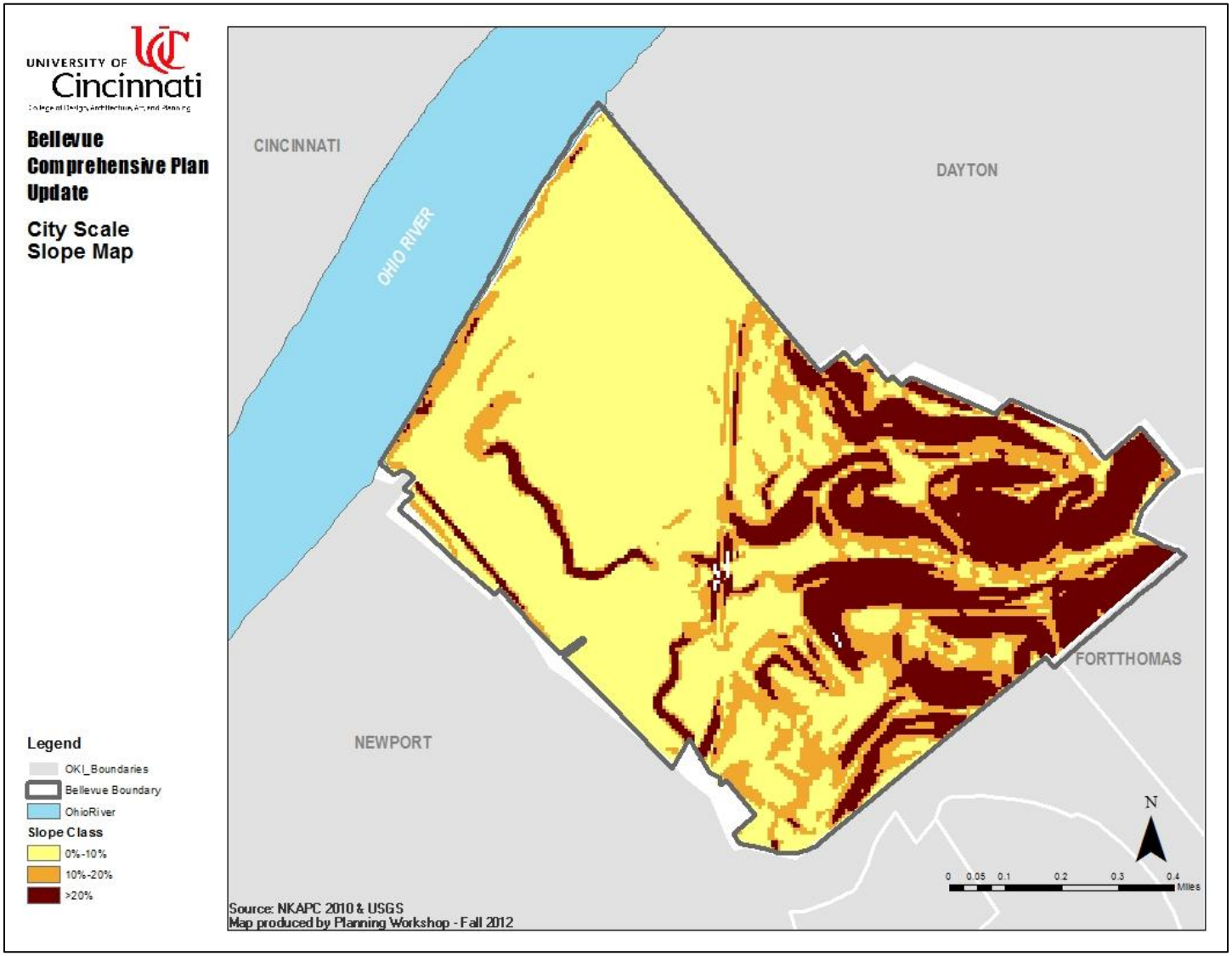


Figure A.2.4: Overlaid Land Suitability Map

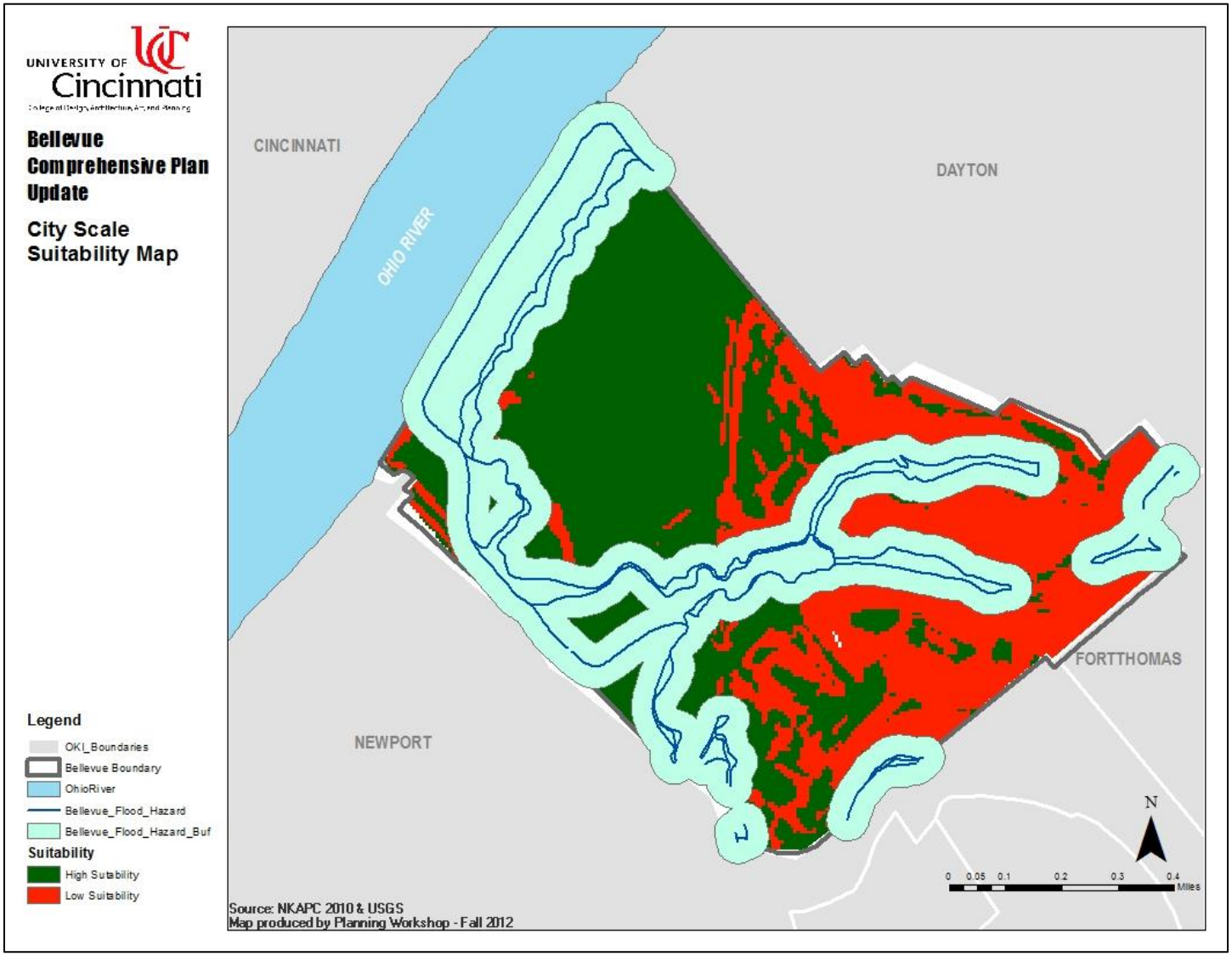


Figure A.2.5: Specific Conductivity

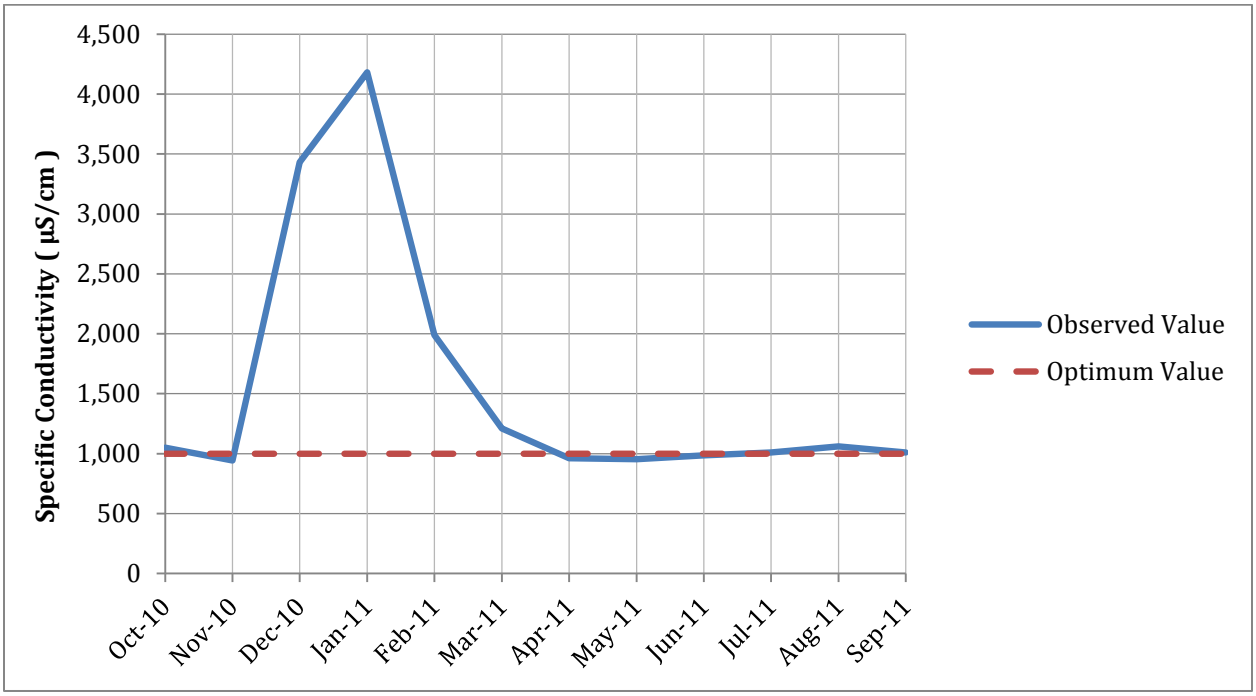


Figure A.2.6: pH Level

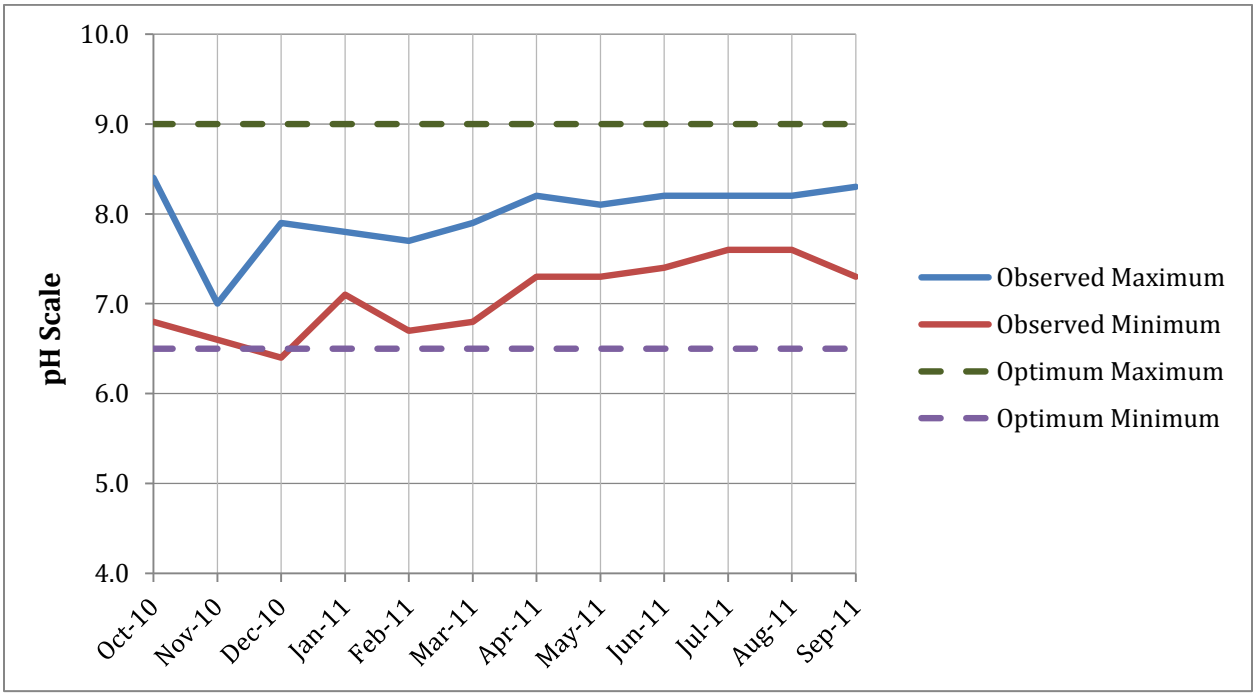


Figure A.2.7: Water Temperature

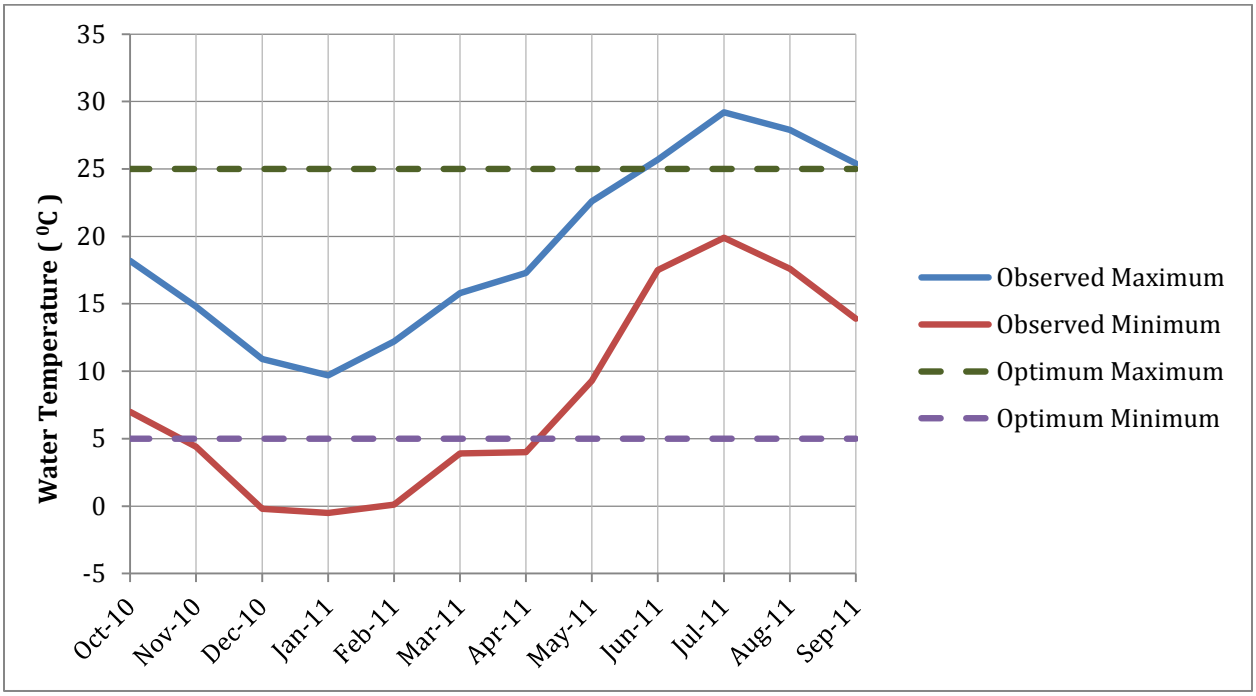


Figure A.2.8: Dissolved Oxygen

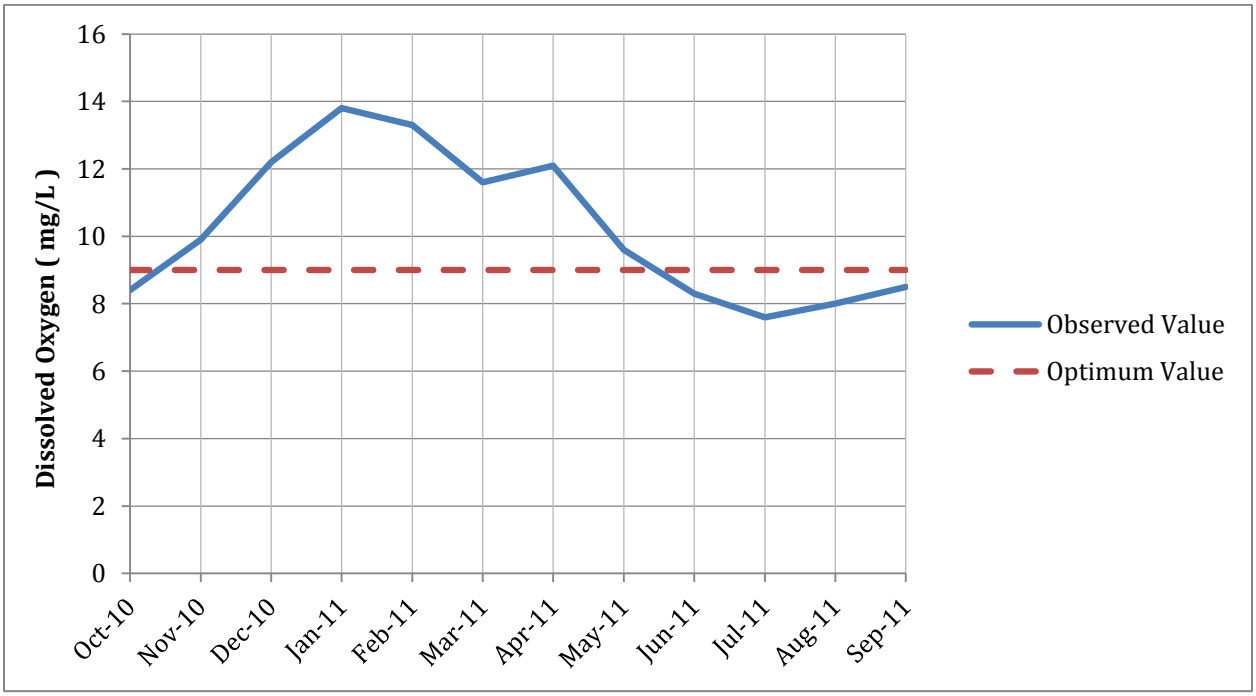


Figure A.2.9: Turbidity

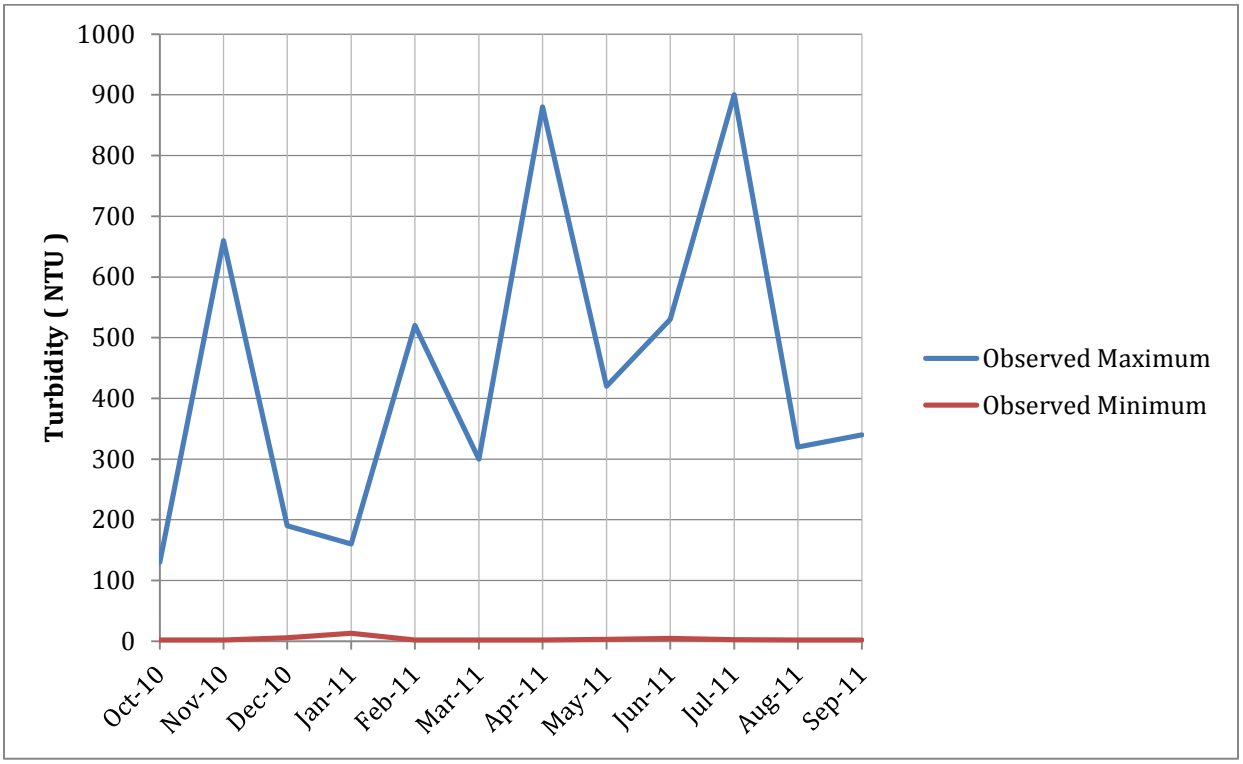
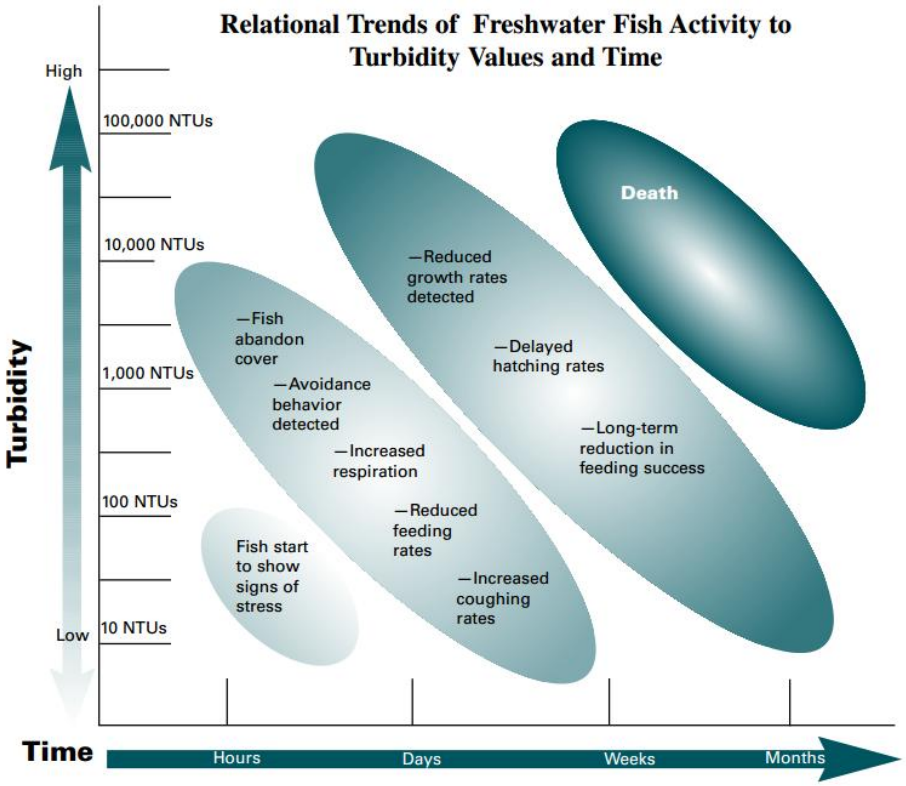
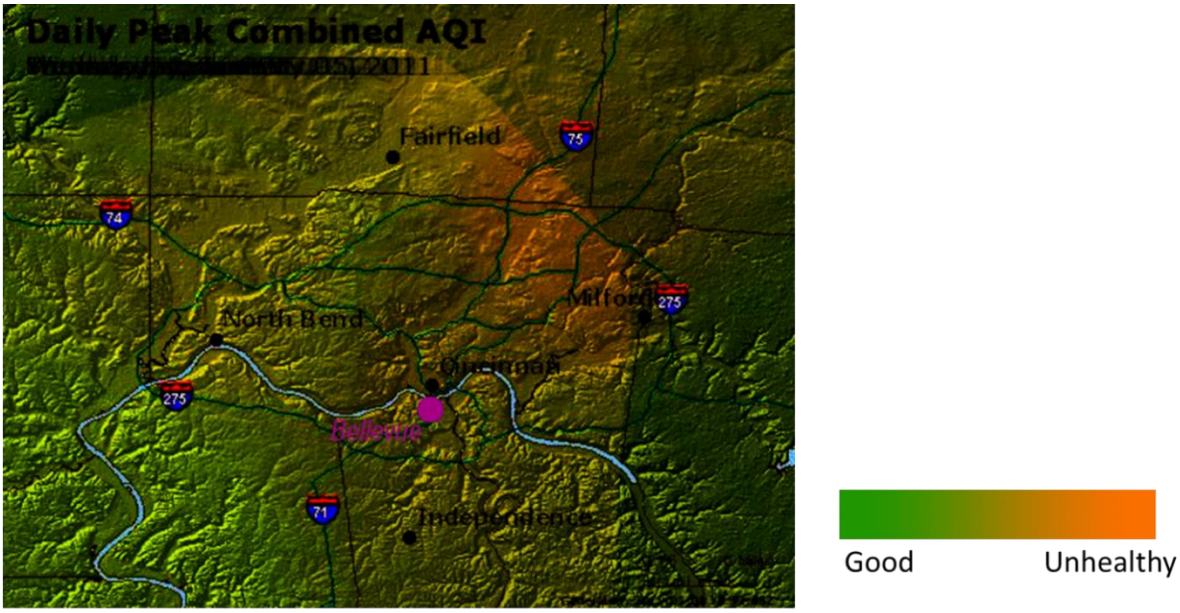


