

# LAND USE

## INTRODUCTION

*This Comprehensive Plan is intended to be a tool for the management of growth and development in Boone County. The growth of the county can have positive benefits for the present and future population if it takes place within the context of a comprehensive plan which recognizes and integrates the various elements that comprise Boone County. This growth management is directed by the Goals and Objectives of this plan, which recommend the efficient use of land resources, physical improvements, public facilities, and protection and enhancement of the natural and social environment. These Goals and Objectives require that growth and development be coordinated and well-planned.*

*The Land Use Element of this plan recognizes that growth will occur in portions of Boone County. This plan utilizes a 25-year planning horizon for future land use recommendations, and further, the document is mandated to be reviewed and/or updated every five years. This element contains land use classifications for the existing and future land uses, text regarding the future land use for the entire county as divided into 28 sections, and a map identifying specific future land use patterns throughout each of these sections. This plan is a tool designed to enable officials in Boone County and the Planning Commission to manage the location and timing of the various types of development, to assure adequate and fiscally responsible provision of infrastructure and public services in order to assure that adjoining land uses are compatible, and to assure that negative impacts to the environment are minimized. The various types of development will demand different levels of infrastructure as a major component of the Land Use Element. The OKI Land Use Commission has identified many of the regional impacts and cost issues associated with suburban development. The Commission's 2010 report presents regional issues, trends, conditions, goals, objectives, and policies for Transportation, Public Facilities and Services, Natural Systems, Housing, Economic Development, and Land Use sectors. The report contains a policy plan that encourages local governments and planning agencies to pursue more concentrated land use patterns, more efficient transportation decisions, prompt and coordinated public services provisions, mixed-use development design, diverse housing choices, environmental protection, fiscally responsible decisions, and cooperation with other jurisdictions. Implementation of such practices will be at the discretion of local officials.*

*Urban service areas are those parts of the county where public services, infrastructure, and community facilities are available or planned to support an intense urban development pattern. This is not to say that all of the land within the urban service areas should be developed; there remains a need to protect or maintain some land as open space within these higher density areas. Urban service areas should contain water supply systems, sewage treatment, utilities, police and fire protection, schools, recreation facilities, and easy access to major transportation routes. Future urban service areas, or the expansion of existing urban service areas, should develop where land resources are available and demand is sufficient to assure efficient utilization of proposed public services and infrastructure. Development of future urban service areas should be permitted when adequate services are provided as part of the development or when full public services are made available. Until such services are provided, future urban service areas should only contain low density development, which is compatible with the ultimate planned land uses, but not dependent on full urban services. Areas not anticipated to experience substantial urban growth are planned for less intense, rural development which will create little or no demand for urban services. Any extension of services to these areas could commit them to development and should be undertaken carefully.*

*The Land Use Element is intended to provide general guidelines for all future development and to permit the management of growth in Boone County. This plan anticipates that growth management will be achieved by specific land use regulation tools, including zoning and subdivision regulations, specific land use studies (corridor studies, area studies), public land ownership and land-banking, restrictive covenants, easements, environmental regulations, recognition of the benefits of vibrant business activity and the housing industry, cooperative agreements with public and private organizations, etc. This should be coordinated with the construction of public infrastructure and the provision of public services. All sites should be designated for the appropriate land use and density of development to assure efficient use of infrastructure and services. Where existing infrastructure and*

services are not available, the developer of a site must demonstrate that adequate services will be provided, assuming that the development is appropriate through the evaluation of other land use considerations.

The development of this Land Use Element incorporates the existing and projected noise contour information related to the operation of the Cincinnati/Northern Kentucky International Airport, described in the Transportation Element. The projected noise contours may vary over time, thus impacting the type and location of appropriate land uses around the airport, and the contours are currently being updated through the airport's master plan update and associated noise studies. The Airport Master Plan and its ongoing update includes detailed recommendations for land use on airport property. This plan is currently being updated. The profound and important relationship between the operation of the Cincinnati/Northern Kentucky International Airport and Boone County necessitates a careful, cooperative effort between the two entities to assure that aircraft flight routes are coordinated to avoid noise impacts on existing and future residential areas and public land uses. Sufficient public processes are needed to keep citizens and businesses advised of airport development and activity. Future land acquisition plans should be made known to property owners as soon as possible to enable them to anticipate and adjust their plans for their property. Residential development, in particular, should not occur in noise impacted areas, unless it meets federal guidelines for construction practices.

This Land Use Element is the culmination of the preceding ten elements of the Boone County Comprehensive Plan. The Land Use Element is based upon the previously approved Goals and Objectives of the Comprehensive Plan and upon the following elements: Population, Environment, Economy, Business Activity, Housing, Recreation and Open Space, Agriculture, Historic Preservation, Public Facilities, and Transportation. For these reasons, the Goals and Objectives for the preceding ten elements of the comprehensive plan also constitute the Goals and Objectives of the Land Use Element. The Land Use Element recommendations are based upon the specific data and recommendations of the other elements of this comprehensive plan. Compliance with the other elements of this plan will result in the development of Boone County as specified in the Land Use Element.

## **EXISTING AND FUTURE LAND USE CLASSIFICATIONS**

The existing and future land uses in Boone County have been identified in this element with basic classifications. These classifications, based upon the type and density of use, are described below. For the purpose of these land use classifications, density is defined as: gross density - the average number of units per acre for the entire acreage of a development. Except where noted, the classifications pertain to both the existing and future Land Use Maps.

**Agriculture (A)** (2009 Existing Land Use Map only) - Agricultural activity and abandoned, overgrown fields that have not yet reverted to woodland, and vacant or future development areas within the urbanized portion of the county.

**Woodlands (W)** (2009 Existing Land Use Map only) - Mature wooded areas of greater than one acre. In some cases it is pre-empted by established recreation uses on the map.

**Rural Lands (RL)** (2035 Future Land Use Map only) - Wooded, agricultural, recreational, or low density residential uses of up to one dwelling unit per two acres for the 25 year land use plan. Residential construction in Rural Lands does not occur in a formal subdivision.

**Developmentally Sensitive (DS)** (2035 Future Land Use Map only) - Areas that have an existing slope of twenty percent or greater for a height of 20 meters (67.6 feet), or have unique soil or flooding characteristics which limit the ability of an area to support urban development, or contain significant wooded areas, creeks, wildlife habitat, or other natural features that are important to a site's stability and visual character. In addition, developmentally sensitive areas may, in the future, be defined and protected due to historical or visual importance. Any development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project. The land use priority for areas designated Developmentally Sensitive is preservation of the existing environment, as opposed to

development of the land. This shall act as a guideline for any project proposed in Developmentally Sensitive areas; specific sites designated as Developmentally Sensitive require more detailed inventories of soil, slope, wildlife habitat, vegetation, and other possible physical constraints as part of the development plans. These inventories shall be used, along with engineering studies, to determine whether an area designated Developmentally Sensitive can be developed in a fashion which is sensitive to the existing site characteristics. The Developmentally Sensitive areas of Boone County have been identified by utilizing United States Department of Agriculture Natural Resources Conservation Service (formerly Soil Conservation Service) data and mapping, through the Boone County Geographic Information System (GIS). The degree of accuracy of these areas is intended to locate general areas of concern. Actual site assessments will determine the exact boundaries of Developmentally Sensitive areas in Boone County at the time of development.

**Rural Density Residential (RD)** - Low density residential uses of up to one dwelling unit per acre.

**Suburban Residential (SR)** - Single family housing of up to four units per acre. This classification does not preclude low density or estate residential developed as a formal subdivision.

**High Suburban Density Residential (HSD)** - Single-family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero-lot line development, and also pertains to existing mobile home parks.

**Urban Density Residential (UD)** - Attached housing, generally condominiums or apartments, of over 8 dwelling units per acre.

**Public/Institutional (P)** - Government offices, schools, libraries, churches, cemeteries, fairgrounds, maintenance areas, etc.

**Transportation (T)** - Airports, major four lane roads, interstates, and interchanges.

**Recreation (R)** - Public and commercial outdoor recreation including golf courses, parks, race tracks, private reserves, wooded areas that serve an established recreation use, etc.

**Commercial (C)** - Retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.

**Industrial (I)** - Manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses.

**Business Park (BP)** - A mix of office warehouse, research, office, and light industrial uses in a park-like, office campus setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment. This land use is recommended for high visibility areas and transition areas between industrial and residential land uses.

## **FUTURE LAND USE DEVELOPMENT GUIDELINES**

There are a number of general development guidelines which are applicable to all future growth in Boone County, regardless of type or scale. These guidelines are intended to mitigate the impacts of growth on the existing land uses, adjoining properties, public infrastructure, and the quality of life and safety in the County. These guidelines represent some of the items which the Planning Commission includes in the review of all projects proposed for Boone County. These guidelines are detailed below.

### **Utilization of Existing Vegetation and Topography**

Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should

incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined. True Open Space subdivision design should be considered to blend new subdivisions in with areas that have a rural character.

### **Development Layout, Lot Sizes, and Setbacks**

As described in the Goals and Objectives, different development densities can occur in Boone County as long as the development is designed in a proper manner and the infrastructure exists or is planned to support the development. The Goals and Objectives also acknowledge that fluctuations in the economy and housing market should be considered when evaluating the uses and design of developments.

Business, commercial, or industrial parks should be designed and developed to allow future residential or other uses to access through them where the corridor may extend to large developable tracts or may provide a future road connection. A roadway that is suitable for mixed use development should serve side streets for businesses rather than serving individual businesses directly, include an urban curb and gutter design, and provide pedestrian amenities and green space along the right-of-way. In this way, future residential development could be developed beyond the initial development, but be readily marketed.

Sanitary sewer issues have larger impact on where development occurs than do the other types of infrastructure in Boone County. The presence of sanitary sewer has a direct impact on the lot sizes of residential development in particular. Most residential development in outlying areas without access to sewer service typically develops on lots that are larger than an acre. In fact, septic system permits almost always require residential lots of greater than one acre to accommodate leach areas. On the other hand, the presence of public sanitary sewer facilities have normally resulted an increased demand for more dense single-family residential development. This development often occurs roughly in the range of three dwelling units per acre - which typifies single family projects in Boone County at this time. There is little development occurring in Boone County between these two general density levels. As pointed out in the Housing Element, this phenomenon often results in different housing and lot characteristics adjacent to each other. In these conditions, proposed residential developments that have smaller lot sizes than surrounding land uses are recommended to utilize the following design mechanisms to address the impacts on existing development.

The proposed development should consider in its design a band of larger lots and setbacks along the affected perimeter of the site adjacent to existing development to provide an adequate transition.

The proposed development should consider a band of development along the existing main roadway in which the houses face the main road to appear rural, and where the lots in this band are larger than those in the balance of the proposed development. Building setbacks and lot frontages should imitate existing setbacks along the road.

Highly visible portions of the proposed development site should consider green space. The style of green space, including tree types, fencing or other similar features should imitate the existing road corridor views. Grandiose subdivision entryways may not be appropriate depending on existing conditions in the corridor.

These recommendations are site specific and should be evaluated on a case-by-case basis. There may be other design mechanisms not identified here that may work in some instances.

### **Buffering**

Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as open space within developments and between developments. Developments proposed adjacent to planned or established open spaces should provide pedestrian access where appropriate. Natural green space benefits the community as well as encourages developers to create

innovative development designs through clustering of buildings and impermeable area. Typically, buffering is required and provided between unlike land uses; however, as the development of Boone County fills in previously rural areas, different lot sizes and designs of residential development sometimes impact each other. Where an appropriate gradation of lot size and setbacks cannot be designed into a proposed residential subdivision development of a significantly higher density than existing adjacent residential uses, deliberate vegetation buffering may need to be incorporated into the design to help protect low density residential areas. Buffer areas should use and supplement existing site features where possible.

### **Landscaping**

Developments in Boone County must include landscaping to accompany the proposed project. Retention of existing healthy vegetation is considered a component of landscaping and is encouraged. This landscaping should be designed to improve the public view of a development, and should be incorporated into parking lots and other vehicle circulation areas, as well as within open spaces and around structures. Landscaping is intended to minimize the visual impacts of the development from adjoining properties and roadways. The amount of heat absorbed by impervious cover from sun radiation is decreased by landscaping, which reduces energy costs. Landscaping helps purify the air of harmful pollutants, thus reducing health impacts. It also helps reduce the quantity and improve the quality of storm water runoff, including temperature. The use of bioretention islands (water filtering basins) and grass swales should be used where possible in place of raised islands. Native species are often heartier than nursery stock and should be used wherever possible to minimize pesticides and other high impact forms of maintenance. Developments along major roadways in Boone County must include landscaping between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses.

### **Stormwater Management and Erosion Control**

Developments in Boone County must recognize the potential impacts of stormwater runoff. Developments must design and incorporate adequate provisions for the channelization and control of the rate of stormwater flow on and from the site. One goal of local storm water programs should be to minimize the amount of storm water generated by decreasing the amount of pavement and encouraging green rooftops. Creating less runoff by increasing on-site infiltration is a method of managing runoff.

Control and mitigation practices for erosion associated with developments must be provided. At a minimum, developments must seed and mulch all graded areas and provide siltation controls. Stormwater management and erosion control measures must be concurrent with site work in order to be effective. Stormwater management officials must also consider the cumulative effects of increased development runoff in watersheds.

### **Access Management**

Developments in Boone County must recognize the potential impacts of associated traffic on adjoining properties and transportation systems. The need exists to protect the capacity of the existing roadway network, and to plan improvements to accommodate new development and travel patterns. Access management provisions include the coordination of curb cuts, adequate corner clearance and site distance for access points, adequate space between access points, shared access points and parking facilities, provisions for access connections to adjoining properties, and dedication of public right-of-way. In subdividing property, arterials or collectors should not be used for direct access to lots, rather a system of local streets should feed into the collector and arterial system. Connections between and within commercial and industrial developments allow for more efficient provision of transit service.

### **Transportation and Pedestrian Network**

Developments in Boone County must be designed, where appropriate, to improve the County's transportation network system of roadways, and functional classifications must be used in the planning for and designing of new developments. Collector roadways should be extended and developed to provide for the safe movement of traffic through and between subdivisions. Development along existing arterials and collector roadways should not have direct driveway access, but be served by a local street. Appropriate road connections should be constructed to provide alternate routes for traffic to and through specific projects and to enhance the capacity of existing streets. The traditional grid system can provide an alternative to typical suburban design. Parallel and frontage roads

should be used to minimize impacts of individual sites on collector and arterial roadways. Appropriate pedestrian networks should be incorporated into the design of developments which will generate or experience significant pedestrian use. These networks should not only provide internal paths, but should provide connections to adjoining uses where appropriate. Public open space and recreation sites should be connected to each other by bicycle and pedestrian paths where appropriate. Transit Oriented Development (TOD) is discussed in detail in the Transportation Element, and should be examined as a future direction in Boone County development patterns.

### **Design, Signs, and Historic Preservation**

Developments in Boone County should give consideration to the overall design of the area. Site, landscape, and building design should be a primary concern at the early stages of the development, with an emphasis on the aesthetic impact of the proposed use. The minimal use of signs is encouraged; signage should be adequate to identify a specific development, but should not be used as a means to compete for motorist attention. The objective is to avoid the confusion and/or distraction of motorists, and to avoid the potential negative impacts of signs on the visual appearance of a development or corridor. Overhead utility lines should be placed underground wherever possible, and junction boxes screened from public view. Neo-traditional residential and commercial development should be encouraged to provide quality development that blends with the natural or historic character of parts of Boone County. This Comprehensive Plan encourages the restoration, renovation and/or adaptive re-use of historically significant structures in Boone County.

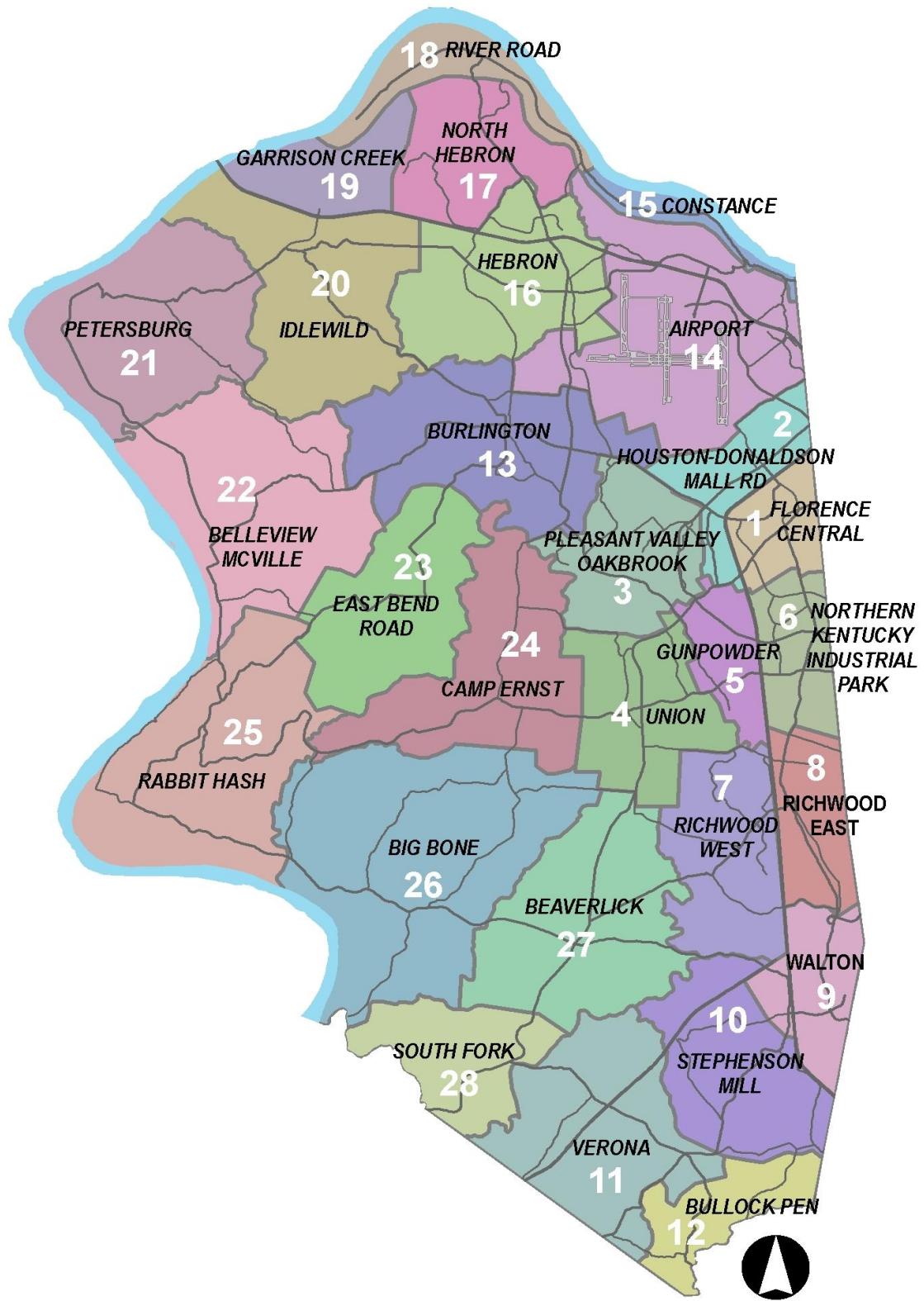
The proper application of these guidelines helps, in part, to achieve an overall objective of this Comprehensive Plan. This goal states that proper future growth management for Boone County is implemented. As a minimum, proper design and development must include the consideration and application of the above guidelines.