Figure A.2.10: Relation between Turbidity and Freshwater Fish Activity with time



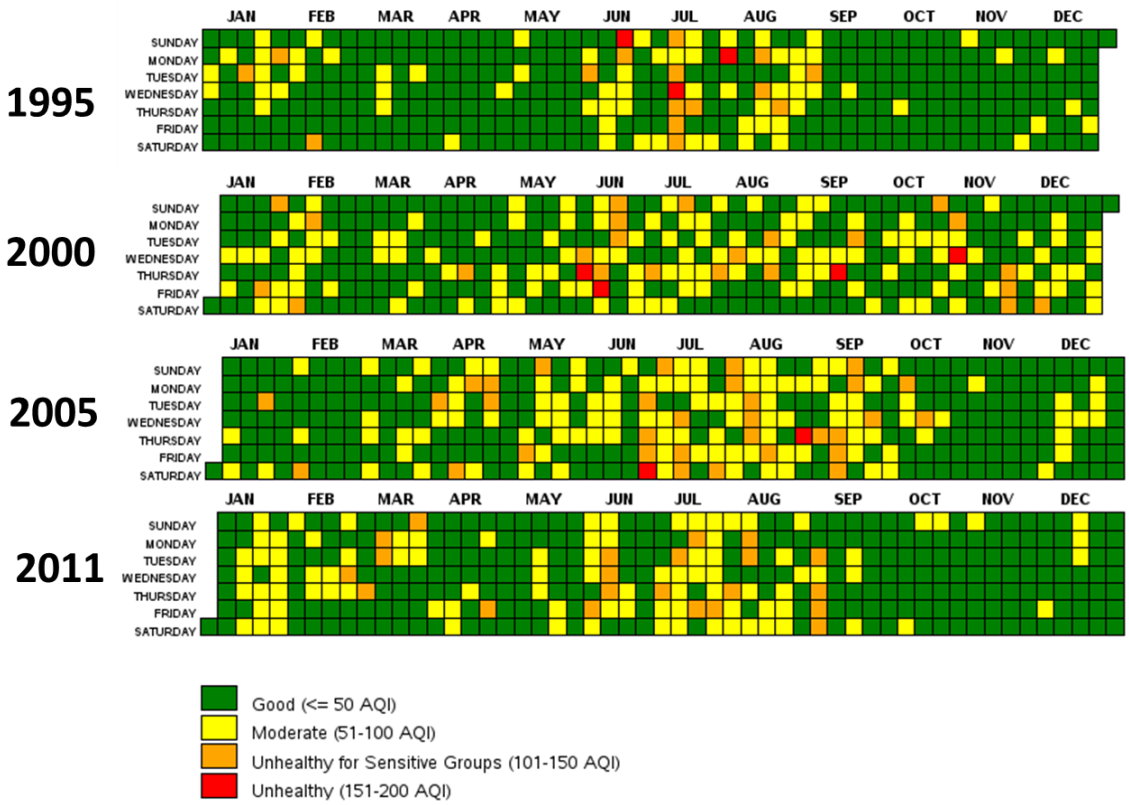
Source: http://watermonitoring.uwex.edu/pdf/level1/FactSeries-Turbidity.pdf

Figure A.2.11: Daily Peak Combined AQI Map



Source: http://airnow.gov/index.cfm?action=airnow.mapsarchivecalendar

Figure A.2.12: Daily AQI of Years (1995, 2000, 2005 and 2011)



Source: U.S EPA Air Data, http://www.epa.gov/airdata

Figure A.2.13: Forest Cover Area by crown type in Bellevue



Source: Campbell County Forest Quality Assessment, Center for Applied Ecology, NKU

Table A.2.1: Soil Suitability Type

Soil Symbol	Soil Name	Soil Limitation (Dwelling with basement)
W	Water	Not buildable
UR	Urban land	Low limitations
NeB	Negley silt loam, 2 to 6 percent slopes	Low limitations
NeC	Negley silt loam, 6 to 12 percent slopes	Moderate limitation
EdD2	Eden silty clay loam, 12 to 20 percent slopes, eroded	Severe limitations
EdE2	Eden silty clay loam, 20 to 35 percent slopes, eroded	Severe limitations
FcC	Faywood silty clay loam, 6 to 12 percent slopes	Severe limitations
FcD	Faywood silty clay loam, 12 to 20 percent slopes	Severe limitations
LIC	Licking silty clay loam, 6 to 12 percent slopes	Severe limitations

Source: http://soils.missouri.edu/survey/thundernow.asp?county=KY603 - Boone, Campbell, and Kenton Counties, Kentucky&type=ENG

Table A.2.2: USGS Data for Water Quality Parameters (Water Year from Oct. 2010 to Sept. 2011)

Water Quality Parameters		Units	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Optimum
Specific Conductivity			1,050	942	3,430	4182	1990	1210	961	953	985	1010	1060	1010	1000
pH	Max.		8.4	7.0	7.9	7.8	7.7	7.9	8.2	8.1	8.2	8.2	8.2	8.3	9
	Min.		6.8	6.6	6.4	7.1	6.7	6.8	7.3	7.3	7.4	7.6	7.6	7.3	6.5
Water Temperature	Max.	°C	18.2	14.8	10.9	9.7	12.2	15.8	17.3	22.6	25.7	29.2	27.9	25.4	25
	Min.		7.0	4.4	-0.2	-0.5	0.1	3.9	4.0	9.3	17.5	19.9	17.6	13.9	5
Dissolved Oxygen		mg/l	8.4	9.9	12.2	13.8	13.3	11.6	12.1	9.6	8.3	7.6	8.0	8.5	9
Turbidity	Max.	NTU	130	660	190	160	520	300	880	420	530	900	320	340	-
	Min.		<2.0	<2.0	5.6	13	<2	<2	<2	3.2	4.9	2.6	<2	<2	-

Source: http://wdr.water.usgs.gov/wy2011/pdfs/03238140.2011.pdf, http://www.ilmb.gov.bc.ca/risc/pubs/aquatic/interp/interp-01.htm

Table A.2.3: Campbell County Air Quality Data

Year	Days Good	Days Mod-erate	Days USG	Days Un-healthy	Days Very Un-healthy	AQI Max	AQI 90th per-centile	AQI Median	Days CO	Days NO2	Days O3	Days SO2	Days PM2.5	Days PM10
2011	251	92	22			148	71	42		2	141	28	194	
2010	271	88	6			131	67	42		10	170	46	139	
2009	303	60	2			146	56	36		15	166	30	154	
2008	278	85	3			122	64	40.5		7	139	18	202	
2007	235	n/a	n/a	n/a		150	101	45		6	84	19	76	
2006	225	n/a	n/a	n/a		86	54	26		25	5	23	13	7
2005	222	109	32	2		177	100	43		49	150	90	65	11
2004	253	95	18			137	79	41.5		48	146	100	64	8
2003	258	91	16			145	79	40		51	158	101	47	8
2002	246	79	30	10		197	104	40		71	173	74	46	1
2001	236	105	23	1		161	87	42		81	148	77	56	3
2000	220	119	23	4		166	93	46		54	140	103	68	1
1999	240	99	26			142	90	41		107	128	76	52	2
1998	251	75	37	2		169	101	40		108	137	117	n/a	3
1997	269	80	13	3		166	75	39		129	113	118	n/a	5
1996	264	77	22	3		197	90	38		145	121	95	n/a	5
1995	280	67	15	3		179	77	40		156	133	70	n/a	6
1994	233	97	35			150	97	44		115	108	135	n/a	7
1993	219	122	23	1		161	94	44		87	105	168	n/a	5
1992	239	107	20			147	87	41.5		72	101	187	n/a	6

Source: http://www.epa.gov/airquality/airdata/

Table A.2.4: Forest Cover by crown type in Bellevue and Campbell County

		Bellevue	Campbell County
Land Area (in Acres)		597	97,112
Forest Cover Area (in Acres)		99	39,781
Forest Cover Percent (%)		17	42
Small Crown	Area (in Acres)	93.8	34,461
	Percent (%)	94.7	86.6
Medium Crown	Area (in Acres)	5	4,694
	Percent (%)	5.1	11.8
Large Crown	Area (in Acres)	0.2	626
	Percent (%)	0.2	1.6

Source: Campbell County Forest Quality Assessment, Center for Applied Ecology, NKU

Table A.2.5: Invasive Species in Kentucky

Species Name	Scientific Name	Species Type
Emerald Ash Borer	*Agrilus planipennis*	Insect
Bush Honeysuckle	*Lonicera maackii*	Plant
Japanese Honeysuckle	*Lonicera japonica*	Plant
Winter Creeper	*Euonymus fortunei*	Plant
Tree-of-heaven	*Ailanthus altissima*	Plant
Multi-flora Rose	*Rosa multiflora*	Plant
Kudzu	*Pueraria lobata*	Plant
Musk-thistle	*Carduus nutans*	Plant
Poison Hemlock	*Conium maculatum*	Plant
Sudden Oak Death	*Phytophthora ramorum*	Pathogen
Hemlock Woolly Adelgid	*Adelges tsugae*	Insect
Johnsongrass	*Sorghum halepense*	Plant
Gypsy Moth	*Lymantria dispar L.*	Insect
Fire Ant	*Solenopsis invicta*	Insect