### **LAND USE MAPS**

An Existing Land Use Map, accurate to September of 2009, and a Future Land Use Map have been produced with the use of the Boone County Geographic Information System (GIS) program. The maps are intended to be used in tandem with the accompanying text below; the future land use boundaries are approximate and subject to refinement and interpretation by the Planning Commission and county legislative bodies. The text and map should be used as a tool to aid in managing growth in Boone County. It is important to consult the Land Use Element text to learn of timing or phasing issues that may be present in a particular corridor. The Future Land Use Map may indicate future land uses for a particular area, however, the area may not be ready for development until certain infrastructure is in place or another area develops first. It is critical to note that the Future Land Use Map is a 25 year projection, and is not intended to commit all areas to development immediately. In some areas, phasing may be used to make sure development is supported by infrastructure, and in others development may be delayed until planned infrastructure is provided. This Comprehensive Plan recognizes that there is much coordination that occurs between the Planning Commission, state and local governments, utility commissions, school districts, the development community, emergency services, public works, recreation departments, transportation agencies, and numerous other public services whenever a land use or infrastructure decision is reached. Primarily, this existing process involves direct contact with affected groups during zoning map amendment reviews. This process is beneficial to correlating land use and infrastructure provisions, and should be reinforced. Groups providing these services should consult the Future Land Use map on a periodic basis and whenever they plan for future infrastructure needs and improvements. Since the Planning Commission administers land use regulations, but does not control infrastructure improvements, it is critical that groups that do provide public facilities and services participate in the public review processes, such as zoning map amendment reviews. If this becomes difficult, then a revised system may be needed in the future.

This Comprehensive Plan provides a 25 year outlook for land use, while zoning is typically treated as a five year tool. The zoning map communicates what immediate uses can occur on property based on infrastructure and other considerations. The Future Land Use Map should not be used as a zoning map. Unlike the zoning map, it does not portray land use regulations parcel by parcel. The Future Land Use Map is one tool used to guide the formation of zoning regulations.

Figure 12.1 shows the geographic areas corresponding to the Land Use text.



## CONCLUSION

### LAND USE PLAN GEOGRAPHIC AREAS

#### 1) FLORENCE CENTRAL

The City of Florence developed from an aggregate of residential subdivisions, and is the main population concentration of Boone County. Florence did not develop in the traditional manner of cities, with established areas of concentrated commercial, industrial, and residential uses; instead, the uses were intermixed. For instance, the city's central business district is not in a precise location, but rather is a combination of suburban business districts. This factor, above all others, has molded Florence into a suburban city.

The city contains a valuable asset in its Main Street area. The Florence Main Street Zoning Study, which was adopted by the City in 1994, identifies the uniqueness of this area and ways of improving the vitality and visual appearance of Main Street. With careful planning and protection, development of old Stringtown could transform this area into a pedestrian-oriented center. The City of Florence has helped the area by constructing a streetscape and addressing utility issues. The zoning study should be reexamined in the near future to determine the effectiveness of the study and whether the scope of the study should be expanded to incorporate additional areas within the Main Street Study. New buildings in the study area must be designed and located to reinforce the area's character identified in the Study.

The Turfway Road area between U.S. 25 and KY 18 will see some redevelopment as a result of the reconstruction and widening of Turfway Road. Access management guidelines need to be adhered to. Development in the area west of I-75 should follow the guidelines of the Houston-Donaldson Study. Likewise, the Dream Street Study should be followed for its area. The Parkway Corridor Study was written in 2008 as the Central Florence Strategic Plan. It is a land use study and zoning document that encompasses the area bound by I-71/75 to the north and west, Shaun Alexander Way and Russell Street to the east, and Industrial Road (near Carole Lane) to the south. The overall study area is divided into eight unique sub-areas or neighborhoods, and outlines land use and zoning recommendations, transportation improvements, architectural and design requirements, and signage.

Light rail may in the future connect to major employment areas such as the airport, Mall Road, Houston Road, the Northern Kentucky Industrial Park, and concentrated residential areas. The development of a transit hub adjacent to Mall Rd. was proposed in TANK's 2006 Transit Network Study, an action which would likely have an impact on land use in the area. Much of Florence's future growth will occur from annexation; however, the City should balance this annexation growth with high density infill and redevelopment growth along the major transportation corridor of the City. As described in the Housing Element, the condition of older housing in Florence should be specifically addressed. Florence should continue to enforce codes affecting the condition of properties in residential areas and in older business districts. Minimum standards are needed for building maintenance and design purposes. The concept of Transit Oriented Developments should be explored within the City of Florence. Higher density residential development should occur where it can serve as a buffer between industrial or commercial intrusion on single-family residential areas or where it is easily accessible. Examples of the former include development along Industrial Road and west to the interstate, and near the Turfway Interchange. Examples of the latter include the Village Parke Condominiums on the old Florence Drive-In site. Overall, a mixing of uses can be accommodated within the City of Florence and the existing residential communities can be protected if proper buffers and design are incorporated into the developments. The redevelopment of property into commercial uses must be carefully designed in order to minimize impact of adjacent residential property. Any airport runway expansion in the future may have impacts on the existing residential areas of Florence.

In summary, growth in this section of Boone County must be balanced among three major land users, commercial, industrial, and residential development. Growth in one land use must consider the location of existing and planned developments of the other two.



## 2) HOUSTON-DONALDSON/MALL ROAD

The Mall Road area was recommended (through the 2002 Mall Road Corridor Study) to become a new urbanism corridor. The current planning effort for the area, the Mall Road District Study, calls for a dense, well designed, urban style of development that should occur over time. Residential development may be a part of this urban area, but should be located to minimize noise impacts from the interstate and airport. The entire area of Steinberg Drive, Rosetta Drive, Connector Drive, and the I-75 Mall Road ramps should be planned in detail to provide mixed use development that includes a good road connection and traffic circulation between the Pleasant Valley Road corridor and I-75. Regionally-oriented growth should be confined to Mall Road and Houston Road, and should not expand on to U.S. 42, KY 18 or Hopeful Church Road. However, the highway-scaled, automobile-oriented appearance of this growth should be minimized through the provision of pedestrian improvements, smaller facilities within outlots in conjunction with larger strip-style centers, multiple, scattered parking areas in lieu of large central parking areas, and street trees along Mall Road. This growth should also include multi-modal transportation amenities, an idea which has been furthered by TANK's proposed transit hub at a site on the west side of Mall Rd. Any commercial development in the Houston Road area should be consistent with the recommendations of the Houston-Donaldson Study. The Study recommended an employment district to include a mix of office, commercial, and industrial uses for the existing Houston Road corridor, with a preferred emphasis on office development along I-75 and high-technology industrial uses west of Houston Road. The development of the southern portion of the corridor has been more commercial in nature, and contains less office or industrial than recommended in the Study. The northern portion has experienced office, commercial, industrial, and education development.

Commercial development in this section should remain near the arterial roads or close to the interstate. These consumer service and traffic-oriented developments must be contained to specific areas adjacent to the arterial roads and interstate. The coordination of curb cuts and parking lot connections in the already developed areas must occur in order to maintain a reasonable ease of travel along these roads. Undeveloped tracts of commercial land should connect to and coordinate with any adjoining commercial, office, or industrial development in existence. Where no development has yet occurred, provisions for Access Management must be made for future development. This includes the use of frontage roads as well as parking lot connections and shared curb cuts.

Regionally-oriented commercial development should be confined to Mall Road and the Houston Road area. A large tract of land with commercial and residential potential is only partially developed on Mall Road. This property, referred to as the Berkshire Farm, should be developed in a cohesive planned manner, both internally and as it relates to other developments in the area. Ingress to the site should be encouraged primarily from Mall Road, with access from U.S. 42 limited to right-turn-in only. To maintain the ease of traffic on Mall Road, frontage roads, common parking areas, and shared curb cuts should occur in the undeveloped areas. The visual appearance of commercial areas in general, and of Mall Road in particular, should be enhanced through the design of buildings, landscaping, signs, and arrangement of buildings. Attention to aesthetic impacts of proposed developments should be part of all phases of the review process. The Mall Road District Study recommends a new direction for Mall Road that included the potential for more entertainment uses, high rise condominium, mixed use, and residential development. This is currently being implemented as part of the Mall Road District Study.