Source: http://www.ca.uky.edu/invasives/topinvasives/index.html

Figure A.3.1: Zoning Map

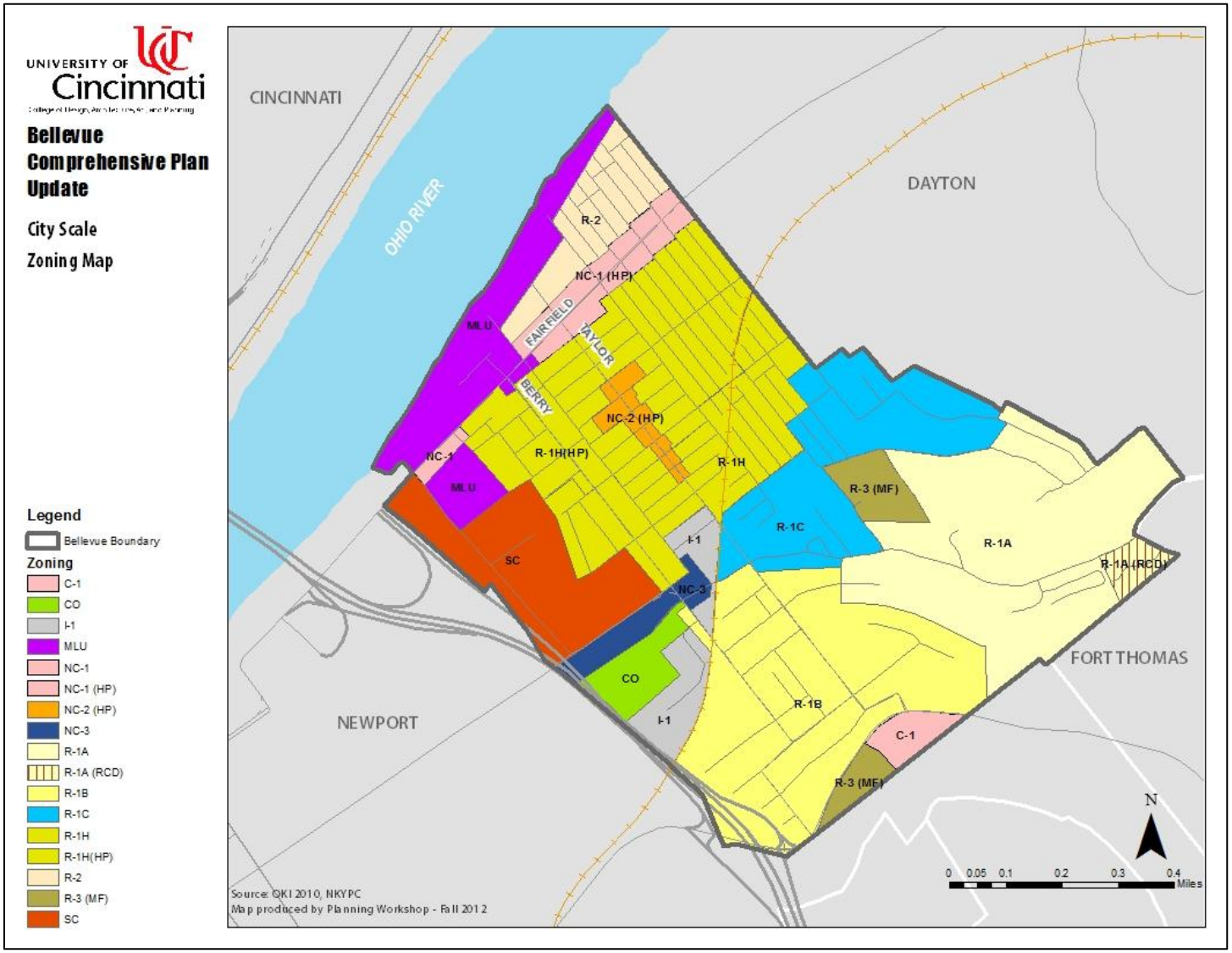


Figure.A.3.2: Zoning Chart

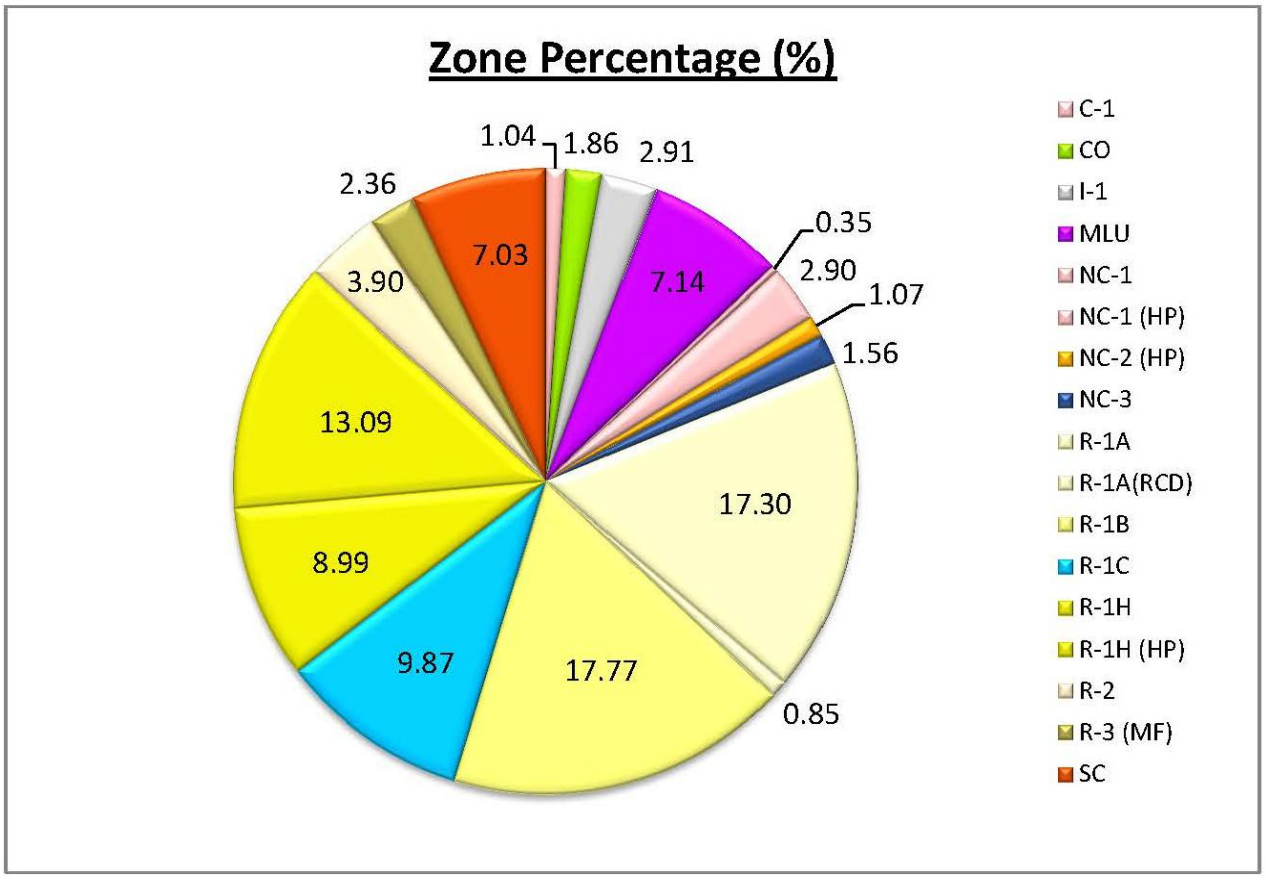


Figure.A.3.3: Building Footprints Map

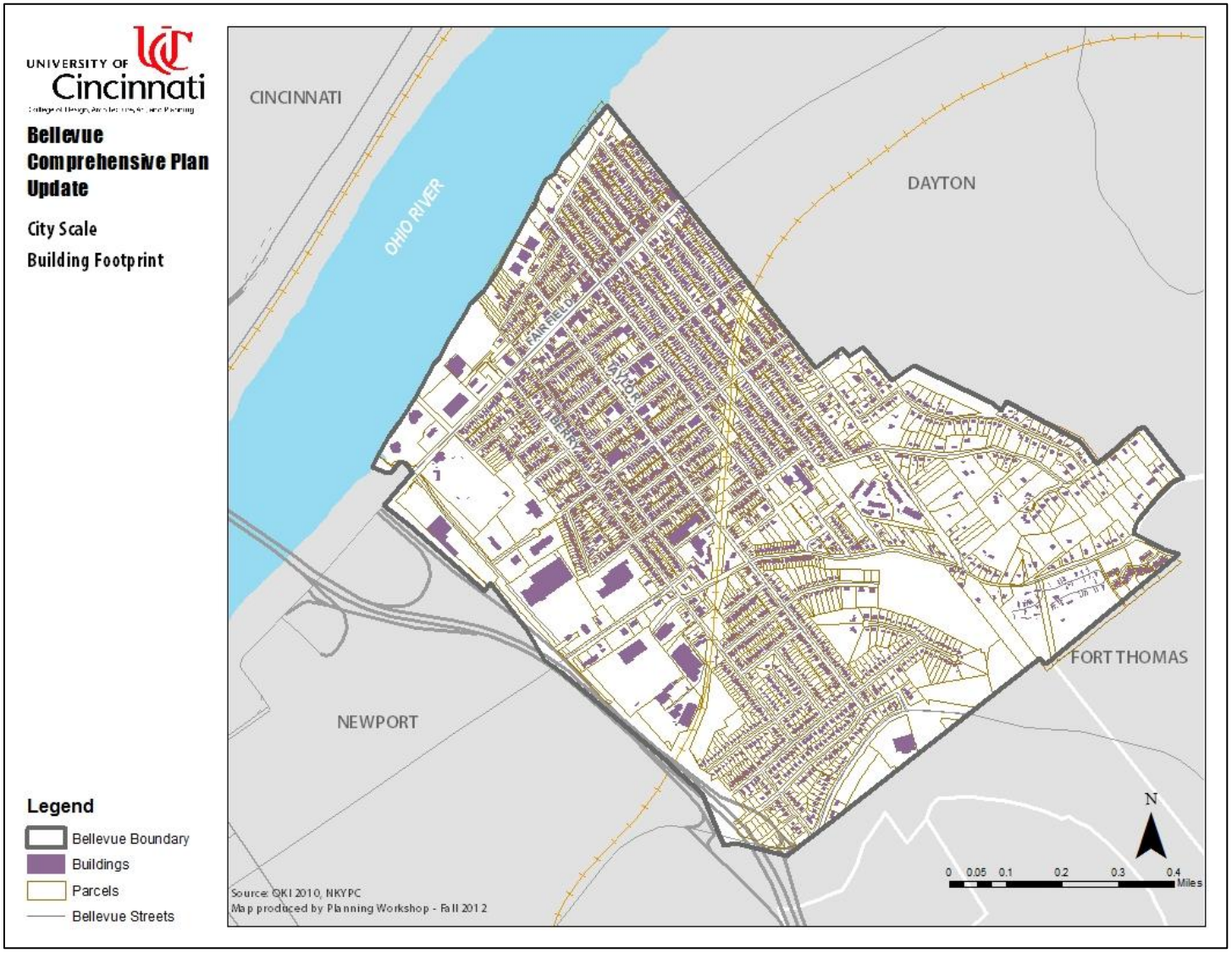


Figure.A.3.4: Vacant Lot Map

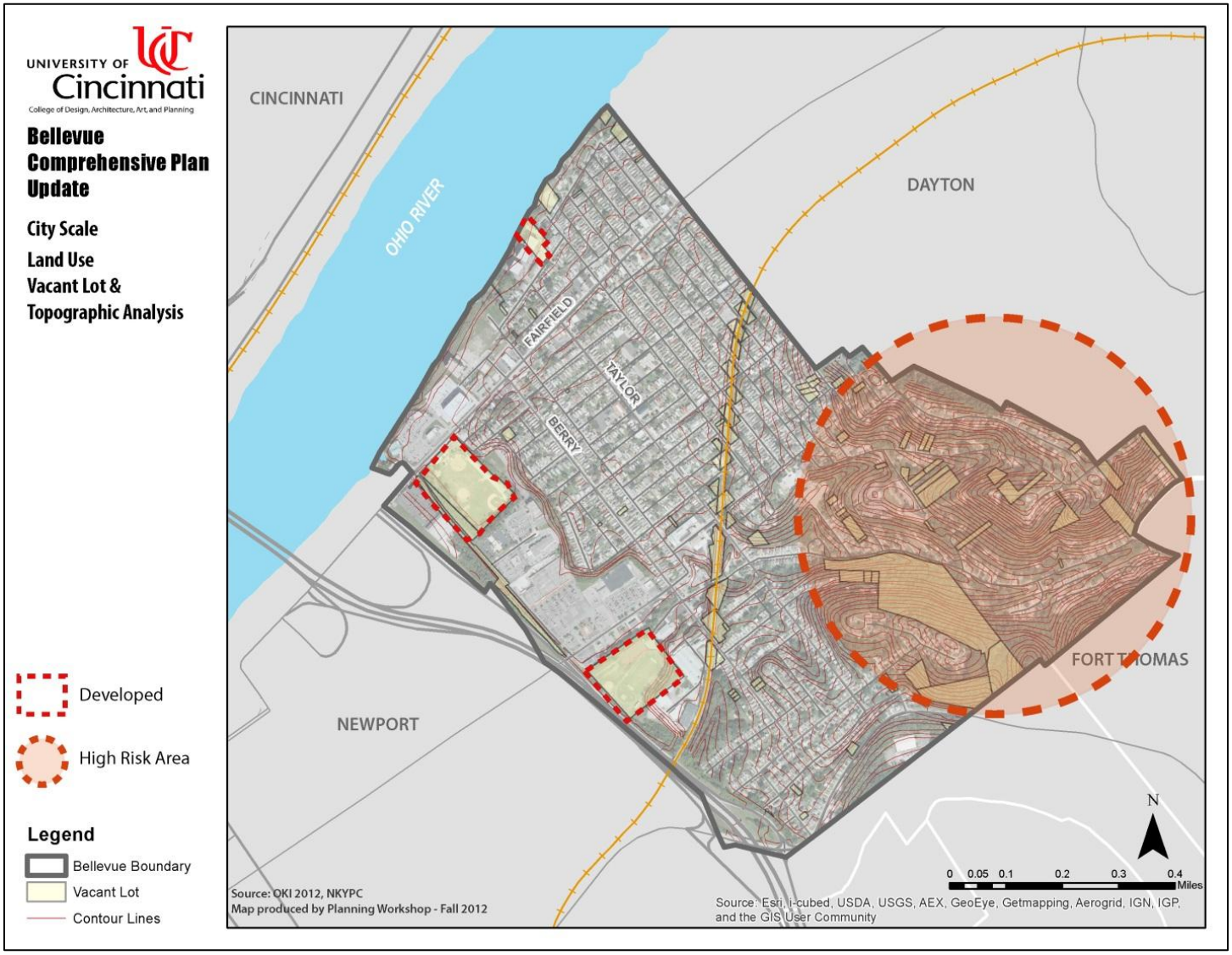


Figure.A.3.5: Land Use Map

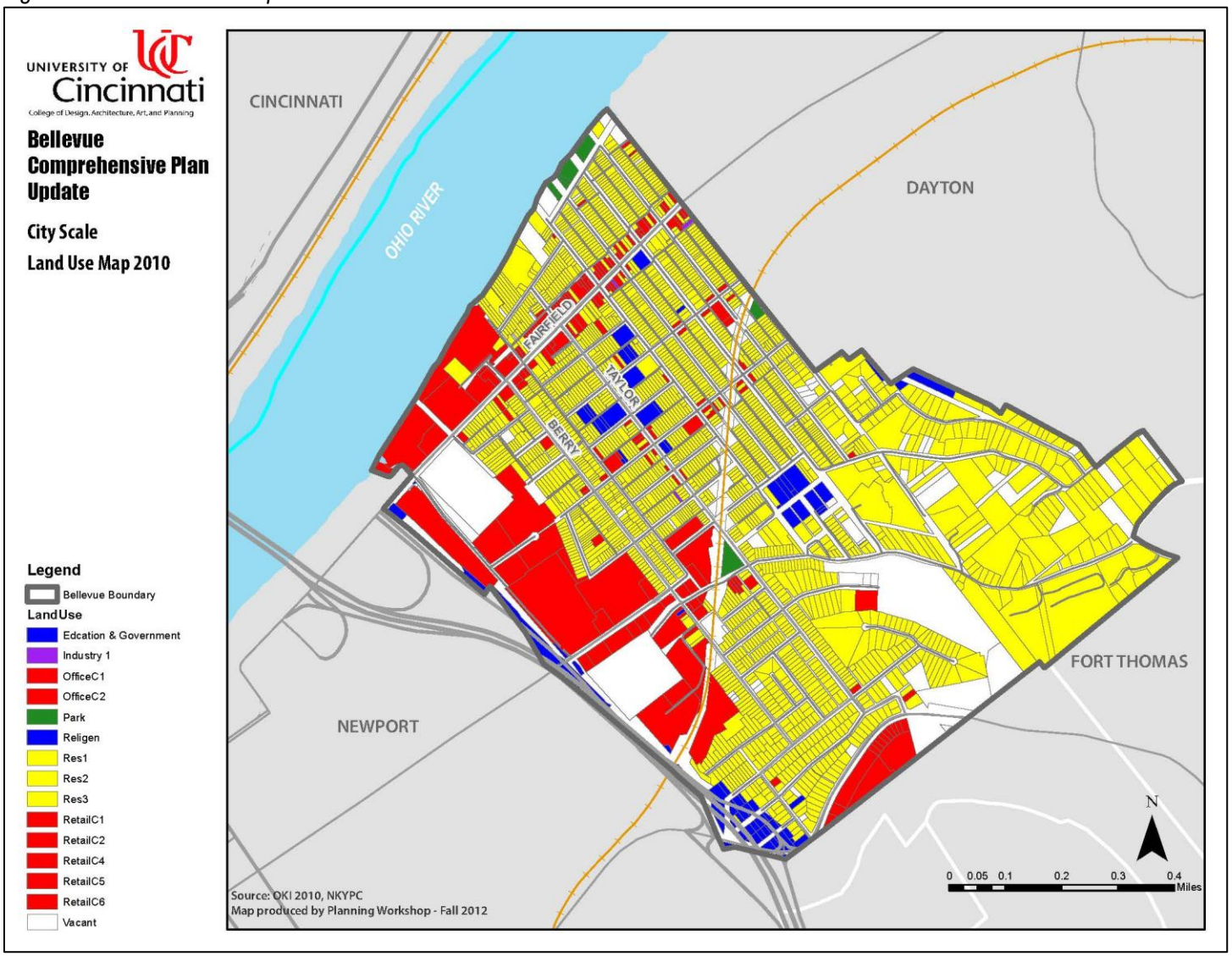


Figure.A.3.6: Land Use Chart

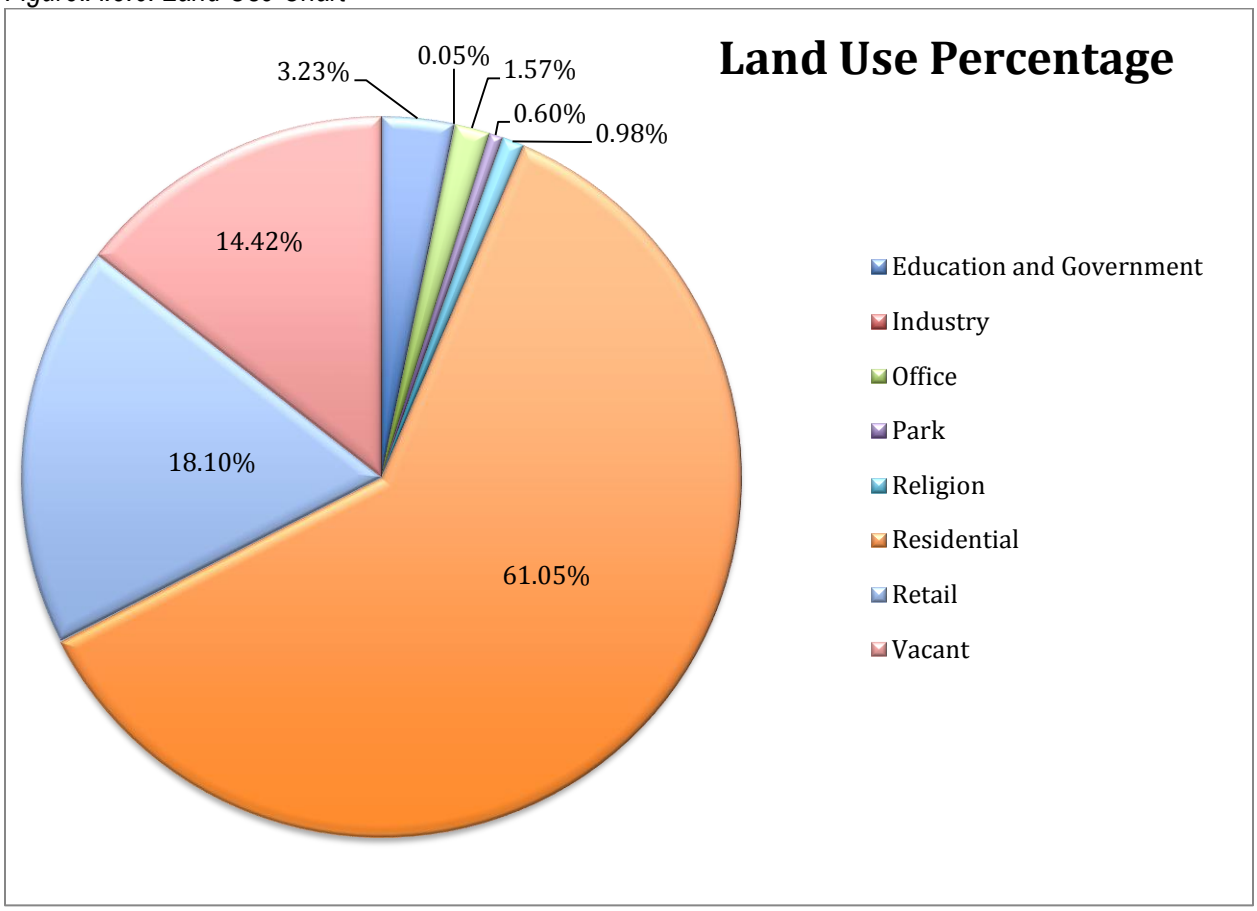


Figure.A.3.7: Form-Based Code Map

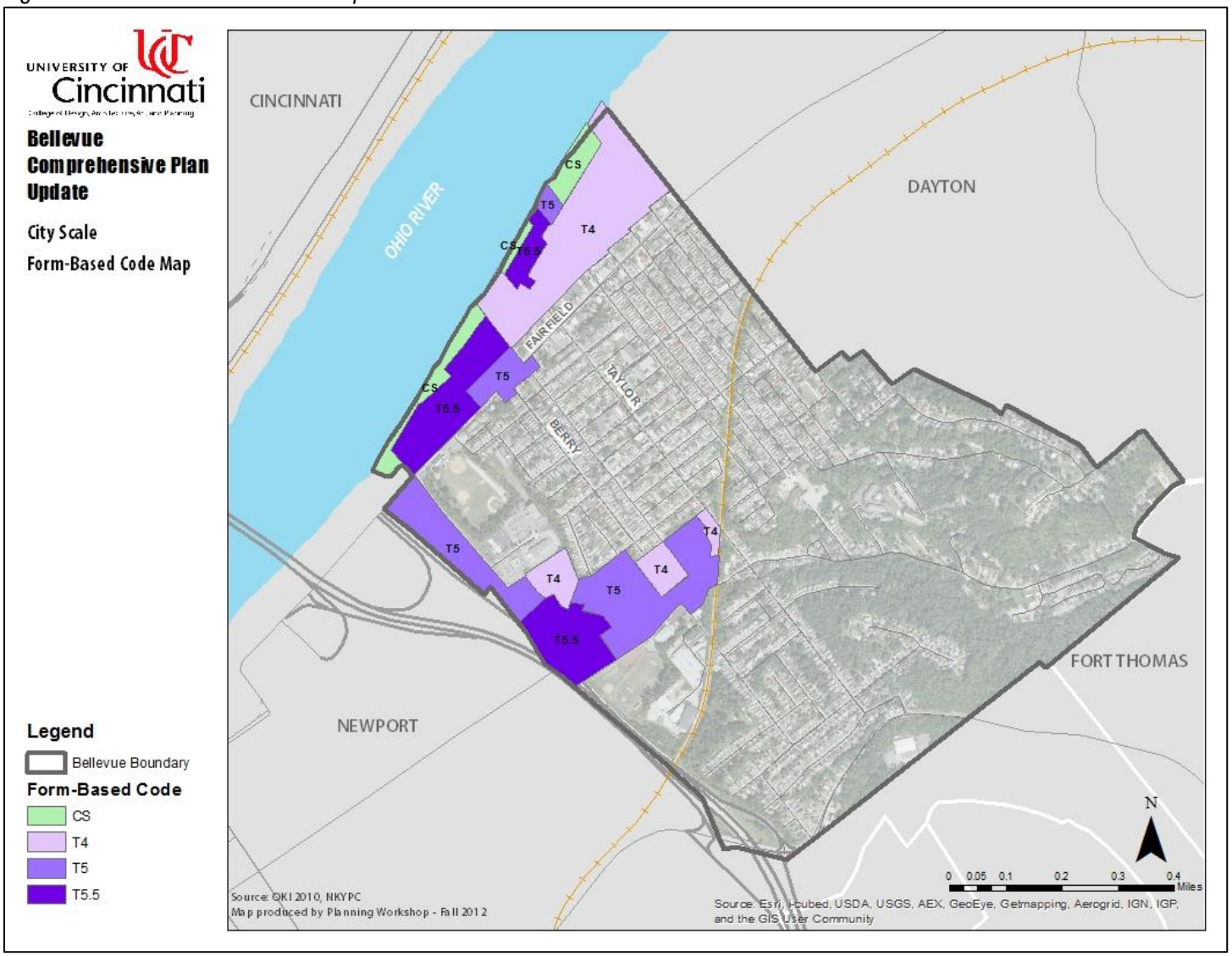


Figure.A.3.8: SWOT Map

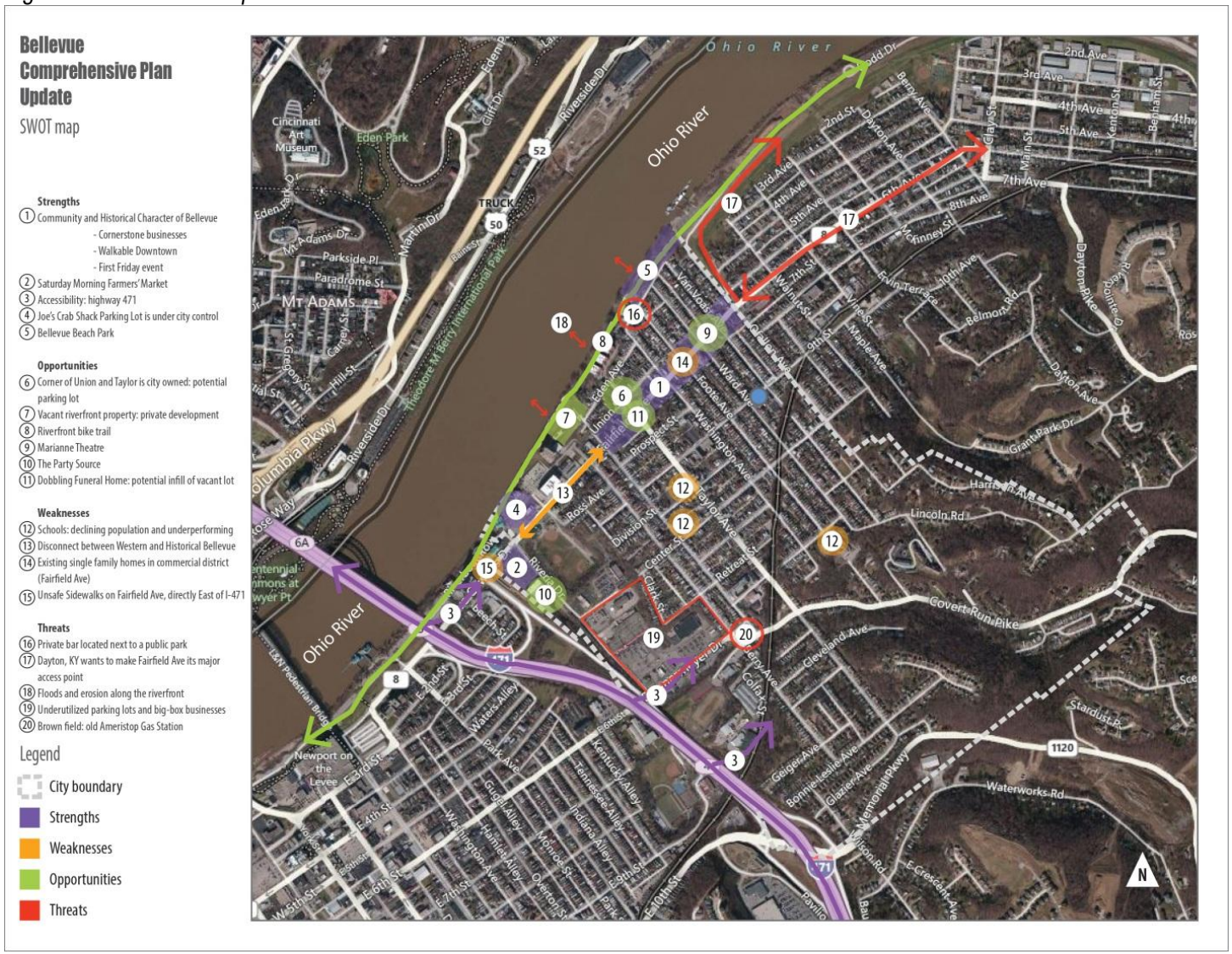


Figure.A.3.9: SWOT Pictures

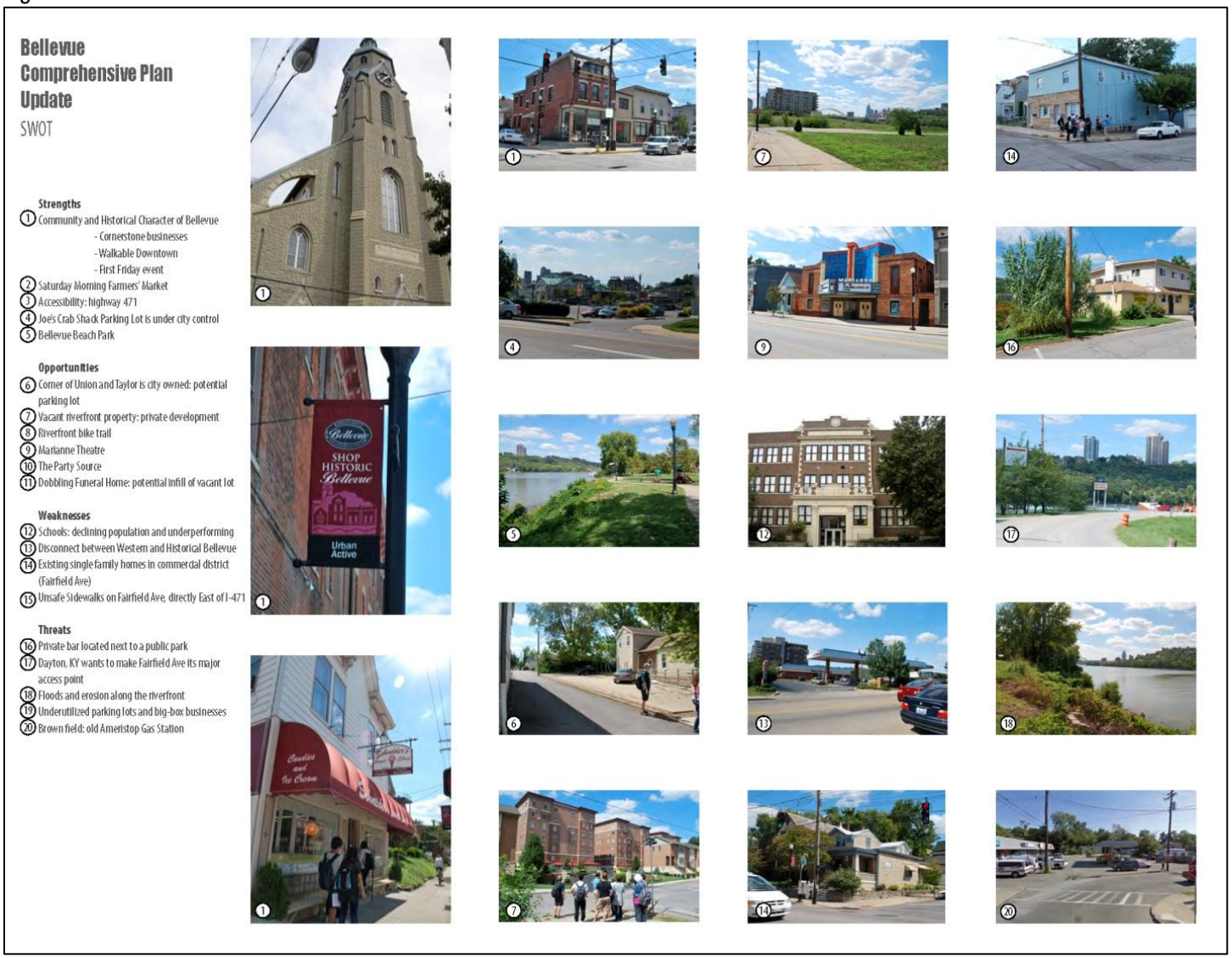


Figure.A.3.10: SWOT Analysis

Strengths

(1) Bellevue's Community and Historical Character

The City of Bellevue prides itself on its strong sense of place and community. The historical district of Bellevue exemplifies this through its collection of distinctive cornerstone businesses, architecture, and dense walkable living environment. It also is the location of "First Fridays", which draws visitors from across the region.

(2) *Saturday Morning Farmers' Market*

Located in the parking lot of The Party Source, the farmers' market happens from 8am-1pm every Saturday. It provides local residents a resource for fresh local produce and is an example for the type of interaction between community members that we would like be more prevalent in Bellevue.

(3) *Accessibility*

Located directly off I-461, Bellevue is easily accessible for interstate users.

(4) *Joe's Crab Shack Parking Lot*

The parking lot located directly in front of Joe's Crab Shack is under city control and can be used for event parking. It also is has the potential for redevelopment if other off street parking becomes available.

(5) Bellevue Beach Park

The Bellevue Beach serves a gathering and recreation space for the residents of Bellevue. The park is home to river views, benches for lunchtime diners, a playground, and the Landmark "Angel's Child" statue. It is also Bellevue's historical claim to fame as it once hosted sandy beaches and a bath house that drew visitors from across the region.

Strengths not shown on Map

Tree planting program

The Bellevue tree planting has been existence for the last 20 years and sets a precedent for Bellevue's future green development and streetscaping.