Development along U.S. 42 from Mall Road to the Ewing Boulevard area should continue to be a mixture of professional and local, traffic-oriented commercial activity. The area east of I-75, north of U.S. 42, and south of KY 18 shall continue to be developed in a cohesive manner to form a city center for Florence. The Parkway Corridor Study, which was originally developed for this area, was updated and replaced by the Central Florence Strategic Plan in 2008. The intent of this plan was to further develop the city's central neighborhoods and to link existing and/or planned business, civic, recreational, entertainment, and residential attributes of the study area together to create a vibrant, inter-related city center.

The development of the South Airfield Road connection will also affect the Houston Road area as a connection to this new road will be made to the intersection of Houston and Spiral Drive. Commercial development and Business Park or Industrial uses could occur as a result. Further study on this area needs to occur now that the road has become a reality.

### **3) PLEASANT VALLEY/OAKBROOK**

This section of Boone County includes some of the western growth areas of Florence, including Hopeful Church Road and KY 18. It also contains some of the most rapidly growing residential areas in the county, particularly from KY 18 south to Union.

Hopeful Church Road should continue to serve as a residential corridor. Some small scale neighborhood commercial services may be appropriate at a strategic location in the corridor. It should be scaled to serve the Hopeful Church Road and Cayton Road areas, designed with a residential-compatible look to the buildings and site, and without freestanding signage. Access management is important to avoid turning movement conflicts on Hopeful Church Road, and some road improvements may be necessary to support this development. The proposed commercial land uses on KY 18 should be planned with careful Access Management, including continuous parallel roadways. Development should create commercial clusters rather than strip centers which parallel KY 18. These commercial uses must also be designed to be compatible with existing and proposed residential developments along KY 18.

The large area between Hopeful Church Road and Oakbrook Road, south of KY 18 to Pleasant Valley Road, should continue to develop in a Suburban Residential fashion. The area must develop with local access and limited access collector road connections as a high priority. These should include the connection of Cayton Road to Pleasant Valley Road; and, an east-west connector between Pleasant Valley Road and Hopeful Church Road, south of Stonegate Meadows. These collector road extensions should not allow parking or driveway access in order to facilitate the movement of traffic through the area, and should include multi-modal elements such as pedestrian paths and bike lanes, and bus stop areas. The Pleasant Valley Road to Hopeful Church Road connector should be located and designed to serve large amounts of traffic. This area is planned for High Suburban Density residential to help facilitate the roadway and be compatible with a significant traffic corridor.

Access Management at the intersection of U.S. 42 and Pleasant Valley should include access roads to serve commercial developments. Mixed-use development, that has commercial uses focused along U.S. 42 and that has varying types of residential uses, should occur to the southwest of this intersection on both sides of U.S. 42. The intensities of these commercial uses, in terms of building intensities, the size and style of individual structures, and the range of uses permitted, should begin with a broader range of commercial uses near the intersection and gradually decline to smaller-scaled office and institutional uses in the vicinity of Farmview Subdivision and the Florence/Union corporate boundary. Creative building layout and orientation should be used in lieu of strip-style commercial development, and Planned Development Overlay Districts should be utilized. All development in this area should be viewed as part of an entryway to both the Cities of Florence and Union.

The remaining portions of this section of Boone County should develop in a Suburban Residential manner. Major subdivisions in the area should provide internal connector roads with no driveway access or parking. Improvements to Fowlers Creek Road and bridges over Gunpowder Creek could provide connections from subdivisions along U.S. 42 and Pleasant Valley Road to the Longbranch and Camp Ernst Road area; these connections should be aligned with existing or planned intersections on U.S. 42 and Pleasant Valley Road. The Kentucky Transportation Cabinet is continuing design work on the KY 237 and KY 536 corridors.

### **4) UNION**

This section of Boone County contains the City of Union and a substantial portion of Hathaway Road and U.S. 42. In general, this section should experience considerable residential growth due to Union's current residential nature, growth associated with the City of Florence, and improvements to U.S. 42. For these reasons, the 2000 Union Town Plan was prepared by the Boone County Planning Commission, City of Union, and Boone County Fiscal Court. The plan's recommendations are shown on the 2035 Future Land Use Map and also affect the Boone County Zoning Regulations.

New subdivisions should be developed with connecting roads providing alternative routes for residential traffic and decreasing the impact on major roadways. Road connections should include multi-modal elements such as pedestrian paths and bike lanes, and bus stops; Wetherington Boulevard is an example. Further road connections that prohibit driveway access and street parking should occur between U.S. 42, Camp Ernst Road,

Longbranch Road, and Hathaway Road. Hathaway Road needs special attention to protect this important east-west route. Water and sanitary sewer infrastructure should accompany such road connections and extensions as to prevent premature, estate-style residential development, and to prevent frontage subdivisions that result in poor access management. Development proposals shall be carefully evaluated relative to the area-wide road network and any necessary contributions to the network.

Improvements to Mt. Zion Road, between the Union city center and the interchange, should be accompanied by water and sewer improvements to accommodate the anticipated residential growth. Since the last Comprehensive Plan update, Mann Elementary School opened at the Ryle High School campus, as Erpenbeck Elementary had reached capacity. The school campus should continue to develop as a community amenity and activity node.

All major residential developments should provide recreational facilities, or other public facilities, through cooperative efforts between developers, legislative bodies, and other agencies/ organizations. These facilities should be designed not only to serve the residents of the specific subdivision but, where appropriate, to serve surrounding populations in order to mitigate the impacts upon existing facilities. This section of Boone County should develop as a major population area, and sites for recreation and other public facilities should be planned and obtained before prime sites are no longer available or become too costly.

## **5) GUNPOWDER**

The area south of the Saddlebrook Farms Subdivision along Weaver Road, has developed in an Urban Density Residential manner consistent with this subdivision, with adequate buffering for adjacent to single-family residential uses. Commercial uses should not expand along the west side of the interstate beyond the self storage facility, and the Lion's Park site should remain as a recreation area.

Vacant parcels and existing residences along the south side of U.S. 42 near Dilcrest Drive and Bentley Court may be appropriate for Urban Residential if the developer(s) can demonstrate that proper access management, architecture, and buffering can be provided. An extremely well-designed, low-impact professional office use may be considered for this area, however, the potential developer must submit detailed buffering and building design plans, and demonstrate that the project would establish a positive focal point for the U.S. 42 corridor in addition to minimizing visual, traffic, and stormwater impacts on adjacent residential uses. All developments must provide for connecting parking lots or a frontage road. In addition, right-turn lanes may be required for each development. Development must accommodate plans for double left turn lanes from U.S. 42 to Mall Road. Due to the high visibility of the lots and the need to minimize traffic distractions, minimal signage is recommended.

The U.S. 42 corridor between the Weaver Road/Hopeful Church intersection and the newly rebuilt Pleasant Valley/Gunpowder intersection has developed commercially over the last decade. Vehicle stacking problems during rush hours and conflicting left turn movements have become significant problems on this section of roadway. Frontage road and interconnecting parking lots are necessary here to allow vehicles to access existing and future traffic signals. Through redevelopment of the former Boone Kenton Warehouse site and adjacent parcels, access to Weaver Road should be implemented, as well as well-planned access to U.S. 42. If improvements are made to Gunpowder Road from U.S. 42 to Mt. Zion Road, more intense land uses could be examined for the property behind Wentz Drive as well as the possibility of having access to Gunpowder Road. If commercial development occurs in this area, it should primarily be accessed from U.S. 42.

The vacant parcel on Weaver Road between the Grammas strip center and the Weaver Road fire station should develop as a low traffic professional office use. This part of Weaver Road is not suitable for commercial driveway access. In addition, a connector road should be completed from Mt. Zion Road to Weaver Road along the west side of I-75. South of this area should remain Suburban Density Residential in nature. Existing tree stands should be preserved to establish the contrast of this area from the Northern Kentucky Industrial Park, and to decrease noise impacts of I-75 and the airport.

## **6) NORTHERN KENTUCKY INDUSTRIAL PARK**

This section contains the Northern Kentucky Industrial Park, which is the largest park in the metropolitan region. Expansion and continued development of this employment center has slowed some, but is expected to continue over the study period of this plan. The residential areas to the north of the Park prohibit any expansion in that direction, and industrial expansion should not occur west of the interstate. Development should occur along the east side of the interstate, however, this development should retain the existing tree line to buffer the uses from residential development on the west side of the interstate and to hide the outside storage and parking areas from public view from the interstate. Industries should continue to locate and expand along Industrial Road into Kenton County, and along the length of Empire Drive. The industrial park should be encouraged to expand to the south along the Empire Road Connector and the Weaver Road to Sam Neace Boulevard. In addition, development should continue along U.S. 25 and Weaver Road, and near the railways. Tracts of developable land exist in the area and development depends only upon public utility expansion and an improved road network, including upgraded railroad crossings. The Park is experiencing some building vacancies and signs of being dated, however, the recently completed Industrial Road widening and reconstruction is expected to give the area new life.