Opportunities

(6) *Corner of Taylor and Union*

The corner of Taylor and Union is the location of a city owned parcel of land. There is currently a vacant home on the property, but if demolished the parcel could serve as parking lot for the Central Business District

(7) *Undeveloped Riverfront Property*

This riverfront property is owned by the city and is a prime real estate location. The city does not intend on developing the land, but would be willing to sell the land to a private developer. If floodplain restrictions are followed this riverfront property has the potential to become a high revenue producing development.

(8) Riverfront Bike Trail

A riverfront bike trail would be an excellent opportunity to increase connectivity between Bellevue, Newport, and Dayton. It would also provide a much-needed recreational amenity to compete with Dayton's walking trail. The trail would also serve as a buffer to the eroding to riverbank.

(9) Marianne Theatre

The Marianne Theatre is now closed once served as an iconic business in Bellevue's Historic District. The theater's art-deco façade and prime location make it an excellent candidate for redevelopment or a future business location.

(10) *The Party Source and Distillery*

The Party Source is currently developing a distillery directly to the west of its property. As one of Bellevue's trademark businesses, The Party Source has the potential to draw visitors and additional businesses to the city. The distillery will also be the final location on the "Bourbon Trail" which is an excellent opportunity to draw customers to Bellevue's charming downtown.

(11) *Vacant Lot Next to Dobbling Funeral Home*

The vacant lot located next to the Dobbling Funeral Home on Fairfield Avenue is an excellent opportunity for an infill development. Located in the City's Historic District and Central Business District, this lot has the potential to be developed into a thriving business.

Weaknesses

(12) *Bellevue Public Schools*

Due to a declining population and poor performance reports, Bellevue schools are facing serious challenges. The city is even considering consolidating school districts with another municipality in order to eliminate their underutilization.

(13) *Disconnect Between "Historic" and "Western" Bellevue*

Particularly evident along Fairfield Avenue is the break in development style and character that occurs at the end of Historic District. The Historic District has dense development with street front retail while Western Bellevue hosts large scale developments with the buildings set back from the road to accommodate parking.

(14) *Inconsistent Land Use on Fairfield Avenue*

Fairfield Avenue is considered Bellevue's primary commercial district and the majority of it is commercial development. However, there are multiple residential properties scattered along the street that break the consistent retail character of the street.

(15) *Unsafe Sidewalks Directly East of I-471*

Directly East of I 471 the sidewalks going up Fairfield Avenue are narrow, have no parking buffer and are deteriorating. As the city's main arterial road this presents a danger to pedestrians walking on it and does not promote the walkable lifestyle Bellevue wants uphold.

Weaknesses not shown on the map

Underutilized Retail Space

With the exception of Fairfield Avenue, neighborhood commercial businesses are either vacant or have been turned into apartments. The city should be making an effort to return these neighborhoods corner stores to their original uses.

Competition for Resources

The city of Bellevue faces competition on all sides. The city is forced to compete with Newport, Cincinnati, and Dayton for development money. The city is struggling to find ways to compete with these entities.

Threats

(16) *Private Bar Located Next to Bellevue Beach Park*

Directly to the West of Bellevue scenic park is a privately owned members-only bar. The city has received complaints about the bar in the past and the two land uses are definitely incompatible. Ultimately, the bar may discourage residents from utilizing the park.

(17) *Dayton using Fairfield Avenue as its Primary Access Point*

The City of Dayton is directly adjacent to Bellevue and therefore utilizes Fairfield Avenue as its primary access from I-461. However, in the last several years the through traffic has increased due to the creation of a dirt and rubble dumping location in Dayton. The trucks using this route have had a visible impact on road conditions, increased traffic congestion, and disrupt Bellevue's walkable downtown commercial district.

(18) *Flooding Along the Riverbank*

The flood zone in Bellevue places major restrictions on the types of development that can occur. The park and riverside developments experience frequent flooding which create fiscal costs. Additionally, the riverbank is eroding into the river. This presents a special problem in the Bellevue Park as the sidewalks are becoming exposed and the slope is becoming dangerous.

(19) *Development on Riviera Avenue*

The development style does not match the rest city's development pattern. It includes strip centers with large parking lots. These lots present an underutilized land use. The infrastructure surrounding this development is deteriorating. It is also a hub for fast food restaurants, which are competition for the local businesses.

(20) *The Ameristop Gas Station*

The Ameristop gas station appears to be closed as its' pumps are no longer functioning. This site could be considered a brownfield if the station is actually closed. This could discourage future residential or commercial development.

Table.A.3.1: Zoning Analysis Table

Zoning Code	Area (square foot)	Area (acre)	Percentage (%)
C-1	**269978.65**	**6.2**	**1.04**
CO	483681.39	11.1	1.86
I-1	**757161.29**	**17.4**	**2.91**
MLU	1857704.37	42.6	7.14
NC-1	**91872.72**	**2.1**	**0.35**
NC-1 (HP)	752506.26	17.3	2.90
NC-2 (HP)	**278976.90**	**6.4**	**1.07**
NC-3	404924.15	9.3	1.56
R-1A	**4500473.12**	**103.3**	**17.30**
R-1A(RCD)	223989.46	5.1	0.85
R-1B	**4622101.20**	**106.1**	**17.77**
R-1C	2568931.44	59	9.87
R-1H	**2341496.52**	**53.7**	**8.99**
R-1H (HP)	3406395.39	78.2	13.09
R-2	**1013264.61**	**23.3**	**3.90**
R-3 (MF)	615213.09	14.1	2.36
SC	**1827806.76**	**42**	**7.03**
Total	26016477.30	597.2	100.00

Table.A.3.2: Land Use Analysis Table

Land Use	Area (square foot)	Area (acre)	Number of Parcels
Education and Government	**662012**	**15.20**	**65**
Industry 1	10565	0.24	3
Office C1	**234717**	**5.39**	**3**
Office C2	87494	2.01	1
Park	**123968**	**2.85**	**6**
Religion	201441	4.62	17
Residential 1	**1513750**	**34.75**	**22**
Residential 2	9167770	210.46	1991
Residential 3	**1832438**	**42.07**	**195**
Retail C1	1888127	43.35	172
Retail C2	**1062336**	**24.39**	**4**
Retail C4	496495	11.40	3
Retail C5	**20070**	**0.46**	**1**
Retail C6	242972	5.58	14
Vacant	**2955062**	**67.84**	**112**
Total	20499219	470.60	2609

Figure.A.4.1: Road Hierarchy Map

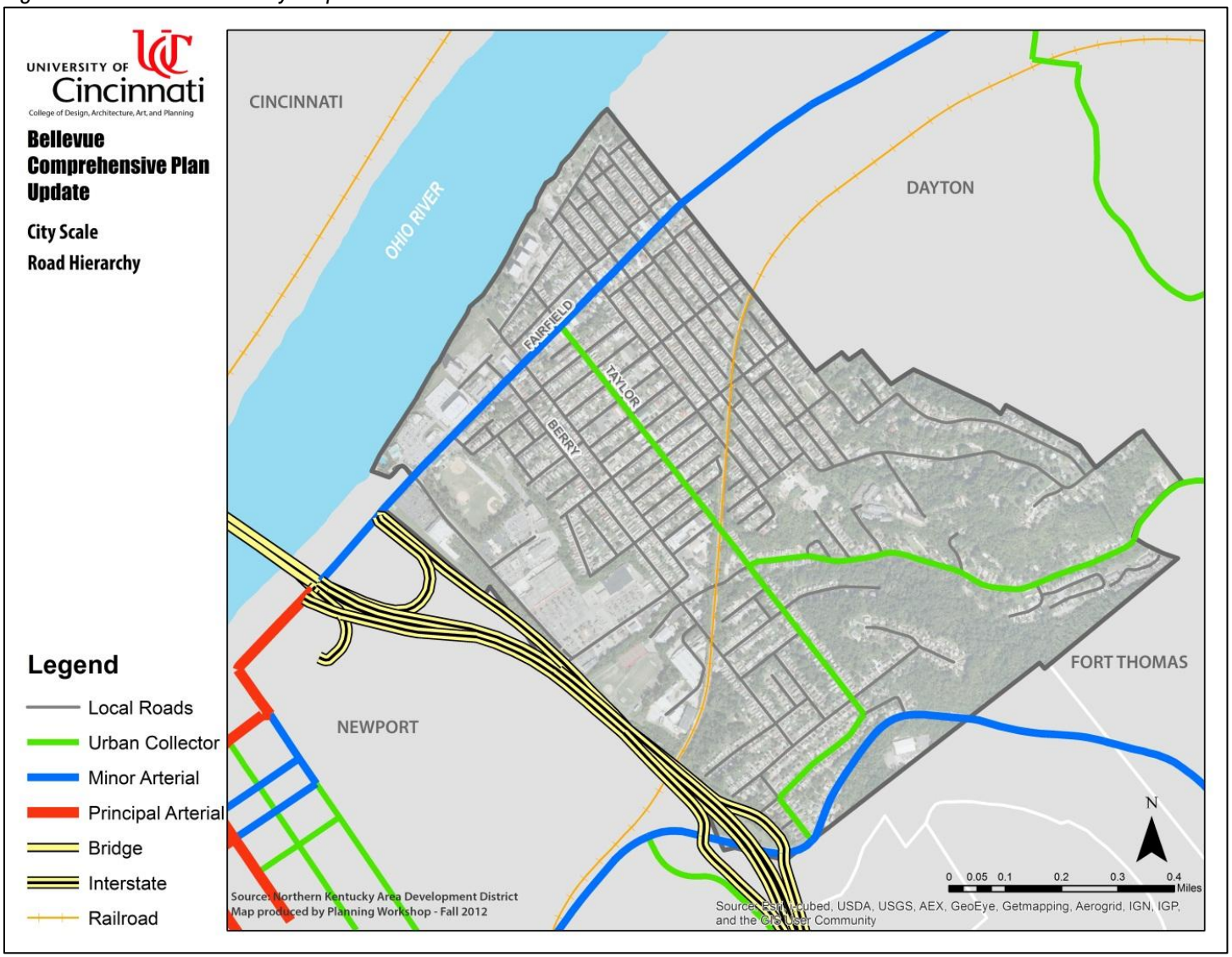


Figure.A.4.2: Peak Traffic Map

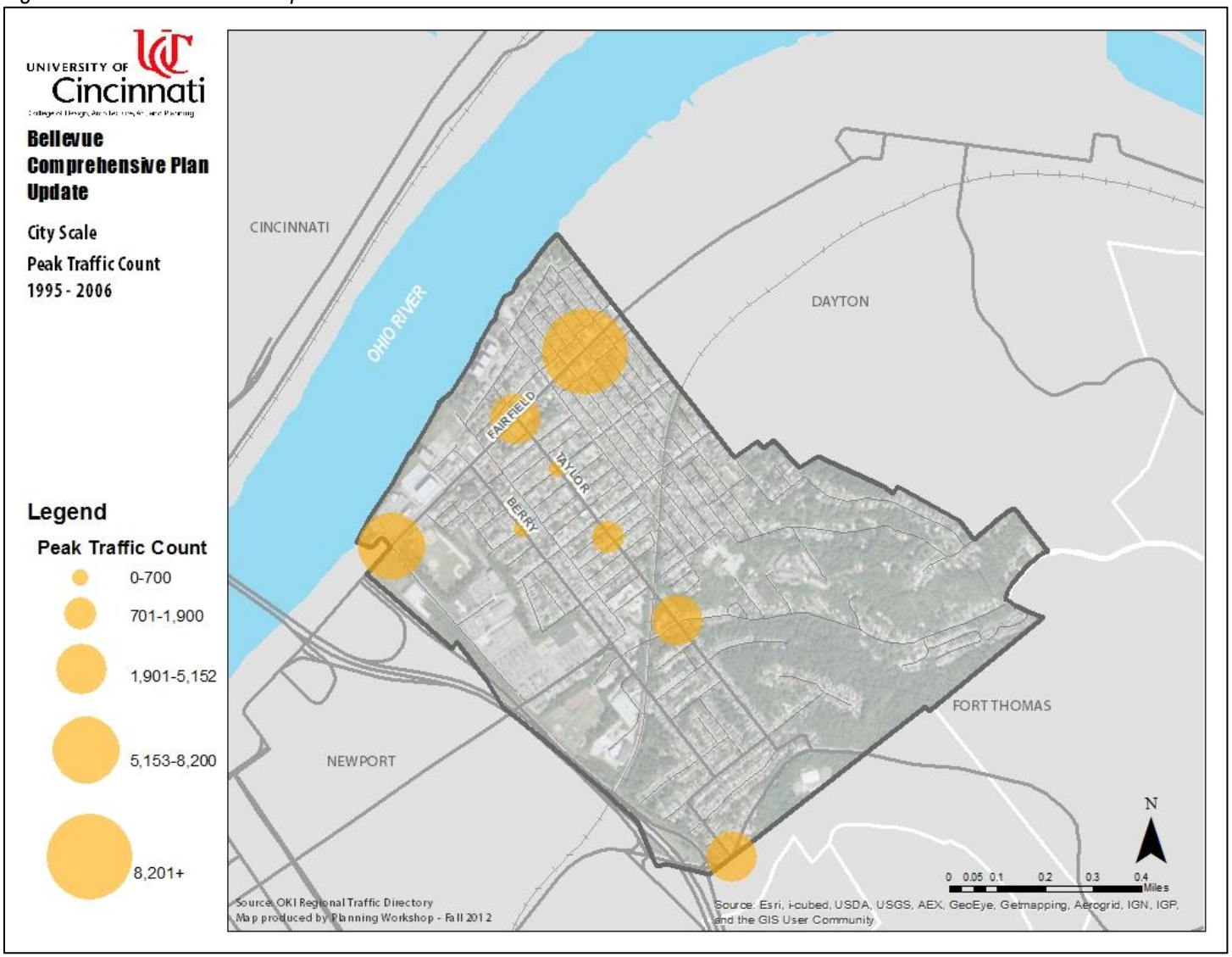


Figure.A.4.3: Regional Bus Route Map

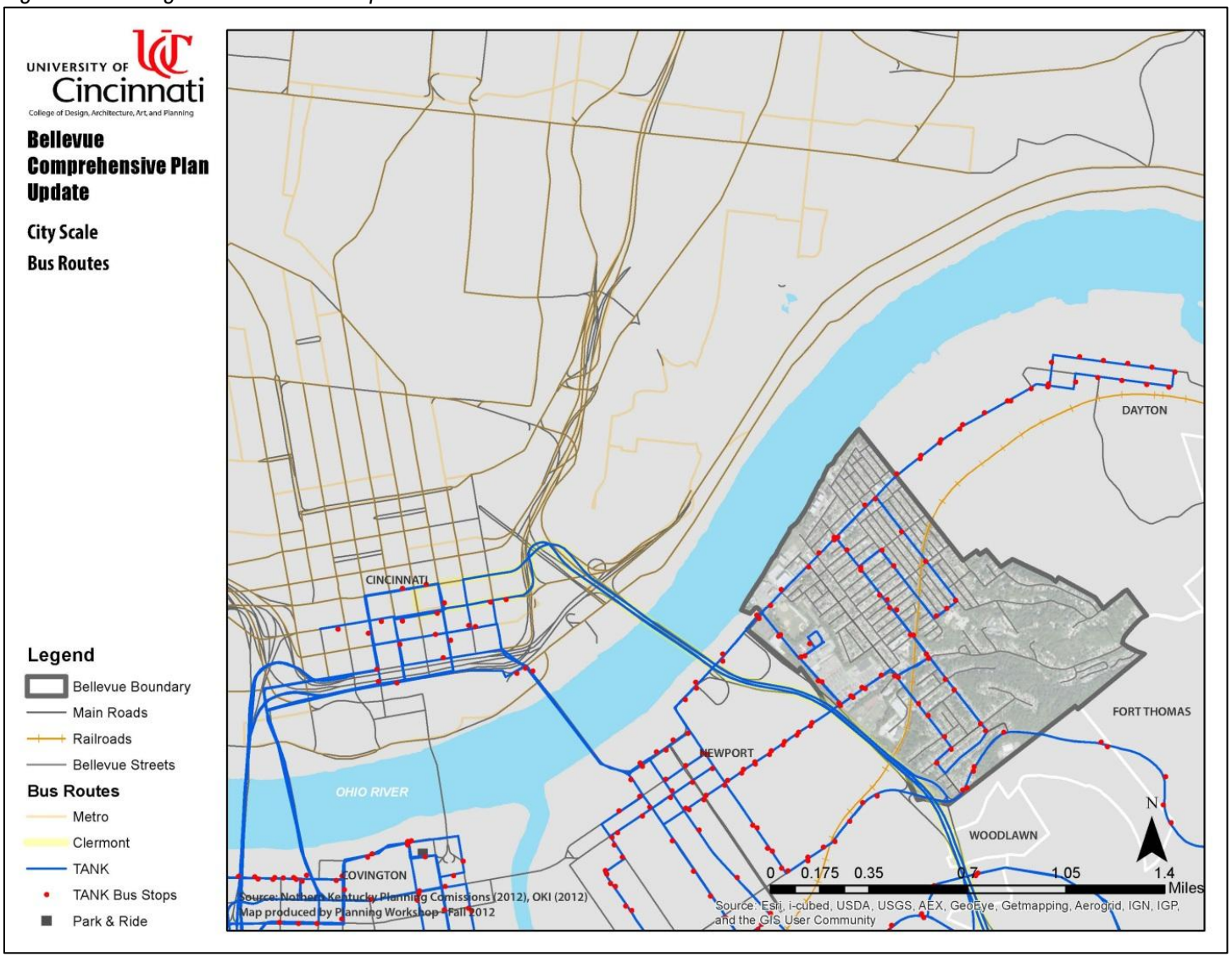


Figure.A.4.4: Local Bus Route Map

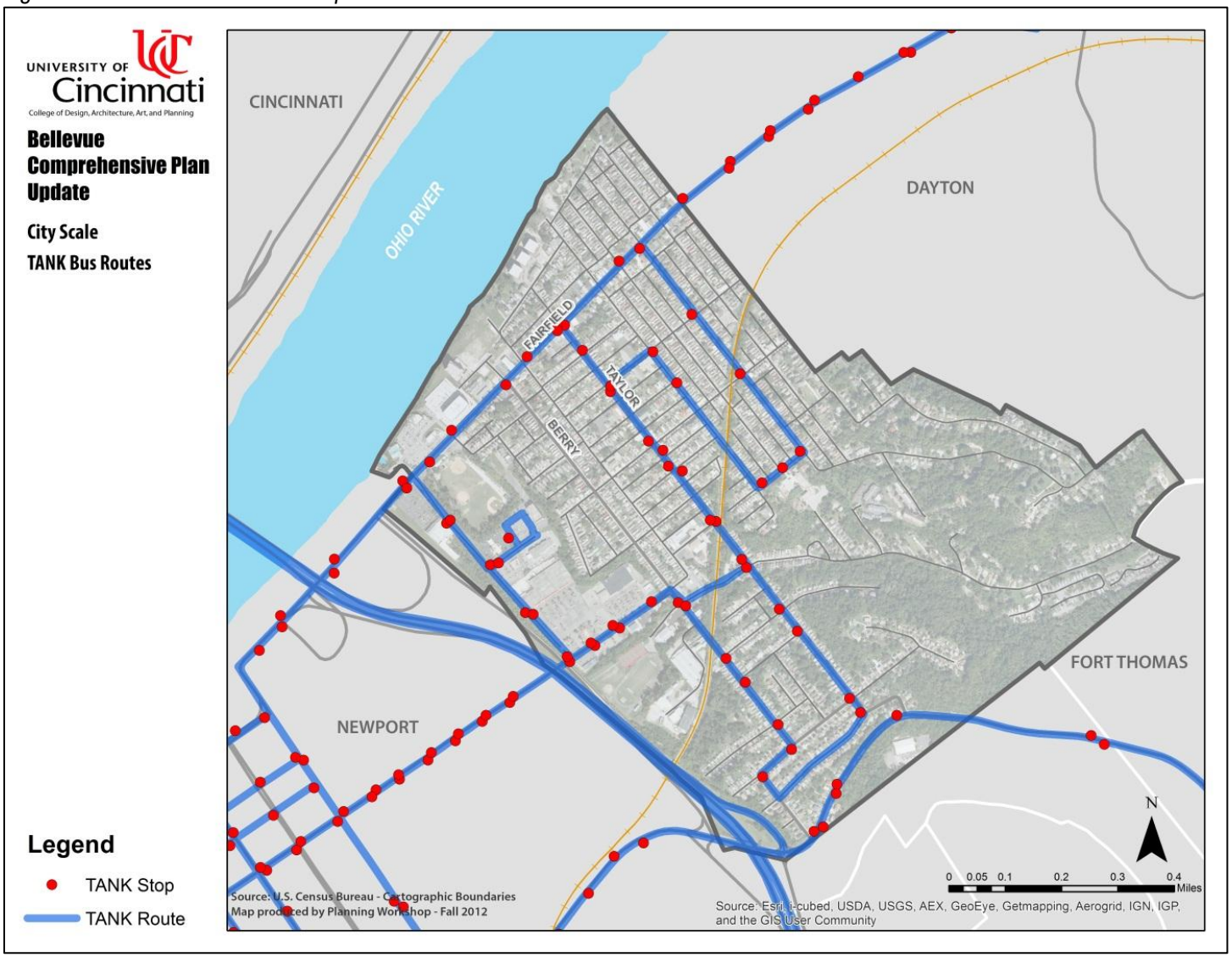


Figure.A.4.5: Local Bicycle Route Map

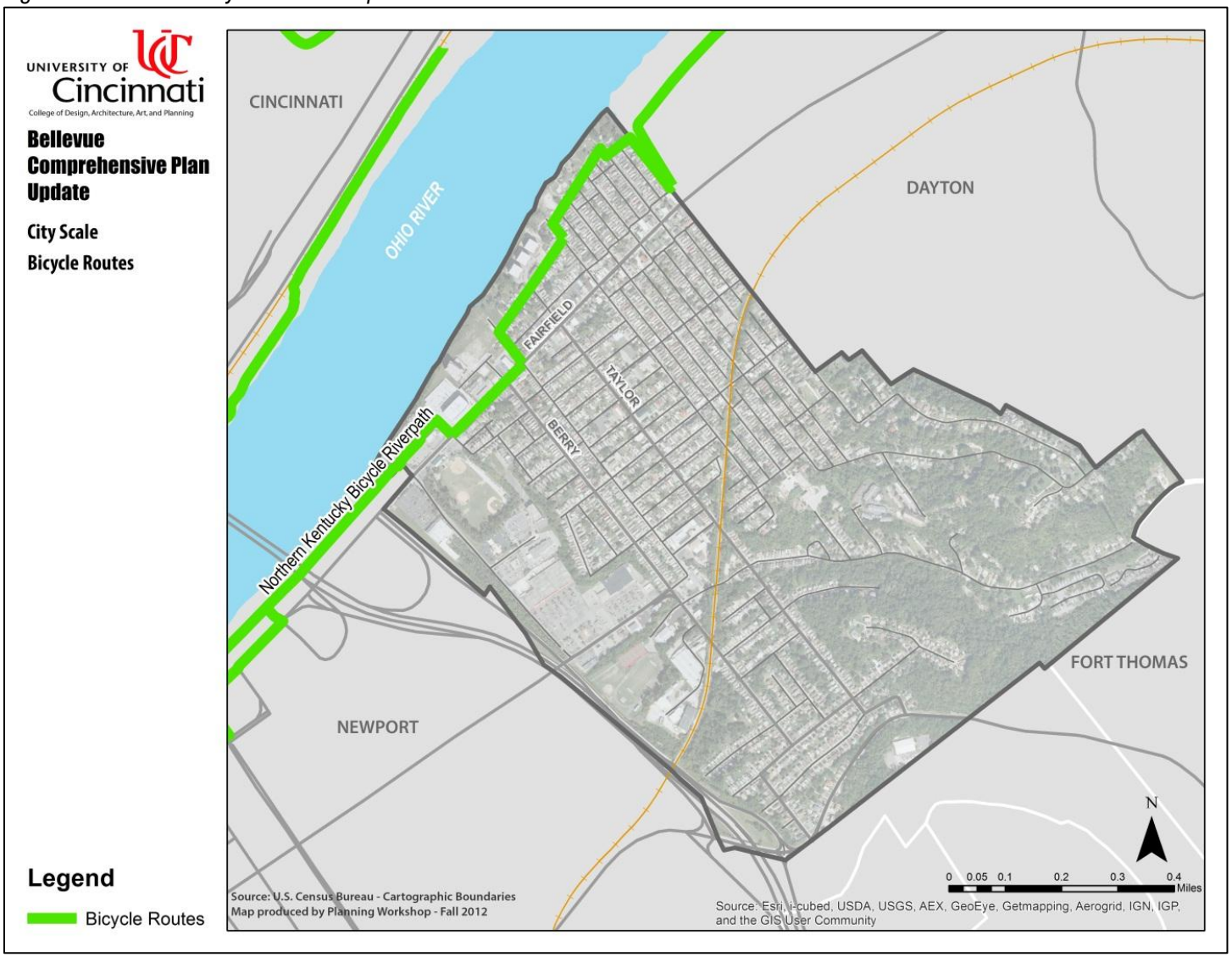


Figure.A.4.6: Regional Bicycle Route Map

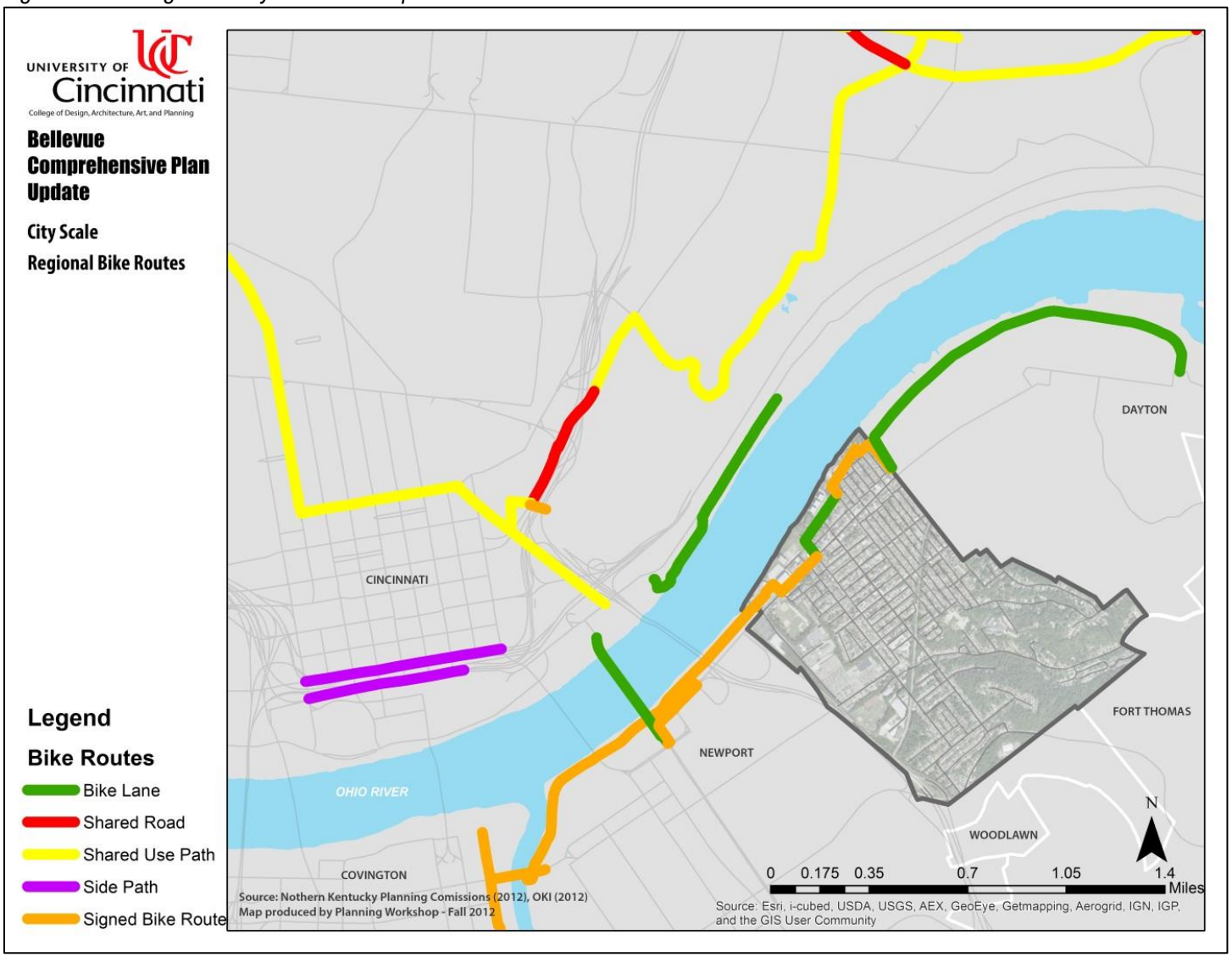


Figure.A.4.7: Census Tract Map

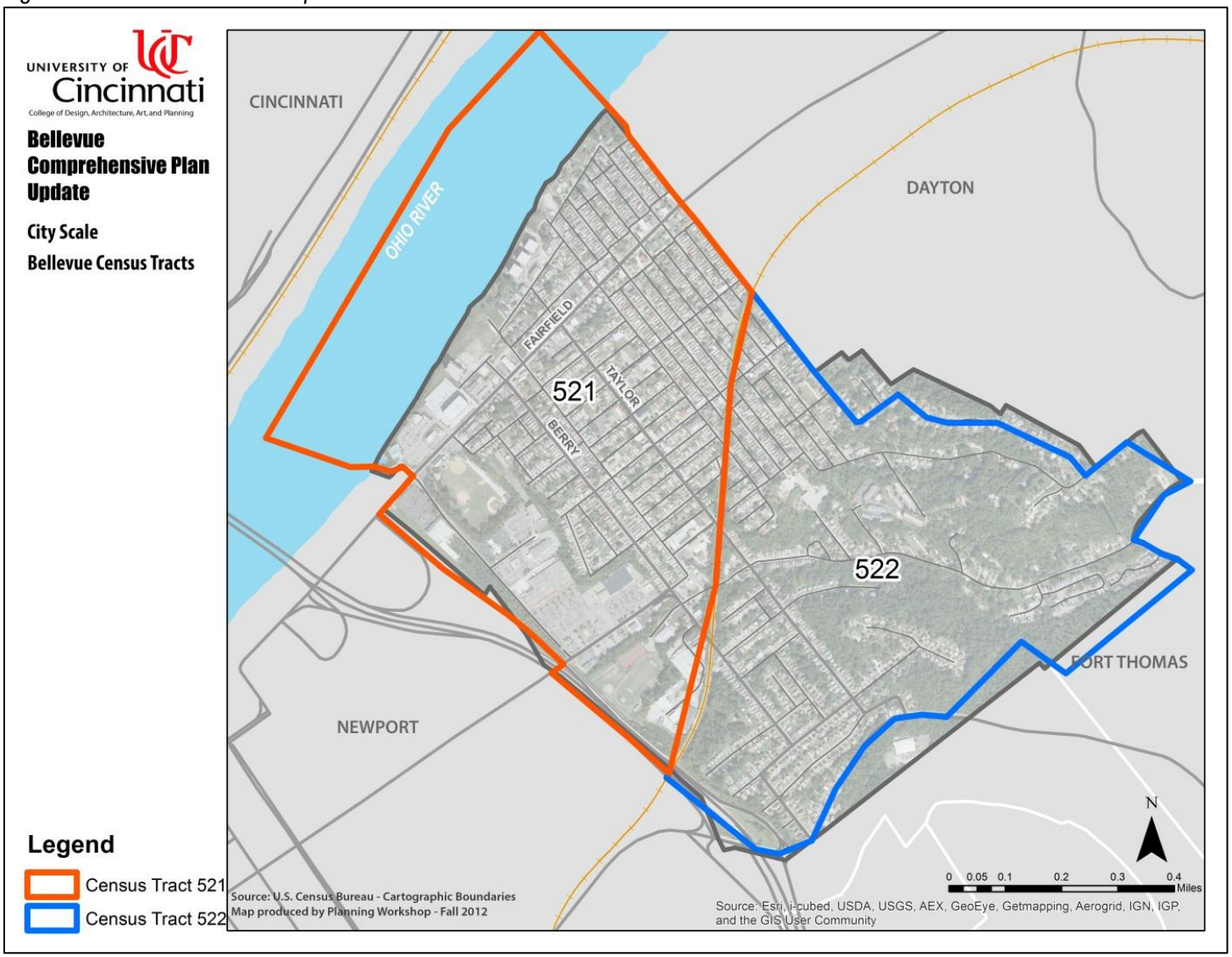


Figure.A.4.8: Census Tract 521 Access To Vehicle Chart

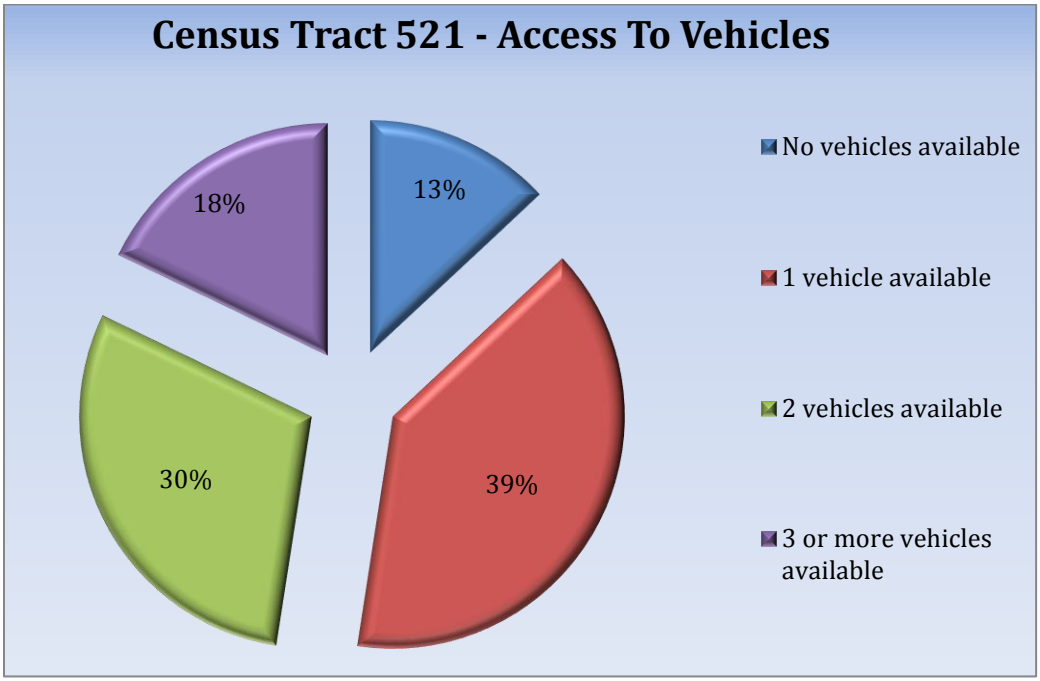


Figure.A.4.9: Census Tract 522 Access To Vehicle Chart

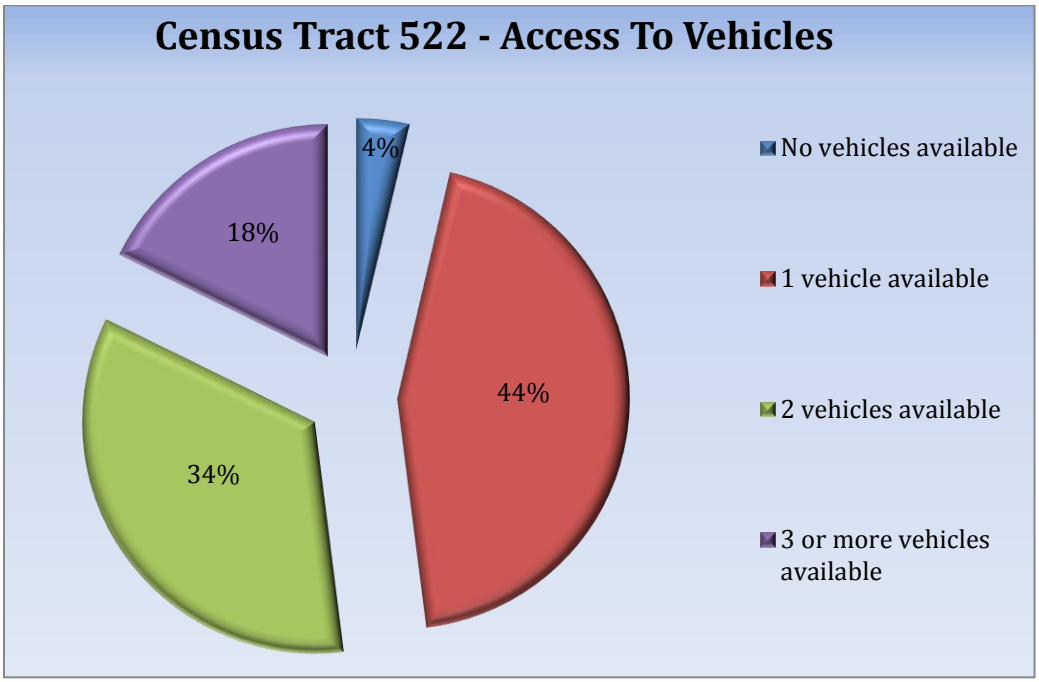


Figure.A.4.10: Census Tract 521 Commuting To Work Chart

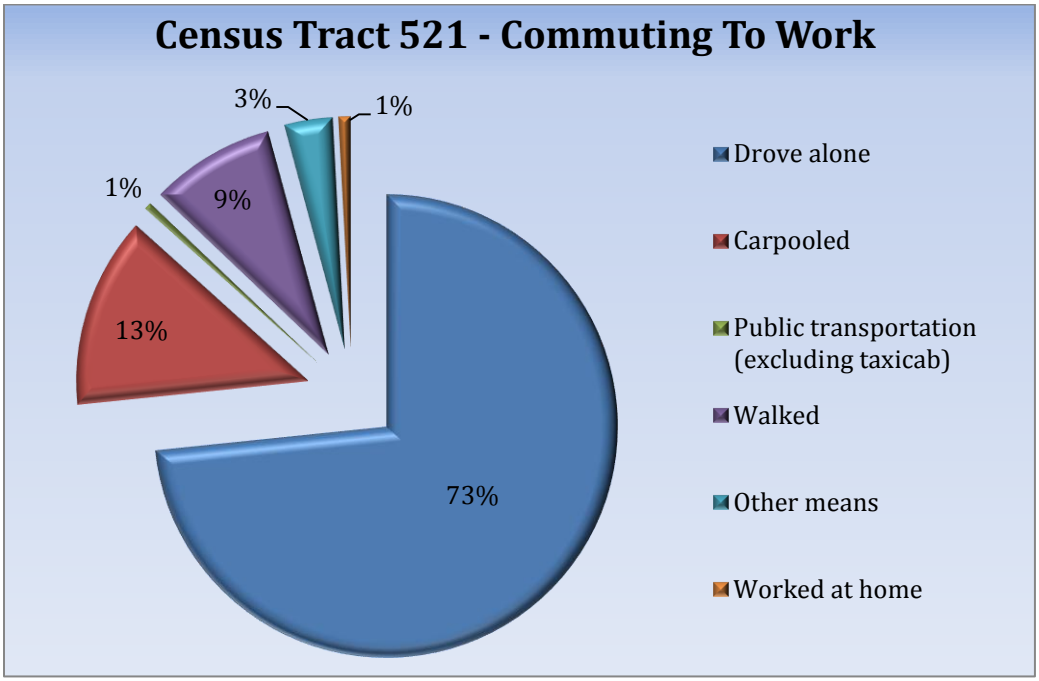


Figure.A.4.11: Census Tract 522 Commuting To Work Chart

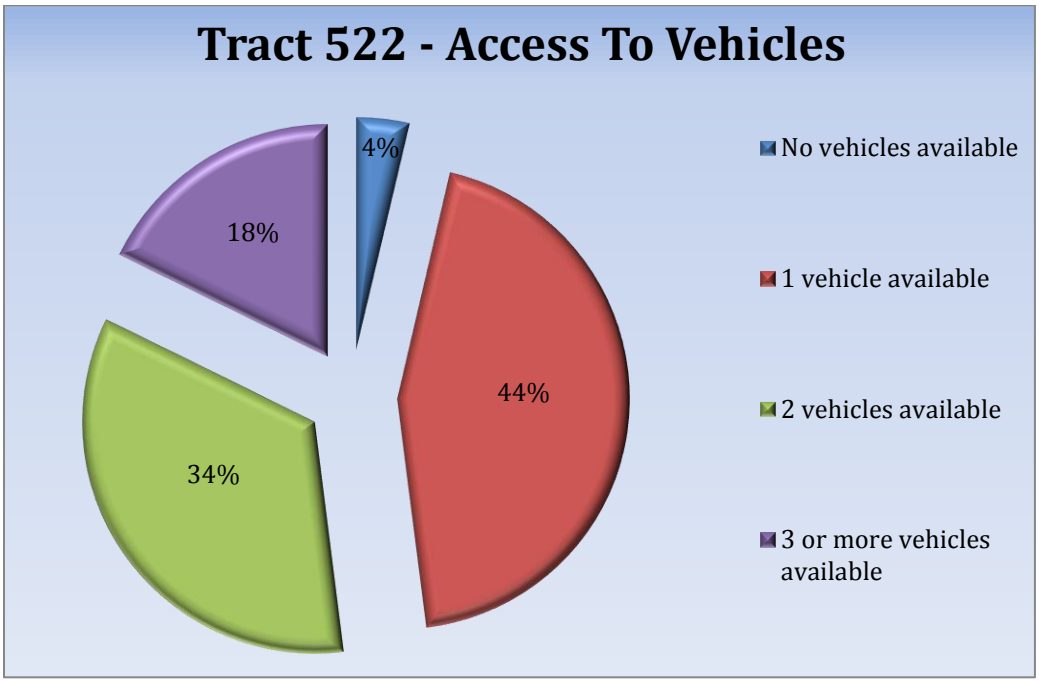


Figure.A.4.12: Journey To Work Chart

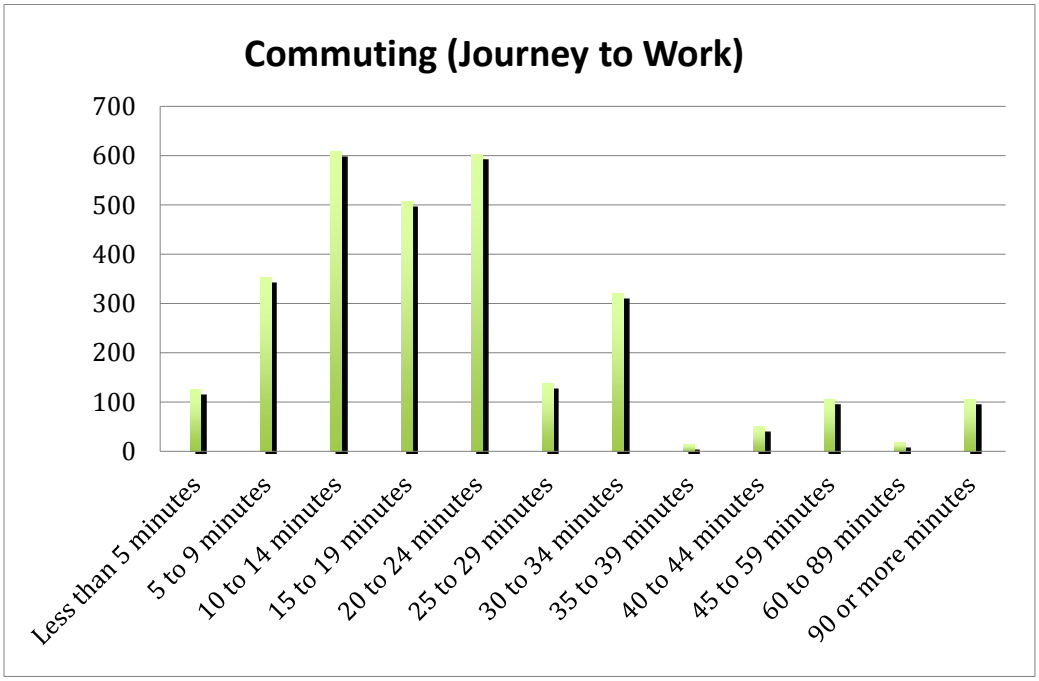


Figure.A.4.13: Place of Work Chart

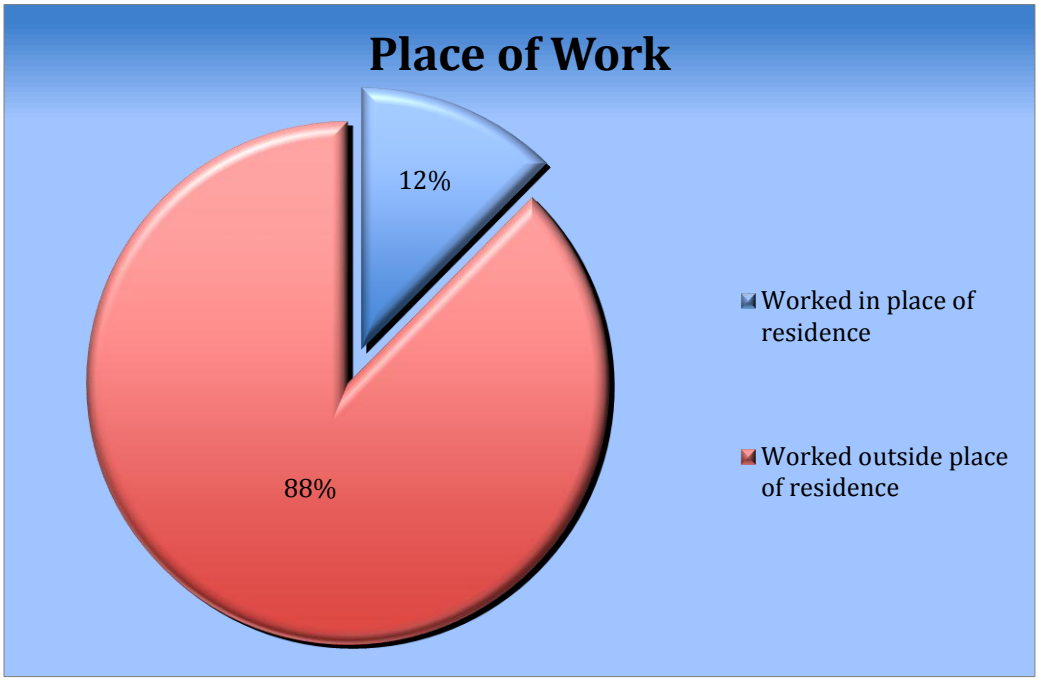


Figure A.4.14: Crosswalks on Fairfield Avenue

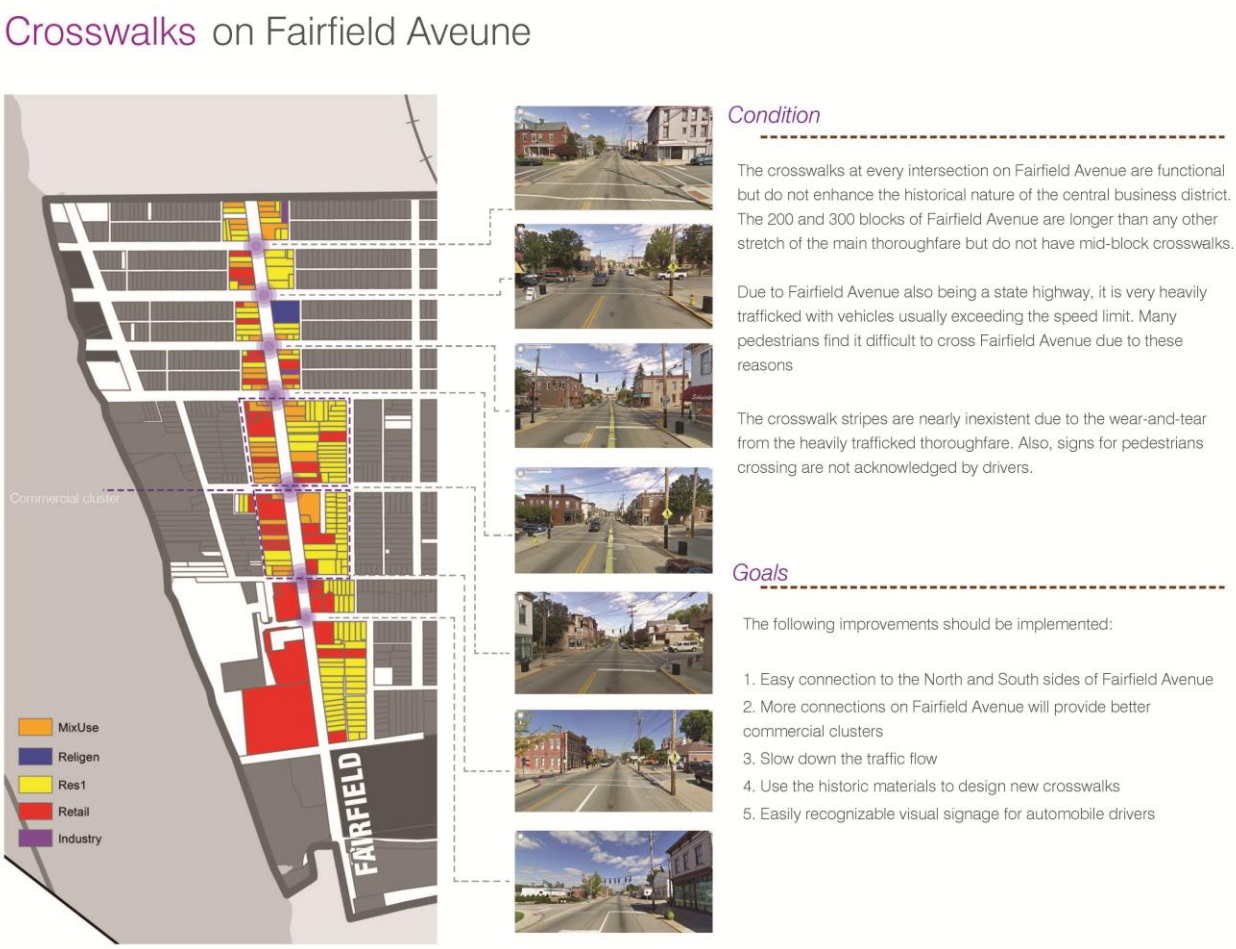


Figure A.5.1 Community Facilities Map

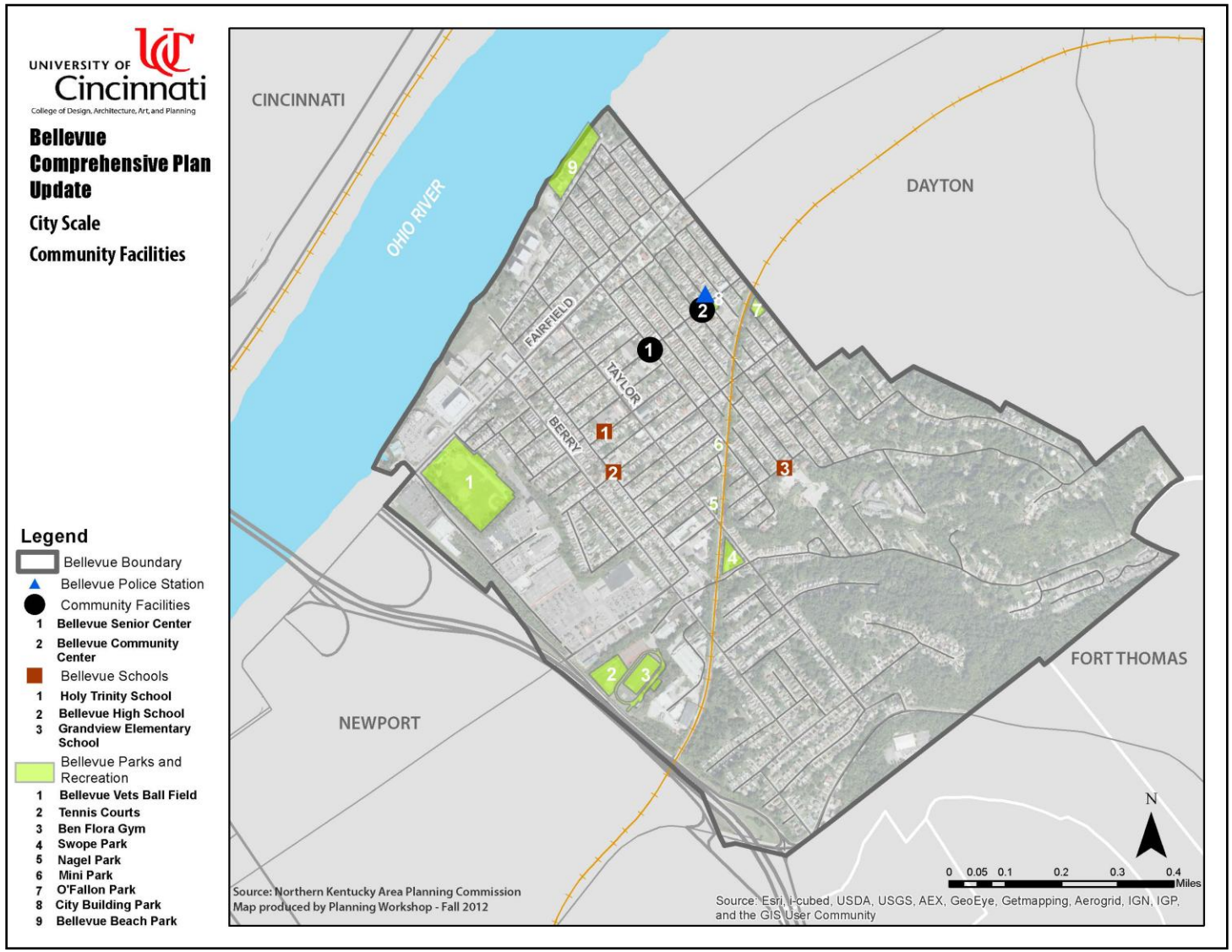


Figure A.5.2 Park Conditions Analysis Map

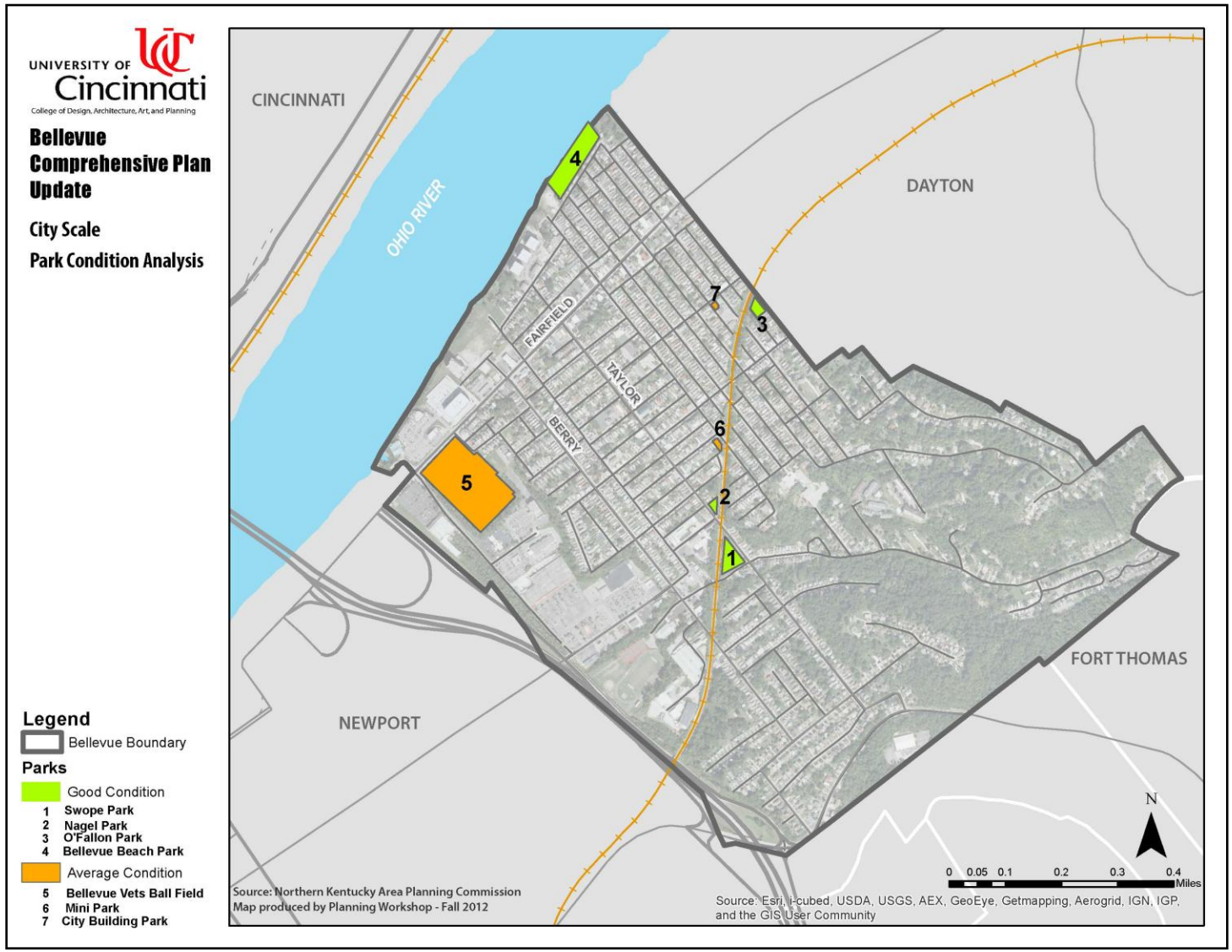


Figure A.5.3 Fire Department Four Minute Service Area Map

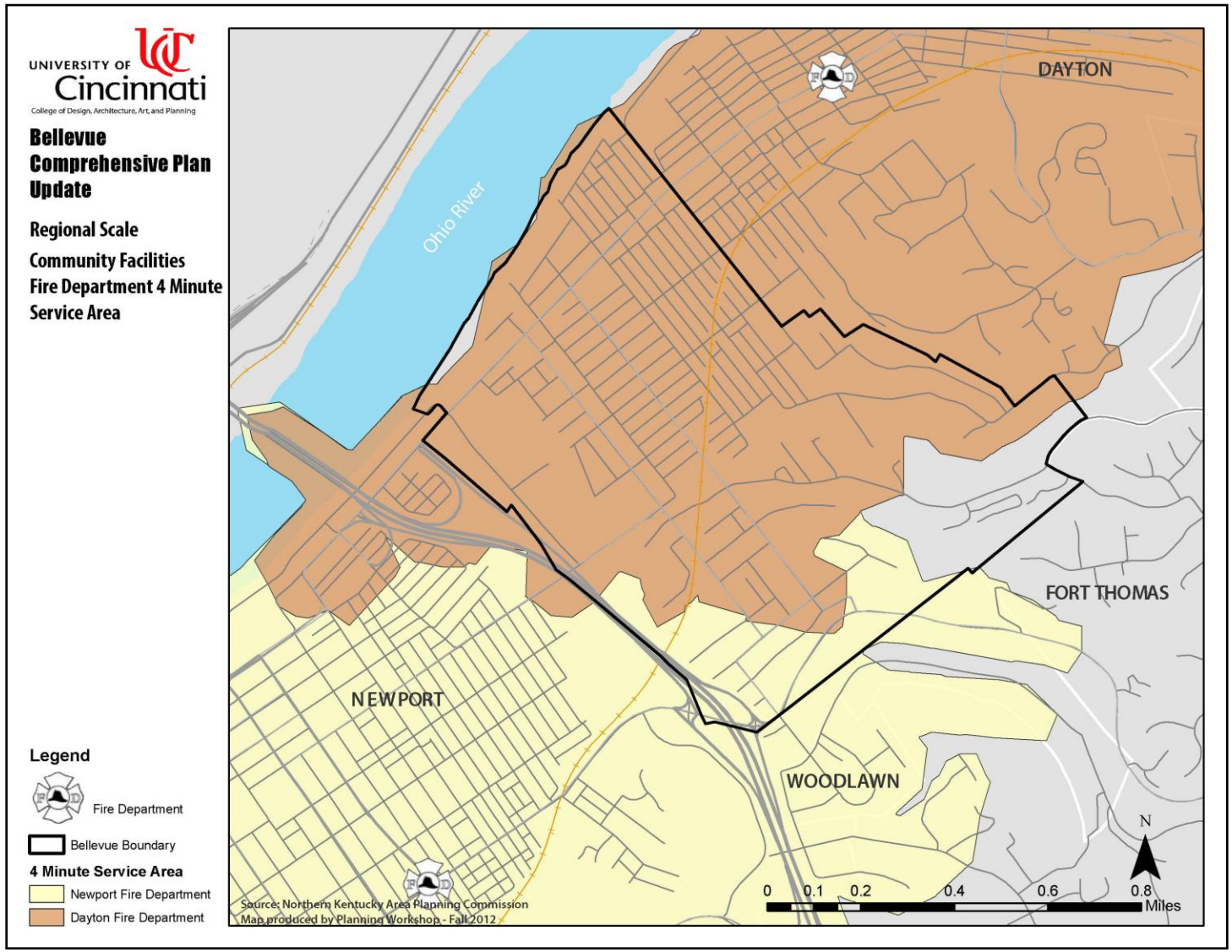


Figure A.5.4 Police Station Five Minute Service Area Map

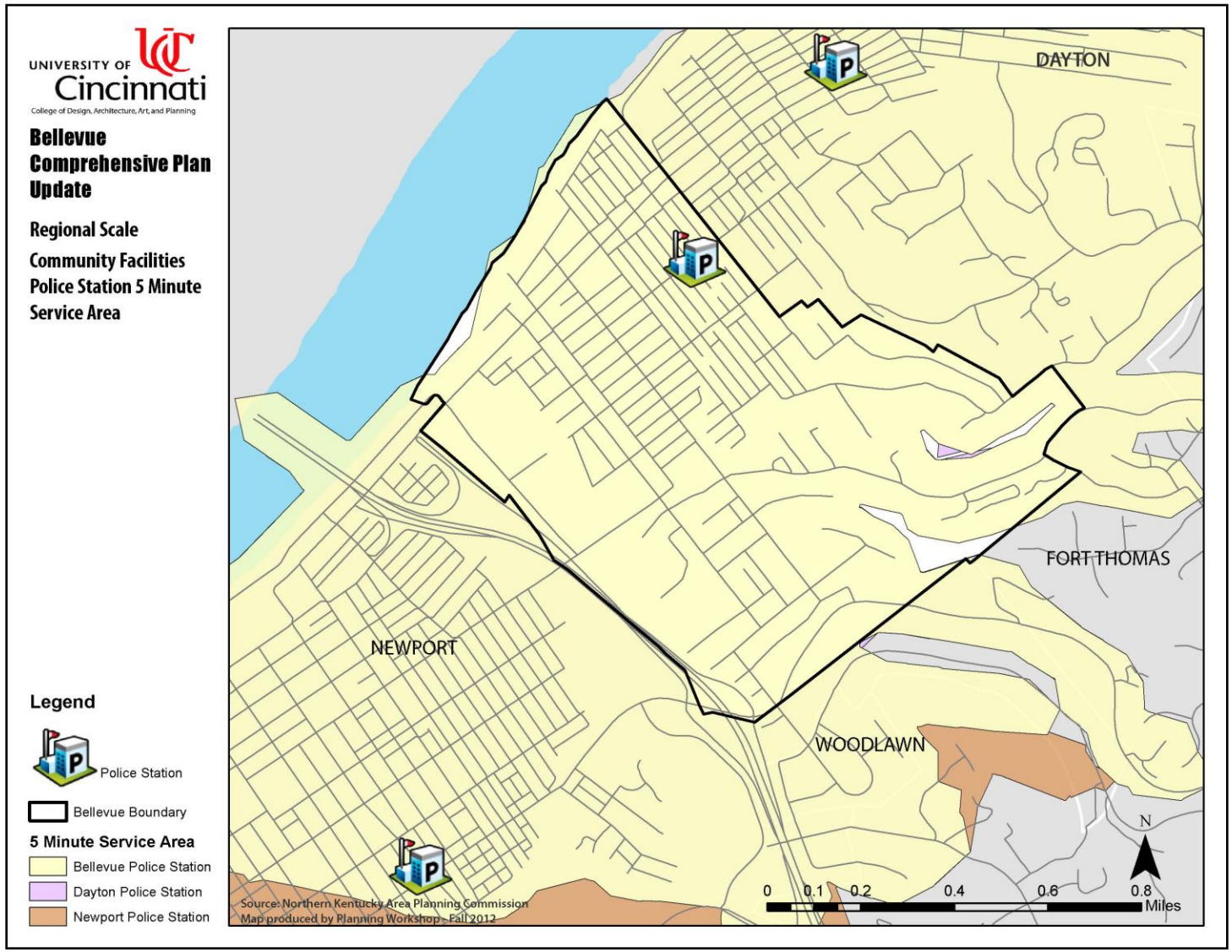


Figure A.6.1: Water system map

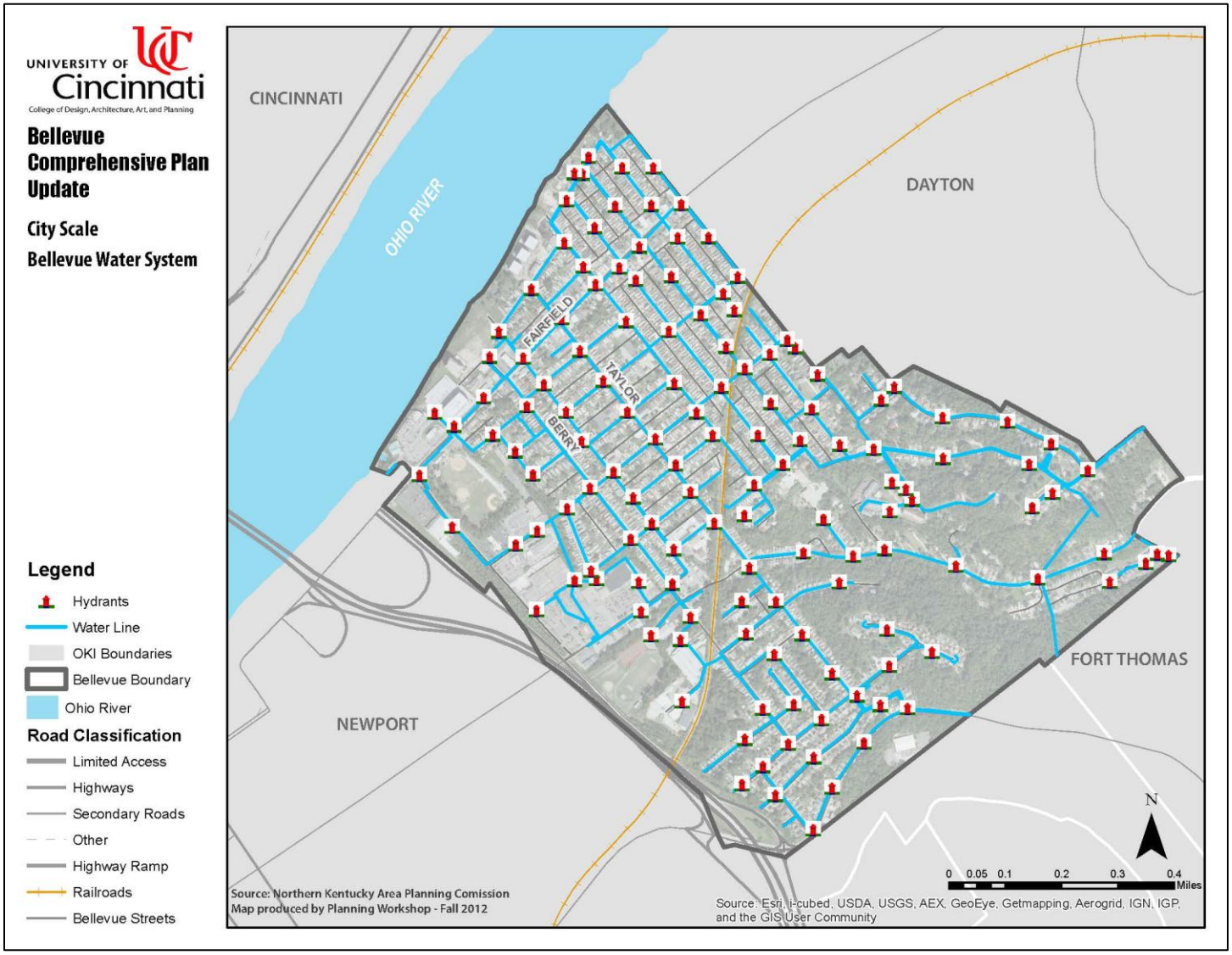


Figure A.6.2: Sewer system map

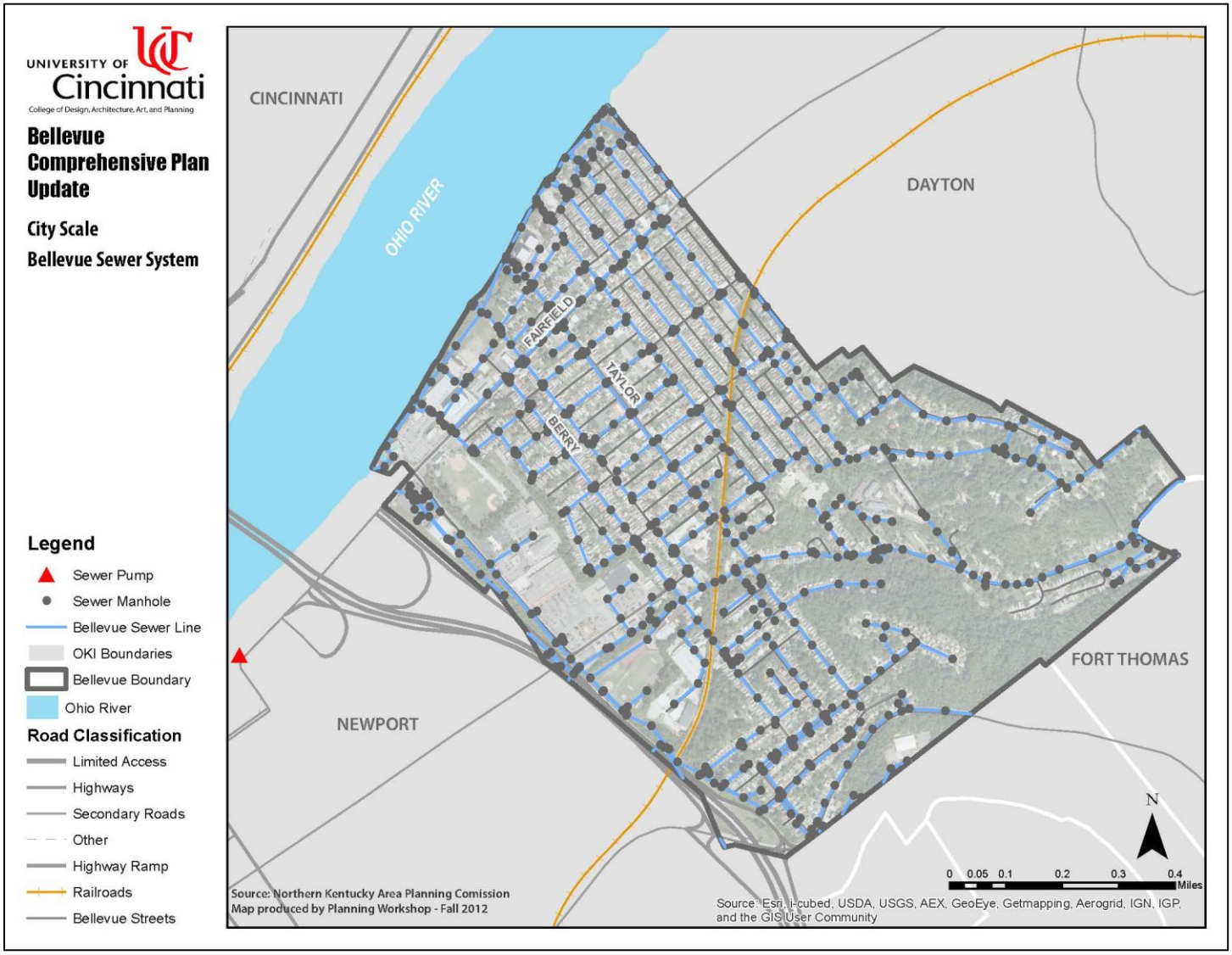


Figure A.6.3: Stormwater system map

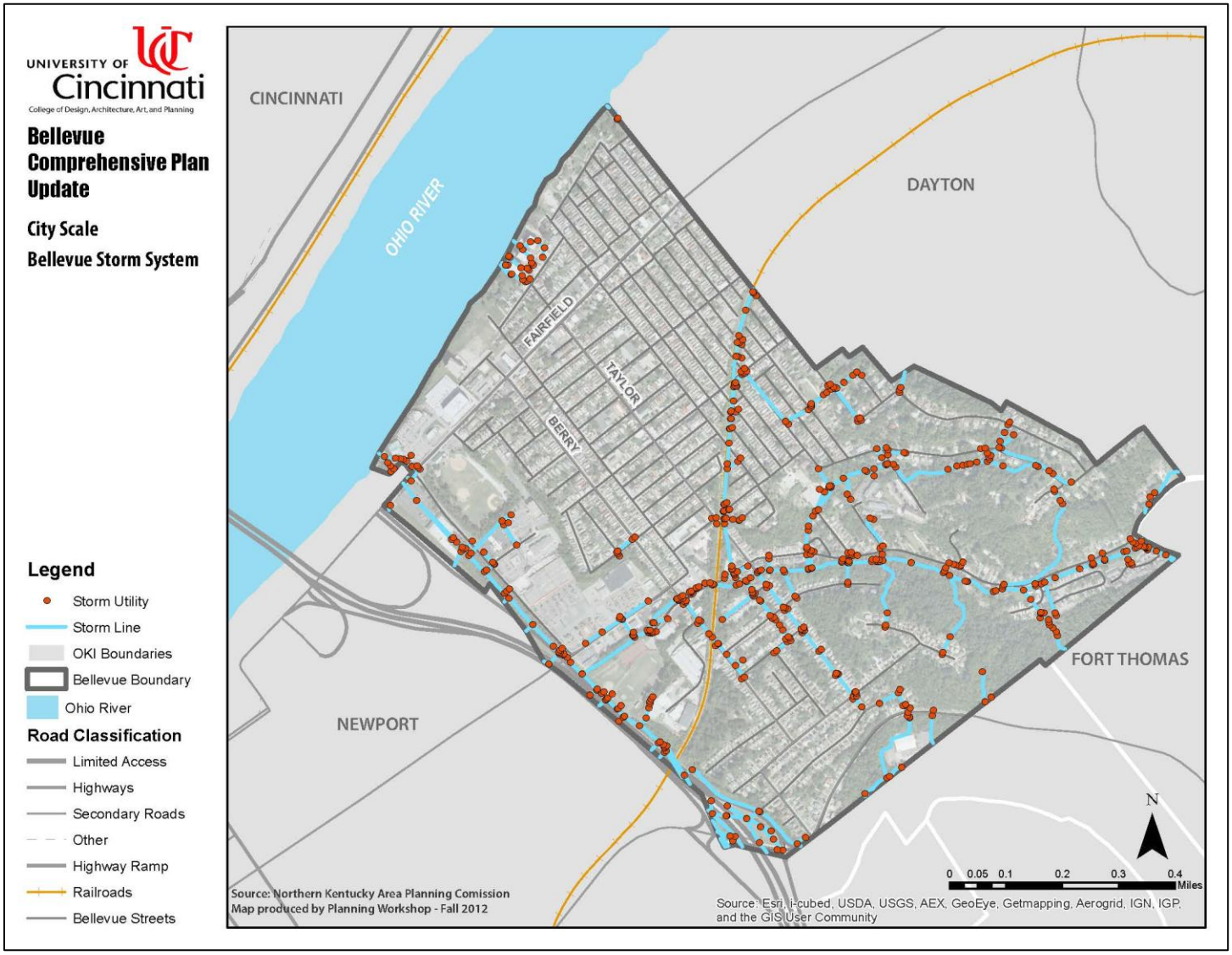


Figure A.6.4: Impervious Surfaces map

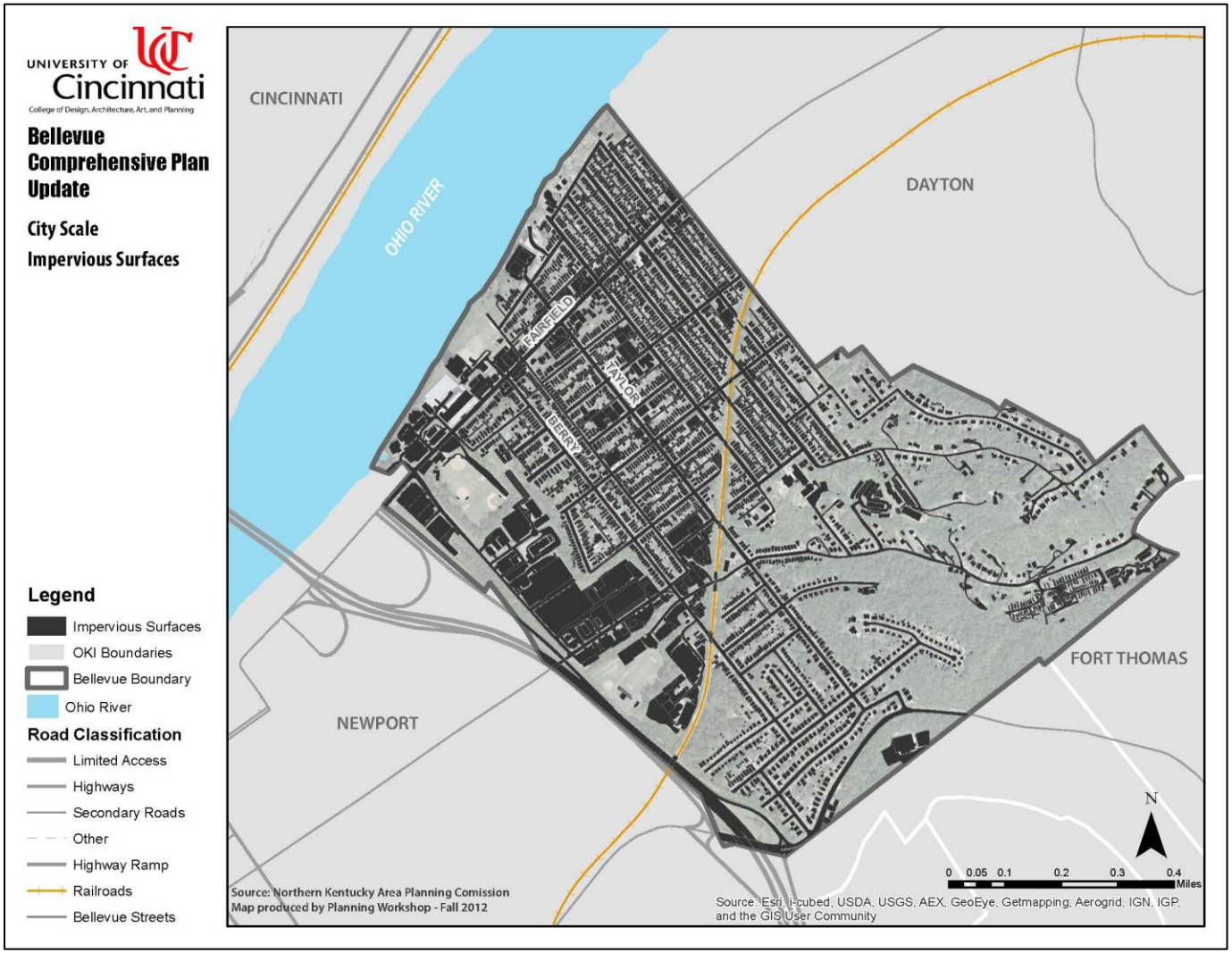


Figure A.7.1 IT Survey

Date: _____. Are you a citizen of the City of Bellevue? Yes ☐ No ☐

If yes, please answer the questions below. Thank you!

1. Your age: _____,

   Gender: Female ☐ Male ☐

2. What is your race?

   White ☐ African American ☐ Hispanic or Latino ☐
   American Indian ☐ Asian ☐ Other: _____

3. What is your household income?

   Less than $20,000 ☐
   $20,000 to $39,999 ☐
   $40,000 to $59,999 ☐
   $60,000 to $99,999 ☐
   $100,000 to $149,999 ☐
   $150,000 to $199,999 ☐
   $200,000 or more ☐

4. How do you receive news and information?

   Newspaper ☐ TV ☐ Radio ☐ Mailings ☐ Internet ☐ Public Notices ☐ Public Meetings ☐ Forums ☐
   Other: _____

5. Do you have Internet at home? Yes ☐ No ☐

6. Do you use Wifi frequently in public space? Yes ☐ No ☐

   Where do you usually get free Wifi?

   Restaurant ☐ Coffee Shop ☐ Library ☐ Bar ☐ School Campus ☐ Other: _____

7. What do you do online? (Mark all that apply)

   Reading News ☐ Study or Work ☐ Facebook ☐
   Twitter ☐ Shopping ☐ Email (Personal) ☐ Social Media ☐ Gaming ☐ Other: _____

8. Do you want to participate in planning the future of the City of Bellevue?

   Yes ☐ No ☐

9. Do you want to have better access to the news about the City of Bellevue?

   Yes ☐ No ☐

10. Which issue(s) do you think matter most for the future of Bellevue? (Mark all that apply)

    Environment ☐ Economic ☐ Land Use ☐ Transportation ☐ Community Facilities ☐
    Information Technology and Infrastructure ☐ Water Supply and Waste Management ☐ Other: _____

Figure A.8.1

Bellevue Comprehensive Plan Update
Civic Engagement Survey

1. What is your zip code?

   _____

2. What brought you to Bellevue? (Check all that apply)

   __ Shopping
   __ Restaurants
   __ Community Character
   __ You live here
   __ Passing through Bellevue

3. Do you think the population of Bellevue is

   __ Growing
   __ Declining
   __ Staying the same

4. Do you feel involved in the city's planning process?

   __ Yes
   __ No

5. How can the city encourage more community members to get involved?

   __ Community events (Examples: Festivals, Mural Dedications, etc.)
   __ Social Media (Examples: Facebook, Twitter, Tumblr, etc.)
   __ More publicity of city meetings
   __ OTHER _____

6. What will be the most important topic in Bellevue over the next ten years?