Industrial uses, similar in nature to the Northern Kentucky Industrial Park, should expand southward to Mt. Zion Road, between I-75 and U.S. 25. The presence and proposed expansion of Gateway Community and Technical College will encourage development of this area including other public and institutional uses around the campus. Street and parking lot connections are critical in this area. To the east of U.S. 25 manufacturing and distribution uses should occur. Southward expansion of industry should be tempered by important locational factors, such as appropriate access to the interchange and connections to existing or planned industrial parks. Industrial development to the east of U.S. 25 and the railroad must be accompanied by improvements to important access roads, such as East Mt. Zion Road and East Frogtown Road. Development at the Mt. Zion interchange should be planned in such a way as to not greatly impact the existing and planned Suburban Density Residential uses in the area. KY 536 (Mt. Zion Rd.) is planned for major widening, which will make this corridor a major arterial route from Boone County, through Kenton County, to Campbell County. Reconstruction of the Mt. Zion/I-75 Interchange is expected in 2015/16 and, while the reconstruction of Mt. Zion from I-75 to Old Union Road is still in KYTC's Six Year Plan, it is not yet funded.

The northwest quadrant of the interchange is the ideal location for urban and higher density residential development. The church use provides a more appropriate transition between the urban density residential and the planned suburban density residential to the west. This would be compatible with the residential character of the area, and should provide housing opportunities for employees of the Florence urbanized area, as well as providing a limit to over-expansion of commercial activity towards Union. The Mt. Zion Road to Weaver Road connector road is needed to provide a parallel route to I-75 as well as enable this growing residential area to access Florence without impacting U.S. 42. It should be located and designed to carry significant traffic volume.

Commercial activity associated with the interchange should be concentrated on the east side of the interstate. Access for these commercial uses should be coordinated so that all development can easily access traffic signals. All commercial development should be planned with attention to possible traffic impacts, because this interchange will serve an increasing volume of residential, commercial, and industrial traffic.

South of the interchange, between the interstate and U.S. 25, should develop in a variety of residential uses. The undeveloped land south of Mt. Zion Road is appropriate for Urban Density residential development or attached affordable housing. Innovative design and affordable construction should provide a good alternative to the mobile home parks that dominate the area, and which create negative visual impacts on the U.S. 25 corridor. Permanent attached housing is also preferable to mobile home park development because less site preparation is necessary and more open space can be retained. Mobile home development should not extend south of the intersection with Maher Road. The planned reconstruction and widening of U.S. 25 will create the potential for redevelopment in much of this corridor. Mixed use development with prevalent interconnections is recommended. Industrial growth can occur around the northbound I-75 rest stop, but should provide a buffer to hide outside storage and pavement areas from the rest stop and interstate. The U.S. 25 and Frogtown Road intersection should support locally-oriented commercial uses, however, special attention should be given to controlling and coordinating

access points with this area. Multiple street connections are critical in the area south of the Mt. Zion interchange and west of I-75 to avoid burdening specific connections with too much traffic.

## **7) RICHWOOD WEST**

Development to the southwest of the Richwood Interchange must continue the Grand National Boulevard connection to Chambers Road. Triple Crown Subdivision provides an important road connection between Richwood Road and Frogtown Road. Other connections between Richwood Road and Frogtown Road need to occur. The southwest quadrant of I-75 and Frogtown Road, adjacent to the Frogtown-Richwood Connector Road (KY 3203), should develop as High Suburban Density residential to provide a logical transition of density and a buffer between the major roadways and single family development to the west. However, this area should not include a continuation of the existing mobile home park. Any attached housing in this area must be designed to complement adjacent single-family residential. The reconstruction of the I-75/Richwood Road Interchange is expected to occur in 2016 which may lead to the need for additional retail and office uses. The remaining undeveloped land on the southwest quadrant of I-75 and Richwood Road is shown as Business Park and Urban Residential. The Business Park area along Richwood Road should develop as an attractive office campus project that provides an appropriate entrance to the Steeplechase to Chambers Road residential corridor. Any business development along Grand National Boulevard must include proper ingress and egress, and provide for needed modifications to the roadway and/or its intersection with KY 338.

## **8) RICHWOOD EAST**

The growth of this section will be impacted in several ways. There are several major influences behind the anticipated growth, including the Northern Kentucky Industrial Park to the north, the Mt. Zion interchange, Weaver Road, development pressures along U.S. 25, the extension of public sanitary sewer service, and the Southern Railroad Line. Because of the development pressure all necessary types of infrastructure should increase in scale. This area is bisected by U.S. 25, a major corridor for growth, extending from urbanized Florence to Walton. The fact that it runs parallel to I-75, and is located between the interstate and the railway, makes it an ideal transportation connector. Because of the various existing and future land uses along U.S. 25, it will carry a high volume of mixed traffic types. For this reason, any traffic-intensive or truck-oriented uses shall locate near connections to the interstate, and access management shall be an important consideration on all development along U.S. 25. The Kentucky Transportation Cabinet is designing a major widening of U.S. 25 south to Richwood Road.

Since the last Comprehensive Plan update, Boone County has established two TIF districts in the Richwood Area. Revenues from wage assessments in one district have generated \$250,000 to extend water to the site. As additional revenues are collected, the county expects to evaluate other projects, including contributions to the reconstruction of the I-75/Richwood Rd. Interchange.

Maher Road should not serve industrial traffic because of its design and its dangerous intersection with U.S. 25. Maher Road should remain an enclave of residential uses, and no industrial access should be provided along this road. Industrial uses abutting this residential area must be planned with adequate buffering for the existing and future residential development. The industrial area to the south of Maher Road should be accessed via Frogtown Road, and the possibility of extending East Frogtown Road to connect with Maher Road should be explored because of the better visibility at the railroad crossing and intersection with U.S. 25. The frontage along U.S. 25 is suitable for a mixture of commercial and light industrial activity with proper access management provisions.

Improvements are needed to the Richwood Interchange and to Richwood Road to increase capacity. The I-75/Richwood Road Interchange is slated for reconstruction in 2016. Commercial development around the interchange area is expected to remain and expand to serve local residents in addition to highway-related services. Intrusive highway related services should not impact the low density residential uses on the west, and be limited to the east side of I-75. The industrial development should primarily occur on the east side of U.S. 25, and south of the existing commercial area, as well as along Old Lexington Pike. Any intensive industrial uses proposed for Boone County should be directed to this area because of the distance from residential uses and the proximity to rail services. Old Lexington Pike should be upgraded as needed to serve as an access road for these industrial uses. Imperative to development of over 1,000 acres in Boone and Kenton counties south and east of

U.S. 25 and Richwood Road and east of Old Lexington Pike are improvements to the Richwood Interchange and the construction of a Single Point Urban Interchange (SPUI) with an underpass of the existing Norfolk & Southern rail line at the U.S. 25 and KY 338 intersection. Industrial uses fronting on U.S. 25 should be developed with attention given to adequate aesthetic design and landscaping to minimize visual impacts to the residential uses across I-75.

Commercial uses should develop in the northeast quadrant of the Richwood interchange, but further truck-oriented commercial uses in this area should be discouraged because of the existing traffic congestion and topographical constraints of the interchange. The commercial development northwest of the interchange will expand and extend along the interstate. The commercial areas need to be adequately buffered from the existing residential areas, and should not include uses which require outside display of products. The area to the north of the interstate commercial area and south of the existing mobile home park should develop as commercial uses that are consistent in design and serve the single family residential developments in this area. Care must be taken to mitigate any of the adverse impact of commercial development, due to the proximity of the interstate and residential uses. Commercial development along Richwood Road should be screened from the roadway, and serve the developing residential uses in the Richwood - Union area. Curb cuts should be limited and consolidated wherever possible.

The area east of I-75 and west of U.S. 25, from Richwood Road to Chambers Road, should develop as a Business Park. A buffer should be provided along Chambers Road to residential uses to the south, and no business park access should occur on Chambers Road. New industrial or business parks are planned in this area, and Dixie Highway will have to be improved south of KY 338. All developments should be interconnected by roadways to provide a parallel system to U.S. 25.

## **9) WALTON**

The Walton area should experience gradual commercial, residential, and industrial growth. This growth should result primarily from the Walton Interchange, and its location near the intersection of I-71 and I-75. Walton lies along this regional interstate corridor, between Cincinnati to the north and Louisville, Lexington, and Frankfort to the south that is generally experiencing demand for industrial development. The extension of Mary Grubbs and development of the Walton Towne Center area will contribute to the growth potential of Walton not only in Boone County, but also into Kenton County to the east. The potential for a mix of uses including high density residential, commercial, office, institutional, and recreational in the Towne Center should occur. Light industrial is most appropriate in the south portion of the property and along the rail line.

The City of Walton is being surrounded by industrial development and zoning to the north, south, and west of the City. In the area of the former Walton Reservoir, between the county line and the railroad tracks, mixed use development with office campus and residential neighborhoods should complement a future road network. This road network is necessary for proper development of the area and should include a future major route toward KY 17 in Kenton County and a route to KY 16 in Boone County near the county line. Existing industrial developments in this area should continue to develop; however, some residential development is appropriate in the area if it has adequate access that is not industrial in character. Residential access through industrial areas should be accompanied by significant streetscape improvements. Residential developments need to be connected and be served by several ways in and out of this area. This would allow the central portion of Walton to experience residential growth in response to the employment growth and utility expansion in the area.