   __ Public Services
   __ Environment
   __ Transportation
   __ Preservation
   __ Economic Development

7. What would you like to see change in Bellevue? (**1 sentence)**

   _____

Appendix B

Appendix B.1.22 Historic Preservation as an Economic Development Tool

Kentucky State, according to the National Historic Preservation Act of 1966, ranks fourth in the nation register-listed properties. Tourism is one of the major businesses in Kentucky; it is an economic tool that provides new jobs, businesses, and higher property values. The issue in Bellevue City that is most of the buildings in the historical district is vacant; no body invests in this district because of the lack of funding. People need the help of the city to provide for them appropriate information about the possible funding source, and encourage them to invest in the historic district.

Many preservation projects were implemented in Kentucky State such as Georgetown Main Street Commercial District, Old Louisville Historic District, and Whiskey Row Historic District. In all these projects people depended on governmental funds to repair and rehab the old buildings, especially vacant buildings, and convert them to mixed use buildings that include first story retail business and second story contemporary apartments.





Before After

Georgetown Main Street Commercial District (source: www.heritage.ky.gov)


Whiskey Row Historic District (Source: www.google.com)

Funding for preservation projects in Kentucky was provided from different sources such as:

- The state historic preservation tax credit program and the federal historic rehabilitation tax credit program which were administrated by the Kentucky heritage council in partnership with the Kentucky department of Revenue and the national park service. The two programs provide incentives for private investment in historic districts throughout the state.
- The certified local government program administrated by the Kentucky heritage council and the national park service. The goal of this program is to uphold historic preservation plans and protect historic resources at the local level.
- Public- Private partnership
- The Kentucky main street program which encourages rehabilitation and the economic development within the historic preservation. The program components are: organization, promotion, design and economic restructuring.

References:

http://heritage.ky.gov/nr/rdonlyres/c01eb9a7-eb06-4a4f-9746-657aedd3275e/0/2011hpbooklet_lowresdraft.pdf
http://www.heritage.ky.gov

POPULATION TRENDS
1990-2010

AREA	1990 CENSUS	2000 CENSUS	2010 CENSUS	CHANGE 1990-2000		CHANGE 2000-2010	
				NUMBER	PERCENT	NUMBER	PERCENT
KENTUCKY	3,685,296	4,041,769	4,339,367	356,473	9.7%	297,598	7.4%
TRI-COUNTY TOTAL	283,486	326,071	368,897	42,585	15.0%	42,826	13.1%
BOONE COUNTY	57,589	85,991	118,811	28,402	49.3%	32,820	38.2%
KENTON COUNTY	142,031	151,464	159,720	9,433	6.6%	8,256	5.5%
CAMPBELL COUNTY	83,866	88,616	90,366	4,750	5.7%	1,750	2.0%

B.1.1
SOURCES: U.S. Bureau of the Census, Decennial Censuses and Kentucky State Data Center

BELLEVUE POPULATION PERCENTAGE CHANGE

YEAR	POPULATION	% CHANGE
1970	8,810	-5.63
1980	7,768	-11.83
1990	6,997	-9.93
2000	6,480	-7.39
2010	5,955	-8.10
2020*	5,374	-9.76
2030*	4,895	-8.90

B.1.2

*Projections made by the Bellevue Comprehensive Plan Workshop

SOURCES: U.S. Bureau of the Census, Decennial Censuses and Kentucky State Data Center

DIVISION OF RACE IN 2000 & 2010

RACE	BELLEVUE				CAMPBELL COUNTY			
	2000	PERCENT	2010	PERCENT	2000	PERCENT	2010	PERCENT
WHITE	6,376	98.40%	5,718	96.02%	85,636	96.64%	85,215	94.33%
BLACK OR AFRICAN AMERICAN	14	0.22%	68	1.14%	1,394	1.57%	2,290	2.53%
AMERICAN INDIAN AND ALASKA NATIVE	21	0.32%	9	0.15%	152	0.17%	126	0.14%
ASIAN	22	0.34%	39	0.65%	475	0.54%	753	0.83%
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER	1	0.02%	-	0.00%	13	0.01%	20	0.02%
SOME OTHER RACE	8	0.12%	39	0.65%	272	0.31%	540	0.60%
TWO OR MORE RACES	38	0.59%	82	1.38%	674	0.76%	1,392	1.54%
TOTAL	6,480	100%	5,955	100%	88,616	100%	90,336	100%

B.1.3

SOURCE: U.S. Bureau of the Census, 2000 & 2010

POPULATION CHANGE- BIRTHS
2000-2005

AREA	YEAR	TOTAL BIRTHS*		BIRTHS TO NON-MARRIED MOTHERS		
		NUMBER	RATE	NUMBER	RATE/100^	PERCENT
CAMPBELL COUNTY	2000	1,241	14	366	4.1	29.5%
	2001	1,101	12.5	424	4.8	38.5%
	2002	1,112	12.5	418	4.7	37.6%
	2003	1,145	13	400	4.6	34.9%
	2004	1,156	13.3	410	4.7	35.5%
	2005	1,149	13.2	450	5.2	39.2%
KENTON COUNTY	2000	2445	16.1	800	5.3	32.7%
	2001	2088	13.8	730	4.8	35.0%
	2002	2174	14.3	796	5.2	36.6%
	2003	2406	15.8	830	5.4	34.5%
	2004	2351	15.4	864	5.7	36.8%
	2005	2375	15.5	890	5.8	37.5%
BOONE COUNTY	2000	1429	16.6	301	3.5	21.1%
	2001	1362	15.1	293	3.3	21.5%
	2002	1384	14.8	304	3.3	22.0%
	2003	1561	16.1	360	3.7	23.1%
	2004	1666	16.4	379	3.7	22.7%
	2005	1659	15.6	373	3.5	22.5%

B.1.4
*Live Births.
^Per 1000 Population
SOURCE: Kentucky Cabinet for Human Resources, Department of Vital Statistics

POPULATION CHANGE-DEATHS
2000-2006

AREA	YEAR	TOTAL DEATHS		MALE*		FEMALE*	
		NUMBER	RATE/1000^	NUMBER	PERCENT	NUMBER	PERCENT
CAMPBELL COUNTY	2000	777	8.8	354	45.6%	423	54.4%
	2001	806	9.1	365	45.3%	441	54.7%
	2002	879	9.9	418	47.6%	460	52.3%
	2003	856	9.8	383	44.7%	471	55.0%
	2004	835	9.6	387	46.3%	448	53.7%
	2005	835	9.6	390	46.7%	445	53.3%
KENTON COUNTY	2000	1,119	7.4	521	46.6%	595	53.2%
	2001	1,261	8.3	584	46.3%	677	53.7%
	2002	1,343	8.8	611	45.5%	728	54.2%
	2003	1,327	8.7	669	50.4%	653	49.2%
	2004	1,322	8.6	597	45.2%	716	54.2%
	2005	1,398	9.1	656	46.9%	738	52.8%
BOONE COUNTY	2000	474	5.5	223	47.0%	251	53.0%
	2001	500	5.5	239	47.8%	259	51.8%
	2002	585	6.3	291	49.7%	292	49.9%
	2003	560	5.8	252	45.0%	306	54.6%
	2004	561	5.5	273	48.7%	285	50.8%
	2005	637	6.0	317	49.8%	317	49.8%

B.1.5
SOURCE: Kentucky Cabinet for Human Resources, Department of Vital Statistics
*Only includes data for the White and African American population

POPULATION PROJECTIONS
2020 and 2030

AREA	POPULATION		PROJECTIONS*		NUMBER CHANGE	% CHANGE	NUMBER CHANGE	% CHANGE
	2000	2010	2020	2030	2010-2020		2020-2030	
BELLEVUE	6,480	5,955	5,374	4,895	-581	-10	-479	-9
CAMPBELL COUNTY	888,616	90,366	88,731	89,269	-1,635	-2	538	1
TRI-COUNTY	326,071	368,897	317,324	332,586	-51,573	-14	15,262	5
KENTUCKY	4,041,769	4,339,367	4,656,800	4997621	317,433	7	340,821	7

B.1.6
*Projections made by the Bellevue Comprehensive Plan Update Workshop
Source: U.S. Census Bureau, Decennial Censuses and Kentucky State Data Center

POPULATION BY AGE GROUP BELLEVUE, KENTUCKY

AGE GROUP	2000 CENSUS		2010 CENSUS		% Change
	Pop.	% of Total	Pop.	% of Total	
under 5	454	7.01%	381	6.40%	-16.1
5 to 14	900	13.89%	652	10.95%	-27.6
15 to 24	884	13.64%	720	12.09%	-18.6
25 to 34	1,043	16.10%	1,031	17.31%	-1.2
35 to 44	1,038	16.02%	811	13.62%	-21.9
45 to 54	783	12.08%	887	14.90%	13.3
55 to 64	502	7.75%	731	12.28%	45.6
65 to 74	444	6.85%	379	6.36%	-14.6
75 to 84	331	5.11%	268	4.50%	-19.0
85+	101	1.56%	95	1.60%	-5.9
TOTAL	6,480	100.00%	5,955	100.00%	

B.1.7

SOURCE: U.S Bureau of Census, 2000 & 2010 Censuses and Kentucky State Data Center

CAMPBELL COUNTY TOTAL POPULATION PROJECTIONS BY AGE

	2000	2010	2015	2020	2025	2030
All Persons	88,616	90,336	91,199	91,642	91,475	90,731
0 to 4	6,128	5,783	5,803	5,705	5,485	5,316
5 to 9	6,215	5,560	5,633	5,652	5,557	5,342
10 to 14	6,539	5,731	5,352	5,422	5,440	5,349
15 to 19	6,505	6,538	6,368	6,005	6,072	6,090
20 to 24	6,055	6,973	6,662	6,486	6,105	6,175
25 to 29	6,102	6,667	6,611	6,289	6,106	5,711
30 to 34	6,497	5,834	6,432	6,378	6,065	5,887
35 to 39	7,321	5,446	5,501	6,066	6,015	5,719
40 to 44	7,183	5,911	5,260	5,313	5,858	5,808
45 to 49	6,291	6,769	5,721	5,087	5,138	5,669
50 to 54	5,200	6,874	6,684	5,649	5,023	5,074
55 to 59	3,988	5,883	6,542	6,361	5,373	4,775
60 to 64	3,427	4,810	5,717	6,358	6,182	5,222
65 to 69	3,024	3,460	4,318	5,138	5,719	5,559
70 to 74	2,950	2,650	3,046	3,799	4,518	5,030
75 to 79	2,391	2,164	2,186	2,512	3,127	3,717
80 to 84	1,554	1,769	1,601	1,620	1,859	2,311
85+	1,246	1,514	1,762	1,802	1,833	1,977
Median Age	35.2	37.0	37.5	38.2	39.1	39.8

B.1.8

SOURCE: Kentucky State Data Center (cohort-component technique)