Suburban Residential development is occurring south of Chambers Road, between I-75 and U.S. 25. The rougher terrain, immediately adjacent to Chambers Road should include lower density residential development that minimizes traffic on this roadway, and fits into the landscape along this highly visible portion of the interstate corridor. The suitability of this area for residential use is enhanced by proximity to developing recreation areas, commercial services, and the Walton-Verona schools. Commercial development along U.S. 25 should also experience infilling, and should remain local in nature. A specific study has been conducted for Walton's Main Street to assess, and protect its historic resources and its small town character. Walton's Main Street is the most functional business district with a small town character in the county. South Main Street from south of the post office to the end of Old South Main Street is a National Register Historic District.

Mary Grubbs Highway and U.S. 25 to the Boone County line is a critical development area because of the recently completed extension of Mary Grubbs Highway to the east. The traffic and operational capacity of both Mary Grubbs Highway and U.S. 25 should be evaluated for possible improvements in the future as the Town Center project is built out and potential industrial development is created to the north and south of this area. Both of these roads are critical to the economic viability of the City of Walton. Some commercial uses may be appropriate at the front of this area if designed to serve growing residential uses in the area. Most development at this future high visibility location should be of a Business Park nature. Commercial development should also occur at the southeast quadrant of the interchange, and be designed carefully to provide a front door to the City of Walton. Business Park development should occur behind the commercial uses. Development at this location should not be oriented to truck-traffic. Attention should be given to the appearance of industrial uses from the interstate in this area, because it represents the southern entrance into Boone County. Residential uses to the south of the city and east of the interstate should not exceed the Rural Density classification unless adequate sanitary sewer and water services are extended. Intensive industrial development in the south Walton area should occur south of Boone Lake and west of U.S. 25 towards I-75.

The area south of I-71 and Beaver Road, and west of I-75 to Stephenson Mill Road is suitable for light industrial development; access to this industrial area should connect to Beaver Road and Stephenson Mill Road. Urban Density Residential is appropriate to act as a transition between the Suburban Residential and Industrial uses along Stephenson Mill Road. However, before these areas develop, improvements to Stephenson Mill and Beaver Roads will be necessary. In addition, improvements to the intersection of these two roads and the interstate will be necessary. Suburban Residential will be appropriate to the west of Stephenson Mill Road if the utilities are extended into this area. Commercial development of the northwest quadrant of the interchange should be of a type to serve the adjoining industrial area, while the southwest quadrant of the interchange will continue to be dominated by the Flying J development; however, traffic circulation improvements are needed at this specific location. As described in the Business Activity Element, there should be no further development of commercial uses oriented to truck traffic. The remaining area in this section should be Rural Density Residential or agricultural in nature.

#### **10) STEPHENSON MILL**

This section of Boone County contains the majority of the land between I-71 and I-75. There has been discussion regarding a possible future interchange on I-75 south of Walton, most likely to be located in Kenton County. Much of the land around Mud Lick Creek and its tributaries is Developmentally Sensitive and should experience limited single family construction. This section also contains the Bavarian landfill site. The land fill should not expand to the south because of the McCoys Fork Creek and should not expand to the north in order to avoid additional impacts on existing residential uses. The operation and area of the landfill should be evaluated by the Boone County Planning Commission and other appropriate public agencies in order to determine environmental and land use impacts associated with this use. Future land uses on the surface of the land fill area may include some forms of recreation activity, however, should not include industrial activity since the access to the area is through a residential corridor.

#### **11) VERONA**

This section of Boone County is characterized by the town of Verona and the I-71/KY 14 (Steve Cauthen Highway Way) interchange. Walton-Verona Schools has athletic fields in the front section of Waller-Stephenson Park on the south side of I-75/KY 14 interchange; future plans call for construction of a high school on the site. Local and interstate-related commercial development is appropriate around the interchange. This commercial district should primarily serve the Verona area. Adjacent to this development, south of the interchange, High Suburban Density Residential development can occur, although the area lacks public sanitary sewer. This would provide a higher density residential opportunity in this non-urbanized portion of the county. Access to this residential development should be by a road connection to KY 14 at an adequate distance from the interchange to avoid future traffic congestion. Additional residential development in this section of the county should be Rural Density in nature and should occur along the established roadways. Development along KY 14 should reinforce the rural estate character of Verona Commons Subdivision.

Residential development in the Verona area is encouraged by the availability of public water. The town of Verona should experience limited residential and commercial growth; neo-traditional and Suburban Density development should be encouraged immediately surrounding the town. Commercial development between downtown Verona and the interchange should be discouraged in order to preserve the small community nature of the town. As described in the Business Activity Element, a detailed study is needed for this area, particularly near the interchange, in order to coordinate the residential and commercial development as well as the infrastructure. At the same time, this study could examine the idea of utilizing performance standards as a means of achieving quality development design. Currently, the zoning in this area does not correspond with the Future Land Use Map. This should be evaluated during the county-wide zoning update or through a special study.

## **12) BULLOCK PEN LAKE**

Much of the southern boundary of this small section of Boone County is formed by Bullock-Pen Lake. Any further residential development should be of a Rural Density nature and should occur along the existing roads. Continued residential development of the immediate lake area should be discouraged in order to protect the water resource and recreational uses of the lake. In general, little growth should occur in this section. The growth and development of the section of the county is tied to Verona and Walton. Any development in this section should be related to these towns. Further residential development around the lake should be discouraged, due to the lack of infrastructure and the importance of preserving Bullock Pen Lake as a water and recreation resource. Generally, this area should remain in Rural Density Residential and focus on agricultural uses.

## **13) BURLINGTON**

This section of Boone County contains Burlington, part of new KY 237, and a significant portion of KY 18. KY 18 and KY 237 are important roads to all of Boone County; the primary function of these roads is to move traffic through the area, with direct access to specific properties being a secondary function. Intersections along KY 18 should continue the existing pattern of spacing of major access points of at least 600 feet. A parallel roadway network should be developed to provide access to properties fronting on the roadway. The construction of a Single Point Urban Interchange (SPUI) at KY 237 and KY 18 is scheduled for 2012 and a major new transportation connection is already underway in the form of South Airfield Road. How these two improvements will affect traffic flow and land uses on KY 18 should be examined and planned for.

Burlington proper will continue to experience growth-related pressures. The influence of residential subdivisions in the surrounding areas, and the associated traffic, will necessitate improved traffic controls and management, particularly at KY 18 and KY 338. Central Burlington includes a National Register Historic District. Historically important structures should be protected from development pressures, or be subject to appropriate adaptive re-use to retain the character of central Burlington. This approach is encouraged in historic Burlington by a limited design review process adopted in the 2008 Boone County Zoning Regulations. As Boone County grows, there will be a greater need for public facilities and services. The 2002 Burlington Town Strategic Plan addresses the unique transportation, parking, public facilities, historic preservation, and subdivision characteristics of the area. The new Boone County Justice Center and the Boone County Public Safety Center Complex have reinforced Burlington as the hub of local government activity. Some private investment, mainly in restaurant and shop uses, as well as the TEA-21 Transportation Enhancement Grant for sidewalks indicates momentum for investment in the town center. Appropriate architecture and placement of new or renovated buildings is critical to respect the established character of the town.

Development in the area around Rogers Lane should be carefully planned. The remaining portions of this section of Boone County should develop in a Suburban Residential fashion, with the exception of planned High Suburban Density Residential uses between Hickory Hill Subdivision and KY 18. Subdivision street connections are vital to this area around Burlington to give alternative routes for residents.

The developing residential area south of KY 18, west of Oakbrook Drive and east of Camp Ernst Road must include street connections that enable traffic generated by the area to travel in all four directions. This should allow Oakbrook traffic to proceed to KY 237 in the Rogers Lane area, and Shaker Run traffic to access KY 18 without traveling Camp Ernst Road or Oakbrook Road.



The south side of KY 18, between Camp Ernst Road and Burlington, should develop in a mixed residential and commercial fashion compatible with Camp Ernst Middle School. Commercial uses should be of a local service variety and should be evaluated as to traffic generation, visual impact and buffering. Strip commercial development should not occur, rather an innovative mixing of Office, High Suburban and Urban Density Residential uses, and some local commercial uses should be provided. This will create a transition into the residential development occurring along the Rogers Lane corridor.

All development along the south side of KY 18 toward Burlington must use Access Management, including parallel roads, shared curb cuts, and adequate turning-lane provisions in order to maintain safety on this high volume route. This area provides another excellent opportunity for high density residential and employment opportunity due to the intersection becoming a major crossroads in the county. This development should connect to Camp Ernst Road and include improvements to that road.

The intersection of KY 18 and Limaburg Road should also develop with locally-oriented commercial uses. Commercial development along the north side of KY 18, between Limaburg Road and Zig-Zag Road should serve local residential needs, and include office uses in order to avoid a continuous commercial strip. Existing pockets of mature wooded areas should remain intact to provide a visual transition into the industrial uses planned north of KY 18 and along South Airfield Road as indicated on the Future Land Use Map. Industrial development should be served by South Airfield Road as recommended in the Northeast Boone County Transportation Study and the Boone County Transportation Plan. Planned commercial and industrial development may be supplemented by other land uses along the north side of KY 18, however, all development must be interconnected, and connections must be provided to South Airfield Road as opposed to utilizing Old Limaburg Creek Road for primary access. The plan also recommends a roadway extending west from this connection to the KY 237/Conrad Lane area. The primary function of both roads should be to move traffic through the area, not to serve as access for adjoining parcels.