COMPARISON OF POPULATION - CAMPBELL COUNTY CITIES
2006-2010

AREA	POPULATION		2006-2010	
	2006	2010	NUMBER	% CHANGE
CAMPBELL	86,866	90,336	3,470	0.040
UNINCORP. AREA	16,188	16,805	617	0.038
ALEXANDRIA	8,002	8,477	475	0.059
BELLEVUE	5,943	5,955	12	0.002
CALIFORNIA	83	90	7	0.084
COLD SPRING	5,480	5,912	432	0.079
CRESTVIEW	455	475	20	0.044
DAYTON	5,508	5,338	(170)	-0.031
FORT THOMAS	15,413	16,325	912	0.059
HIGHLAND HEIGHTS	5,754	6,923	1,169	0.203
MELBOURNE	450	401	(49)	-0.109
MENTOR	167	193	26	0.156
NEWPORT	15,721	15,273	(448)	-0.028
SILVER GROVE	1,165	1,102	(63)	-0.054
SOUTHGATE	3,311	3,803	492	0.149
WILDER	2,974	3,035	61	0.021
WOODLAWN	252	229	(23)	-0.091
TOTAL CITIES	70,678	73,531	2,853	0.040
TOTAL UNICORP.	16,188	16,805	617	0.038

B.1.9
Source:U.S. Bureau of the Census, 2010

OCCUPIED HOUSING CHARACTERISTICS

AREA	PERCENTAGE OF 1-PERSON HOUSEHOLDS			PERCENTAGE OF HOUSEHOLDS WITH HOUSEHOLDER 65 YEARS AND OVER		
	2000	2010	% Change	2000	2010	% Change
CAMPBELL COUNTY	28.6	30.1	5.2	9.9	21.1	113.1
BOONE COUNTY	20.2	21.3	5.4	16.2	17.0	4.9
KENTON COUNTY	27.8	28.1	1.1	20.6	18.9	-8.3
TRI-COUNTY	25.5	26.5	3.8	15.6	19.0	22.1
KENTUCKY	26.0	27.5	5.8	22.8	22.4	-1.8

B.1.10
Source: Kentucky State Data Center

GENERAL HOUSING CHARACTERISTICS

AREA	Total Housing Units		Occupied Housing Units		Vacant Housing Units		Homeowner Vacancy Rate		Rental Vacancy Rate	
	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
BELLEVUE	2936	2974	2758	2644	178	330	2.2	3.4	6.6	13.0
CAMPBELL COUNTY	36,898	39,523	34,742	36,069	2,156	3,454	1.7	2.7	6.9	10.6
BOONE COUNTY	33,351	46,154	31,258	43,216	2,093	2,938	2.3	2.0	7.9	9.3
KENTON COUNTY	63,571	68,975	59,444	62,768	4,127	6,207	1.7	3.0	8.3	10.5
TRI-COUNTY	133,820	154,652	125,444	142,053	8,376	12,599	1.9	2.6	7.7	10.1
KENTUCKY	1,750,927	1,927,164	1,590,647	1,719,965	160,280	207,199	1.8	2.2	8.7	9.5

B.1.11
Source: Kentucky State Data, U.S. Bureau of the Census, 2000 and 2010 censuses

2010 HOUSING OCCUPANCY RATE

City	Occupied		Vacant		Total	Vacancy Rate	
	Number	Percent	Number	Percent		Homeowner	Rental*
Newport	6,194	86.68%	952	13.32%	7,146	3.8	10
Bellevue	2,644	88.90%	330	11.10%	2,974	2.5	8.1
Dayton	2,052	86.77%	313	13.23%	2,365	4.9	11.4
Covington	17,033	84.94%	3,020	15.06%	20,053	8.6	12

2000 HOUSING OCCUPANCY RATE

City	Occupied		Vacant		Total	Vacancy Rate	
	Number	Percent	Number	Percent		Homeowner	Rental*
Newport	6,975	89.10%	853	10.90%	7,828	3.9	9.2
Bellevue	2,758	93.94%	178	6.06%	2,936	2.2	6.6
Dayton	2,200	91.63%	201	8.37%	2,401	3.3	8.8
Covington	18,253	89.27%	2,191	10.71%	20,448	3.1	9.7

B.1.12

* denotes ACS 2006-2010 Estimates

SOURCE: U.S. Bureau of the Census, 2000 and 2010 censuses, and Kentucky State Data Center

LABOR FORCE CHARACTERISTICS
2006-2011

AREA	YEAR	CIVILIAN LABOR FORCE	EMPLOYMENT	UNEMPLOYMENT	RATE OF UNEMPLOYMENT
BOONE COUNTY	2006	61,190	58,208	2,982	4.9
	2007	61,884	59,045	2,839	4.6
	2008	63,074	59,536	3,538	5.6
	2009	64,232	58,495	5,737	8.9
	2010	65,030	59,070	5,960	9.2
	2011	64,737	59,519	5,218	8.1
CAMPBELL COUNTY	2006	45,039	42,653	2,386	5.3
	2007	44,667	42,347	2,320	5.2
	2008	44,532	41,758	2,774	6.2
	2009	44,969	40,506	4,463	9.9
	2010	46,479	41,706	4,773	10.3
	2011	46,317	42,023	4,294	9.3
KENTON COUNTY	2006	83,552	79,261	4,291	5.1
	2007	83,788	79,597	4,191	5
	2008	83,948	78,804	5,144	6.1
	2009	84,018	75,768	8,250	9.8
	2010	85,455	76,839	8,616	10.1
	2011	85,017	77,423	7,594	8.9
TRI-COUNTY	2006	189,781	180,122	9,659	5.1
	2007	190,339	180,989	9,350	4.9
	2008	191,554	180,098	11,456	6.0
	2009	193,219	174,769	18,450	9.5
	2010	196,964	177,615	19,349	9.9
	2011	196,071	178,965	17,106	8.8
KENTUCKY	2006	2,024,132	1,904,467	119,665	5.9
	2007	2,038,746	1,923,728	115,018	5.6
	2008	2,037,951	1,903,511	134,440	6.6
	2009	2,055,997	1,844,151	211,846	10.3
	2010	2,060,180	1,849,404	210,776	10.2
	2011	2,067,527	1,870,546	196,981	9.5

SOURCE: U.S. Bureau of Labor Statistics Databases

NATIONAL LABOR FORCE CHARACTERISTICS
(Number in thousands, 16 years and older)

YEAR	CIVILIAN LABOR	EMPLOYMENT	UNEMPLOYMENT	RATE OF UNEMPLOYMENT
2006	151,428	144,427	7,001	4.6
2007	153,124	146,047	7,078	4.6
2008	154,287	145,362	8,924	5.8
2009	154,142	139,877	14,265	9.3
2010	153,889	139,064	14,825	9.6
2011	153,617	139,869	13,747	8.9

B.1.13
SOURCE: Bureau of Labor Statistics

EMPLOYMENT BY PLACE OF RESIDENCE
2006-2011

YEAR	BOONE	CAMPBELL	KENTON	TRI-COUNTY
2006	58,208	42,653	79,261	180,122
2007	59,045	42,347	79,597	180,989
2008	59,536	41,758	78,804	180,098
2009	58,495	40,506	75,768	174,769
2010	59,070	41,706	76,839	177,615
2011	59,519	42,023	77,423	178,965
CHANGE 2006-2011	1,311	(630)	(1,838)	(1,157)
% CHANGE 2006-2011	2.3%	-1.5%	-2.3%	-0.6%

B.1.14
SOURCE: U.S. Bureau of Labor Statistics

EMPLOYMENT BY INDUSTRY TYPE (NON-AGRICULTURAL) BY PLACE OF WORK
2000-2010

INDUSTRY	2000				2010			
	CAMPBELL CO.		TRI-COUNTY*		CAMPBELL CO.		TRI-COUNTY*	
	#	%	#	%	#	%	#	%
AGRICULTURE, FORESTRY, FISHING AND HUNTING	30	0.13%	54	0.04%	-	-	28	0.02%
MINING, QUARRYING, AND OIL & GAS EXTRACTION	-	-	179	0.12%	13	0.05%	89	0.06%
UTILITIES	6	0.03%	460	0.32%	13	0.05%	376	0.24%
CONSTRUCTION	1804	7.72%	8,911	6.12%	1,279	5.35%	5,799	3.76%
MANUFACTURING	3404	14.57%	20,439	14.03%	2,462	10.30%	17,187	11.14%
WHOLESALE TRADE	1023	4.38%	7,174	4.92%	1,273	5.32%	10,566	6.85%
RETAIL TRADE	4516	19.32%	19,474	13.37%	4,059	16.98%	30,709	19.90%
TRANSPORTATION AND WAREHOUSING	725	3.10%	19,121	13.12%	822	3.44%	16,053	10.40%
INFORMATION	114	0.49%	1,050	0.72%	164	0.69%	1,307	0.85%
FINANCING AND INSURANCE	537	2.30%	4,160	2.86%	532	2.23%	5,600	3.63%
REAL ESTATE AND RENTAL & LEASING	1067	4.57%	3,182	2.18%	422	1.77%	1,900	1.23%
PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	721	3.09%	4,320	2.97%	918	3.84%	6,438	4.17%
MANAGEMENT OF COMPANIES AND ENTERPRISES	1108	4.74%	3,952	2.71%	658	2.75%	3,155	2.04%
ADMINISTRATIVE & SUPPORT AND WASTE MANAGEMENT & REMEDIAL SERVICES	1036	4.43%	9,794	6.72%	641	2.68%	8,411	5.45%
EDUCATIONAL SERVICES	203	0.87%	2,927	2.01%	343	1.43%	2,853	1.85%
HEALTH CARE AND SOCIAL ASSISTANCE	2792	11.95%	12,805	8.79%	3302	13.81%	17,533	11.36%
ARTS, ENTERTAINMENT, AND RECREATION	408	1.75%	1,738	1.19%	770	3.22%	2,293	1.49%
ACCOMODATION AND FOOD SERVICES	2682	11.48%	14,817	10.17%	5055	21.14%	17,732	11.49%
OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1161	4.97%	6,057	4.16%	1170	4.89%	6,251	4.05%
AUXILIARIES (EXC CORPORATE, SUBSIDIARY & REGIONAL MANAGEMENT	28	0.12%	4,974	3%	-	-	-	-
INDUSTRIES NOT CLASSIFIED	6	0.03%	96	0.07%	12	0.05%	27	0.02%
TOTAL	23371	100.00%	145,684	100.00%	23,908	100.00%	154,307	100.00%
TOTAL FROM ALL DEFINITE SECTORS	23329				23,048			
DIFFERENCE	42				860			

B.1.15
SOURCE: U.S. Bureau of Census, 2000 & 2010 Census
http://censtats.census.gov/cgi-bin/cbpnaic/cbpsect.pl

Estimated data based on Census

PER CAPITA INCOME
2000-2010

AREA	2000	2010	% CHANGE
BOONE COUNTY	23,535	28,520	21.20%
CAMPBELL COUNTY	20,637	27,096	31.30%
KENTON COUNTY	22,085	27,205	23.20%
KENTUCKY	18,093	22,515	24.40%

B.1.16
SOURCE: U.S. Bureau of the Census, 2000 & 2010 Censuses

PER CAPITA INCOME FOR CAMPBELL COUNTY CITIES
2000-2010

CITY	2000	2010	% CHANGE
ALEXANDRIA	22,001	27,991	27.23
BELLEVUE	17,983	23,474	30.53
CALIFORNIA	15,143	15,416	1.80
COLD SPRINGS	24,451	34,209	39.91
CRESTVIEW	18,118	24,176	33.44
DAYTON	15,373	18,165	18.16
FORT THOMAS	26,657	36,025	35.14
HIGHLAND HEIGHTS	19,651	18,039	-8.20
MELBOURNE	23,324	21,691	-7.00
MENTOR	24,245	27,471	13.31
NEWPORT	15,207	23,307	53.26
SILVER GROVE	15,129	20,683	36.71
SOUTHGATE	24,693	24,992	1.21
WILDER	27,693	34,864	25.89
WOODLAWN	20,888	29,337	40.45

B.1.17
SOURCE: U.S. Bureau of Census, 2000 & 2010 Censuses

PERCENTAGE OF POPULATION BELOW POVERTY LEVEL BELLEVUE, KENTUCKY

AREA	TOTAL INDIVIDUALS	AGE 65 OR OLDER	FAMILIES
KENTUCKY	19.1	11.8	14.7
CAMPBELL COU	12.9	6	10.7
BELLEVUE	10	13.6	7.7
DAYTON	14.7	9.1	10.6
FT. THOMAS	6.9	7.4	3.7
NEWPORT	23.4	10.8	21.9
WOODLAWN	0	0	0

B.1.18

Source: U.S. Census Bureau, 2006-2010 American Community Survey
(only ACS available, not decennial census)

PER CAPITA INCOME BY RACE
CAMBELL COUNTY

RACE	2000	2010*
WHITE ALONE	20,795	27,890
BLACK OR AFRICAN AMERICAN ALONE	12,381	10,298
AMERICAN INDIAN AND AMERICAN NATIVE ALONE	18,813	21,319
ASIAN ALONE	28,592	18,913
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE	7,000	9,706
SOME OTHER RACE ALONE	12,022	46,103

B.1.19
* Estimate based on ACS 5 year data
Source: US Bureau of the Census, 2000 Census and 2006-2010 ACS Data

2000 INDUSTRY SPECIALIZATION IN CAMPBELL COUNTY
(LOCATION QUOTIENT TECHNIQUE)

2000 NAICS Code	2000 NAICS Title	Campbell County Employment	US Employment	Location Quotient
11----	Agriculture, forestry, fishing and hunting	30	183,565	3.911
21----	Mining, quarrying, and oil and gas extraction	0	456,128	0.000
22----	Utilities	6	655,230	0.219
23----	Construction	1,804	6,572,800	6.569
31----	Manufacturing	3,404	16,473,994	4.945
42----	Wholesale trade	1,023	6,112,029	4.006
44----	Retail trade	4,516	14,840,775	7.283
48----	Transportation and warehousing	725	3,790,002	4.578
51----	Information	114	3,545,731	0.769
52----	Finance and insurance	537	5,963,426	2.155
53----	Real estate and rental and leasing	1,067	1,942,046	13.149
54----	Professional, scientific, and technical services	721	6,816,216	2.532
55----	Management of companies and enterprises	1,108	2,873,521	9.228
56----	Administrative and support and waste management and remediation services	1,036	9,138,100	2.713
61----	Educational services	203	2,532,324	1.919
62----	Health care and social assistance	2,792	14,108,655	4.736
71----	Arts, entertainment, and recreation	408	1,741,497	5.607
72----	Accommodation and food services	2,682	9,880,923	6.496
81----	Other services (except public administration)	1,161	5,293,399	5.249
95----	Auxiliaries (exc corporate, subsidiary & regional mgt)	28	1,001,015	0.669
99----	Industries not classified	6	143,600	1.000
------	Total for all sectors	23,371	114,064,976	

B.1.20
SOURCE: U.S. Bureau of the Census, 2000 census

2010 INDUSTRY SPECIALIZATION IN CAMPBELL COUNTY
(LOCATION QUOTIENT TECHNIQUE)

2010 NAICS Code	2010 NAICS Title	Capmbell County Employment	US Employment	Location Quotient
11----	Agriculture, forestry, fishing and hunting	0	156,055	0.000
21----	Mining, quarrying, and oil and gas extraction	13	581,582	0.105
22----	Utilities	13	638,058	0.095
23----	Construction	1,279	5,389,271	1.111
31----	Manufacturing	2,462	10,862,838	1.061
42----	Wholesale trade	1,273	5,598,507	1.065
44----	Retail trade	4,059	14,496,625	1.311
48----	Transportation and warehousing	822	4,011,989	0.960
51----	Information	164	3,124,036	0.246
52----	Finance and insurance	532	5,928,696	0.420
53----	Real estate and rental and leasing	422	1,946,424	1.015
54----	Professional, scientific, and technical services	918	7,822,417	0.550
55----	Management of companies and enterprises	658	2,832,953	1.088
56----	Administrative and support and waste management and remediation services	641	8,977,265	0.334
61----	Educational services	343	3,273,527	0.491
62----	Health care and social assistance	3,302	17,787,859	0.869
71----	Arts, entertainment, and recreation	770	2,003,595	1.800
72----	Accommodation and food services	5,055	11,312,122	2.093
81----	Other services (except public administration)	1,170	5,204,445	1.053
99----	Industries not classified	12	21,831	2.574
------	Total for all sectors	23,908	111,970,095	

B.1.21
SOURCE: U.S. Bureau of the Census, 2010 census

Appendix C

Community Workshop Comments

	Population	Existing Land Use	Land Use + Transportation	Transportation	Environment + Infrastructure
Comments	Bellevue should focus on economic growth more than population growth	Add green space to parking lots	Linear Park!	Use a tram instead of a shuttle	Garbage pickup creates city-wide mess
Comments	Can we look at household income and home value trends?	Need more street lights or porch light initiation to increase walkability and feel of safety.	Rise and fall of the river; CSX right of way below st level width of area	City could offer a free shuttle ride voucher if a visitor supports local business	Educational lectures on recycling
Comments	Bellevue does not have local entertainment	Clean up big lots, Arby's area. Add green space trees. Needs to be more inviting.	How to balance: car (sustains businesses) x ideal - transitional process	Shuttle to take people from Bellevue to downtown Cincinnati is a good idea	People don't respond to recycling awareness
Comments	What is provided to attract uppity, mobile, younger generation?	Doesn't leave a good image of city. (Doesn't leave?)	Alleys system: enhance it because it is not used properly right now	Electric trolley route that runs continuously in a loop. (entertainment district, business district, leisure district, school district, and city boundary)	Education about environmental issues
Comments	If schools are consolidated, school spaces can be used for senior programs	Target re-housing areas to attract upperly mobile generation.	View of the river with a good affordable house	More stores throughout the city, not just Fairfield Avenue.	People need to see issue instead of hear about it
Comments	To retain young, white-collared families, we need to address the school system	Parks sucks	Parking lot in Union and Taylor (lot owned by the city should be transformed into parking)	Green space between main roads and sidewalks to make them safer.	Do a study on soil condition and characteristics for perculation of water
Comments	Are there any statistics on the dog population?	Spread commercial through city- does this mean opening up commercial shops not convert to residential use	Too many renters - no sense of belonging	Widen sidewalks going into Newport.	Prefer to use pourous concrete on residential streets
Comments	Bellevue should improve the schools more appealing to young couples		Trust issue with the City of Bellevue - no commitment in attending community's voice	Street lights throughout the city.	See Ann Arbor, MI for parking lot examples
Comments	Entertainment, recreation, local shopping and lifestyle will attract younger couples		Homeland security grant - repair funding is almost due (3 years) but city has not alocated it yet	Improve sidewalk conditions. (Closeness to streets)	Check to see if trees are healthy in forest in "vacant land" area (future land use)
Comments	Bellevue focuses too much on out-of-community shoppers. By Providing good shopping for the local community, it will attract and maintain the population's growth		Suggestion: Family dollar as parking space (somewhere outside Bellevue)	Improve crosswalks on Fairfield.	Show concern for forest canopy in "vacant land" area (future land use)
Comments			Lincoln Road and Covert St: lack of infrastructure of pedestriand and walkable paths	Keep signs up at all times that are up during shop Bellevue.	Study additional envasive species: asian longhorn beatle, bush honey suckles
Comments			2008: report of recommendation from engineers	Look at incentives for business owners to develop off street parking behind Fairfield.	Willow spilling is not efficient or strong enough for the Ohio River
Comments			Create a bi-city, co-operativeness between Bellevue and Dayton in consideration in transport	Fence on Linear Park between Rail and Trail.	The idea for a seperated system is already proposed and residents like this idea
Comments			Target Historic buildings for rehab by developers and individuals	Other CSX Rail and Trail emample.	Riverfront greenway is a good idea and will be a good use for festivals
Comments				Price of lot with CSX intersection is $125,000.	The city should do a study on what kinds of trees and plants to plant in parking lots
Comments				Use Poplar as the thoroughfare to Center - Improve the Center to Riviera connection.	Tree-lined streets add to city character and Duke Energy is ruining the character when they cut them down
Comments				Linear park - RR property liability? Permission? Beach park filliing and paving along river corp of engineers permission.	

IT + Community Outreach
lack of leadership among community members
schools have to be #1 or solid families leave, especially the high school
no proactiveness? Where are the results? Trust barrier
buisness representative seat on council - no voting rights but input would be received
bellevue focusses too much out of community shoppers by providing good shopping for the local community. It will attract & maintain the the population
Give more space for citizens & create & collaborate
council barrier - communication
How can the school system communicate better with the community to show their progress and improvements they have made?
Outreach should also include Dayton
What can Belle - do to accomidate the tension between Dayton, Newport barriers
The city website should have very specific search criteria

Street Survey Results

Question 2. What brought you to Bellevue? (Check all that apply)

	Number	Percentage
Shopping	54	58.7%
You live here	29	31.5%
Restaurants	32	34.8%
Community Character	23	25.0%
Passing through Bellevue	4	4.3%

Question 3. Do you think the population of Bellevue is

	Number	Percentage
Growing	72	78.3%
Declining	2	2.2%
Staying the same	14	15.2%

Question 4. Have you attended a City of Bellevue meeting or public event in the last year?

	Number	Percentage
Yes	36	39.1%
No	56	60.9%

Question 5. How can the city encourage more community members to get involved?

	Number	Percentage
Community events	75	81.5%
Social media	40	43.5%
More publicity of city meetings	24	26.1%
City staff attendance at neighborhood	15	16.3%
Other	5	5.4%

Question 6. What will be the most important issue in Bellevue over the next ten years?

	Number	Percentage
Education	36	39.1%
Police	26	28.3%
Social	6	6.5%
Health	5	5.4%
Infrastructure	25	27.2%
Public Transit	17	18.5%
Historic Preservation	43	46.7%
Economic Development	45	48.9%
Environment	14	15.2%
Technology	5	5.4%
Other	5	5.4%

Information Technology Survey Results

What is your zip	What is your age?	What is your race?	What is your	How do you	Do you have	Do you use Wifi	Where do you	What do you do	Do you want to	What would be the	Which issue(s) do
41073	52	White	$60,000 to $79,999	Newspaper, TV,	Yes	Yes	Restaurant, Coffee	Read News, Work,	Yes	Website, Email,	Environment,
41075	64	so many mixes	$60,000 to $79,999	Newspaper, TV,	Yes	No		Read News, Work,	Yes	Newspaper,	Environment,
41074	64	White	$20,000 to $39,999	TV, Mailings,	Yes	Yes	Restaurant, Coffee	Read News, Study,	Yes	Website, Email,	Environment,
41074	64	White	$20,000 to $39,999	TV, Mailings,	Yes	Yes	Restaurant, Coffee	Read News, Study,	Yes	Website, Email,	Environment,
41073	30	White	More than $80,000	Newspaper, TV,	Yes	No	Restaurant, Coffee	Read News, Work,	Yes	Website, Email,	Environment,
41073	25	White	$60,000 to $79,999	Radio, Internet,	Yes	Yes	Restaurant, Bar	Read News, Work,	Yes	Website, Email,	Economic, Land Use
41073	54	White	More than $80,000	TV, Internet	Yes	Yes	Restaurant, Coffee	Read News, Study,	Yes	Website, Email,	Environment,
41073	34	White	More than $80,000	Newspaper, TV,	Yes	Yes	Restaurant, Coffee	Read News, Work,	Yes	Website, Mail,	Environment,
41073	36	White	$60,000 to $79,999	TV, Radio, Internet	Yes	Yes	Coffee Shop	Read News, Work,	Yes	Website, Social	Economic, Land Use
41073	52	White	More than $80,000	Internet	Yes	Yes		Read News, Work,	Yes	Mail, Email, Social	Environment,
41073	47	White	$40,000 to $59,999	Internet, Public	Yes	Yes	Restaurant	Read News, Work,	Yes	Email, Social	Economic, Land Use