The construction of South Airfield Road opens up approximately 500 to 600 acres for potential industrial, office, and commercial development. Because some of this land is owned by the airport, it is beneficial for the property owners in the area to work with city and county officials in order to maximize development opportunities. A coordinated planning approach prior to developing this corridor will assure quality development, proper expansion of infrastructure, and new employment growth.

Limaburg Creek Road is inadequate to carry industrial traffic and intersects KY 18 at a dangerous location. The Future Land Use Map indicates a mixture of land uses along the KY 18 corridor and which will provide a transition into existing and planned public facilities uses near KY 237.

This section of Boone County contains parts of the Woolper Creek valley and the extensive Developmentally Sensitive areas associated with the creek. This area should nevertheless experience some population growth as the Burlington area continues to change from a rural community to a suburban community. The suburban growth around Burlington will be substantial, causing KY 18 and Idlewild Road to serve as higher volume collector roads. New subdivisions should locate in close proximity to Burlington proper. Any new subdivisions should develop internal road networks rather than using the existing roads as primary access; this will avoid congestion and allow adequate space for necessary road improvements. Road connections between KY 18 and Idlewild Road, between KY 18 and East Bend Road, and between Idlewild Road and Bullittsville Road should be made. Parts of the Woolper Creek valley should be preserved and included as part of the tourism/recreation potential of the area. To provide an appropriate entrance to the potential large western Boone County tourism area, KY 18 west of Burlington should maintain a rural appearance through unique subdivision design. As this area develops and anticipated school facilities are built, improvements to KY 18 will be needed, such as shoulders, reconstructed curves, improved sight distances, and sufficient intersection improvements in Burlington at KY 18 and KY 338. Suburban Residential Land Uses depicted on the 2035 Future Land Use Map in this area should not be developed until these conditions on KY 18 are improved, and adequate school capacity can be provided in the area. The balance of land in the western part of this section should remain largely undeveloped or agricultural uses, and suburban development should stay in the immediate watershed of the KY 18 sanitary sewer pump station. New residential subdivision development in the KY 18 corridor west of Burlington and east of Woolper

Road should be designed carefully to respect the rural character. As the Future Land Use Map indicates, the planned Suburban Residential land uses west of Burlington change abruptly in the corridor to Rural Density, Rural Lands, and Developmentally Sensitive further west. Future Suburban Residential development in this area needs to provide sections of lower residential density adjacent to these border areas. A true density step-down is needed beyond the frontage and setback transitional recommendations described in the Development Guidelines section of this element. Subdivision entrance areas and frontages along KY 18 should also be sensitively designed to retain the rural character of the area.

The area along and west of Bullittsville Road and within the year 2010 65 DNL noise contour level can continue to contain some Low Density Residential as well as Recreation uses. New construction should only occur if the residential structures are adequately sound-proofed. This should pertain to buildings within the 65 DNL described in the 2007 Part 150 Study update, which comprises the worst case scenario for noise impacts in this corridor. This impact would have to be completely restudied if the airport ever proposes any additional east-west runway configurations.

The intersection area of KY 18 and KY 237 is a high visibility area that already has an office orientation. The Kentucky Transportation Cabinet will construct a SPUI interchange here in 2012, where KY 18 would be a free-flowing route, and KY 237 would have an elevated intersection over the top of KY 18. Because of the central location, and the importance of the area, and the urban nature of the future road system, this area may be more suitable for a mix of office and commercial, rather than residential. Proposed development at this high visibility, central location should not be all retail, and should be comprised of at least one half office. A developer that proposes this concept on the northwest corner must show that it fits with the school uses near the site and does not create traffic issues in this area. Access Management is critical in this area, in fact access to KY 18 and KY 237 will be limited by the future ramp construction. A land use, infrastructure, and architecture study should be conducted for this urban interchange area.

The area bound by KY 18 to the south, KY 237 to the west, Limaburg Road to the east, and Conrad Lane to the north currently contains a variety of land uses. This area should continue to develop in a residential fashion, providing low to high density housing opportunities. The Main Branch of the Boone County Public Library is located in the area and should be complimented by new office development on the same side of KY 18. Area residential development should be linked to the library by direct pedestrian and traffic connections. The intersection of KY 18 and KY 237 should predominantly develop as an office-campus and institutional area with supporting commercial uses. Any access to Camp Ernst Road in this area must be accompanied by road improvements. Public Facilities uses should continue to develop at the southeast corner of the intersection. Much of this site has been paved and developed as the Boone County Farmers Market, but in the event of any future office or commercial development on the site, the development design should seek to incorporate existing woodland as a transition into existing residential and church uses.

Residential land uses within the west airport noise mitigation corridor may be appropriate only if adequately sound insulated. Sound insulation programs should take place for new construction within the current 65 DNL noise impact areas, beginning with the proposed worst-case noise impacts. The possibility of east-west alternative runway construction by the airport would profoundly affect this area, requiring the acquisition of seven significant residential neighborhoods. It would also affect three existing schools, several county offices including the new safety complex, and impact a National Register Historic District. The area road system, including KY 237, Limaburg Road, and any connecting routes to the future South Airfield Road would be interrupted.

#### **14) AIRPORT**

Riverview Subdivision and the residential area on Hunter Drive and Hetzel Drive have been purchased lot-by-lot by the airport, and should eventually redevelop into industrial uses to take advantage of the proximity to the interstate. The existing Bluebird Subdivision should remain residential and not experience piecemeal conversions to business uses. Future business uses may be appropriate if residential to business conversion is proposed on all of the subdivision area. The existing commercial parking lot facilities at KY 20 and KY 212 should eventually redevelop into office, hotel, convention, and travel related commercial uses. Commercial parking uses should be relocated onto airport property, in closer proximity to the airport terminals. Industrial development to the north of

KY 20 should not locate on any portion of the Developmentally Sensitive hillsides, and a buffer area for the preservation of those hillsides may be required. Throughout these hillside areas, stands of existing trees should be retained between individual developments.

The area along Hunter Road and Hetzel Drive should redevelop into a commercial nature. Some High Suburban Density residential growth should occur outside the flight path areas, on hilltops that have potential access connections to Point Pleasant Road. Along Point Pleasant Road itself and adjacent to I-275, some office development, consistent with the Airport Exchange Business Park, is appropriate. Traffic associated with this development should be directed toward the interstate. All development in this section must be carefully designed to minimize impacts on the Developmentally Sensitive hillsides, which should remain mostly wooded. Since the ridge top areas are also heavily wooded, the design of office and residential development should incorporate existing stands of trees.

Land to the north of Elijah's Creek Road, including the plateau area known as the Shor Property, should be developed in a Business Park fashion. Access to this area should be by a road connection to KY 20, through Airpark International, and may eventually include a connection to KY 237 at South Park Drive, along the I-275 right-of-way. Access to this area directly from Tanner Road or Route 8 is not desirable due to geologic formations, topography, vegetation, and scenic views. In its current condition, Elijah's Creek Road is not suitable for serving additional traffic. The road should be further improved to allow access to the Shor Property and permit redevelopment of the existing residential uses. Development of this area must be carefully planned, with great care taken in preserving and protecting the surrounding Developmentally Sensitive hillsides and existing vegetation clusters on the site. This will necessitate creative design and construction techniques, sensitive location of buildings, as well as the retention of existing vegetation along the bluff edges.

Due to the impacts of noise, industrial uses are recommended on the east side of Limaburg Road. A substantial land area is located in the east-west flight path, extending west of KY 237 to Bullittsville Road, and is suitable for Business Park development. No industrial access should occur to Bullittsville Road. The north side of Conrad Lane, shown as Industrial, should contain an extensive buffer area to protect the developing residential subdivisions to the south. Presently, a National Guard Center is being constructed on the north side of Conrad Lane east of Bullittsville Road. Planned Business Park development on Conrad Lane east of KY 237 should be accessed through industrial development to the north and not contain access to Conrad Lane, unless Conrad Lane is connected in the future to the South Airfield Road to the east. Due to the existing aesthetic qualities of this area, including rolling topography and stands of mature trees, the industrial development of this area should incorporate these features into planned site designs. In particular, existing areas of mature woods should remain intact to retain the character of the KY 237 corridor and provide a transition into adjoining residential areas.

This section of Boone County contains the I-275/Mineola Pike interchange, Mineola Pike, Donaldson Road, and Turfway Road. Major developments within this section include the Airport Exchange Business Park, Circleport I and III, the Mineola Industrial Park, Turfway Race Track, and part of the Houston-Donaldson area. This section of the County should experience a wide variety of substantial growth. This area will also be affected by the newly constructed South Airfield Road between the Mineola area and KY 18. To the north, the Mineola Interchange area has experienced, and should continue to experience, significant Business Park development. The Airport Exchange Business Park and Circleport Industrial Parks should continue to develop. As a result of this growth, the residential uses along Mineola Pike and Booneland Trail should eventually be redeveloped in a Business Park manner, similar to the adjoining uses. Rolling Green Acres should likewise eventually redevelop as Industrial uses. Because of increasing development, the road network in this section should be improved, including the widening of Mineola Pike and road connections across airport property to KY 18 and/or Limaburg Road. The Cincinnati/Northern Kentucky International Airport is considering alternative plans to construct a new north south runway in this area to operate as a pair with the existing 18L/36R runway. The new construction would be east of the existing runway, and therefore would require the relocation or displacement of Donaldson Highway, Mineola Pike, O'Hara Road, and Turfway Road, as well as existing industrial developments, a church, some low density residential uses, and a portion of the Turfway Racetrack operation. If this concept becomes a reality, a joint Airport/Boone County/City of Florence study needs to be conducted to properly plan this area.

A substantial portion of this section is within the Houston-Donaldson Study area. In general, this Study recommends light industrial uses in the O'Hara Road area, with limited commercial development at Turfway Road and Donaldson Highway. Existing clusters of residential uses along Donaldson Highway, between O'Hara Road and the county line, should redevelop in an integrated commercial fashion involving the combination of existing lots, consistent with the Study. The central portion of the Marydale property is recommended to follow the recommendations of the Houston-Donaldson Study, which is due to be updated. A plan for extensive office development and some support commercial development has been approved for much of the site. Portions of the property near Turfway Road have been planned to develop in a High Density Residential nature, however, the potential for a future airport runway in the area could mean that office or business park development would be appropriate. Between the extension of Houston Road and I-75, office uses are encouraged to expand. This important future employment area should be served by mass transit including light rail when available. The Turfway Park Racetrack should remain; property to the east, along I-75, should develop in a mixed office and commercial manner compatible with the racetrack and entertainment operations.

#### **15) CONSTANCE**

Below the hillsides, land uses in the Ohio River flood plain should remain agricultural, Rural Density Residential, or river related recreational. The western portion of this section of Boone County lies in the flight path of the 18-L north-south airport runway, and the associated noise is discouraging residential growth in those areas. Riverview Estates Subdivision should redevelop as light industrial uses.

The river bottoms in this section have very limited development potential, and should remain largely residential and agricultural in character, with occasional local commercial development. Although this area includes excellent industrial potential along the river, it does not enjoy adequate access. Future industrial development may become appropriate should the access issue be addressed. The Anderson Ferry service should continue as a service to automobile, bicycle, and pedestrian traffic, and represents a historic resource for Boone County. The eastern portion of this area has been identified as a possible site for a new bridge over the Ohio River; however, the physical constraints of the river valley and relationship to Boone County's road network combine to make this an inappropriate location for a bridge. The river bottoms in the Constance area would make excellent recreation areas over the planning horizon.

#### **16) HEBRON**

Subdivision activity should continue around Bullittsville and along Bullittsville Road, with High Density Suburban Residential and local commercial uses designed to reinforce the small town character. Residential development proposed to access Graves Road, including the portion south of I-275, must be accompanied by improvements to that road. Development to the east of Bullittsville Road and south of KY 20 should include a network of road connections and is a prime location for a residential collector road between Bullittsville Road and KY 20 that includes no individual driveways or lot frontages.

This section of Boone County is characterized by the I-275 and KY 237 Interchange and the established town of Hebron. Land to the north of the airport interchange lies directly under two of the airport's flight paths and, in some cases, is best suited for commercial, office, or industrial uses related to the airport. The Hebron area has been dramatically affected by the 18R north-south airport runway. Construction of this runway has displaced existing residential land uses, impacted public land uses, and relocated or closed roadways.

Some Business Park development is appropriate adjacent to the SouthPark project and I-275, with access provided by the extension of SouthPark Boulevard. Again, this development must be carefully planned to avoid negative impacts to Developmentally Sensitive hillsides near Elijah Creek. The Carder-Dolwick Nature Preserve is an indication of the importance of this valley as a natural area. The SouthPark project should represent the northern-most limit of industrial uses on North Bend Road. Land to the west of North Bend Road and south of Graves Road is suitable for High Suburban Density Residential development, which will provide a transition to the Suburban Residential densities in the Francisville area. This High Suburban Density Residential development must be clustered to make the most effective use of the land and preserve important natural features. In addition, because of the area's topography, the retention of existing wooded areas near Sand Run Creek provides the only appropriate transition area between Park West and planned residential development. Acreage next to the

interstate, at Graves Road, is appropriate for high-profile office uses in order to take advantage of visibility to interstate traffic and to provide a transitional use between the business park development to the east and residential uses to the west. Combined with a future parallel road north of I-275, a possible interchange at Graves Road should preclude any need to directly connect the Idlewild Interchange with KY 8.

On the south side of the KY 237 Interchange, additional industrial development should occur west of Litton Lane. A collector roadway should be developed along the southern border of this site, parallel to I-275. This roadway will provide access to the industrial property and to the possible future interchange at Graves Road. The southern boundary of this industrial development should terminate at KY 20 as shown on the Land Use Map. Industrial developments should be designed to direct truck traffic to collector roads and away from KY 20. The Industrial/Business Park shown south of I-275 in the Bullittsville area is dependent upon a future interchange in the Graves Road area. This development must be sensitive to the residential located to the south and should be accessed from the interchange and not via KY 20. This development must also be designed to fit into an established residential corridor. Design control will be important in this area. The existing and planned residential areas located on the east and west side of KY 237, north of KY 20, should remain, with an area of commercial uses around the KY 20 and KY 237 intersection to serve area development. The southeast quadrant of the KY 237 Interchange should develop in a Business Park manner on the acreage fronting on KY 237. The design of this development should include large building setbacks to be visually consistent with existing development on the southwest quadrant. The site is suitable for a Business Park or one large user similar to the existing industrial uses located along Litton Lane.

Property to the east of the interchange along I-275 possesses high visibility and is a suitable location for high-profile Business Park development similar to that occurring at the Mineola Interchange. The development of this Business Park area is dependent upon a road connection from KY 237, opposite Litton Drive to Elijahs Creek Road to allow all traffic associated with the development to directly access the KY 237 Interchange, and to serve future residential growth. This road should be connected to the relocated KY 20, near I-275 and near the runway tunnel, through industrial development. For industrial development to occur east of Elijah's Creek in this area, it must have either the direct KY 20 connection or the KY 237 connection described above. Industrial traffic should not utilize Elijahs Creek Road unless that road is significantly upgraded for its entire length. The Carder-Dolwick Nature Preserve should be protected and expanded if possible.

High Suburban Density and Urban Density uses in Hebron should remain near the intersection of KY 20 and KY 237. These uses must have adequate water and sanitary sewer service and should be accompanied by increased school capacity. These developments should utilize existing woodland as a buffer to the Suburban Density Residential uses. The small industrial park surrounding the Hebron Post Office should continue to develop to the limits indicated on the Future Land Use Map.

The property adjacent to the Public Library, on the north side of Cougar Path, should develop as various, clustered public facilities, and/or compatible commercial and office uses, to make use of the easy access to Hebron-Burlington-North Bend Road service areas. With the opening of the Main Library on KY 18, and the purchase of additional land along North Bend Road for a new library to serve the Hebron area, the future of the Lents Branch library is uncertain. The KY 20 and KY 237 intersection area should contain a variety of commercial and higher density residential uses to establish the location as a future service center connected to the older town of Hebron. Open space and landscaping should be an integral part of development design at this important Boone County intersection to give the appearance of coordinated development. Further Urban Residential uses planned behind the Hebron Commercial Mart development must utilize a site design that pays attention to building orientation and landscaping in order to enable an adequate visual transition from KY 20 and into older single-family areas to the north. These established residential neighborhoods will eventually be surrounded by commercial, industrial, and higher density residential development, and need some degree of visual protection.

The commercial uses at this intersection should be consistent in architectural design and landscaping with adjacent residential uses. The planned Urban Residential uses should not develop until adequate elementary school space is available. Small roads in the area are not suitable for serving subdivision or industrial traffic and must be upgraded or bypassed in such developments.

## **17) NORTH HEBRON**

Some Suburban Residential and Rural Density Residential development should occur along the southern portion of Williams Road as a result of infrastructure improvements. Future road access to the KY 8 area from the Graves Road and KY 237 areas would be more suitable than the discussed connection of KY 8 with the I-275 Idlewild Interchange, because of topography and Developmentally Sensitive Areas. With planned public sanitary sewer improvements in the Sand Run Creek and Elijah Creek watersheds, including sewer lift stations, there will continue to be considerable growth pressures. Development should be clustered on the ridge top areas because of the limited capacity of the existing roadway network, the Developmentally Sensitive areas, and the importance of the stream valleys as greenbelts. Lower density development, such as Rural Density Residential, should provide a transition into the Developmentally Sensitive areas.

With the provision of adequate infrastructure, some Suburban Density Residential development and small amounts of attached housing may extend onto the ridge top areas. Development would need to retain the bluff line vegetation in order to minimize the visual and environmental impacts of residential development. Planned Development or clustered housing should be used to insure proper development of this area, due to environmental and site characteristics. Much of the remaining land in this section contains Developmentally Sensitive and scenic hillsides, and should stay wooded in order to create open space between future developments. The Sand Run Creek and Elijah Creek valleys should constitute such open space.

There are areas within this section of the County which are suitable for recreational uses, such as the 422 acre Traditions Golf Course on Williams Road. This section should experience considerable residential growth pressures especially around the golf course to the east. This development should not occur until adequate infrastructure is provided, including significant improvements to Graves Road. The area west of the golf course and north of I-275 should develop residentially, once adequate road access and utilities are available. As stated in previous sections, this development should not encroach on the developmentally sensitive areas.

Land in the Williams Road area, north of I-275, is suitable for some Suburban Density residential development now that Worldwide Boulevard is completed and water and sanitary sewer are available. A road connection from KY 8 to I-275 warrants further study to determine feasibility and potential impacts on Developmentally Sensitive areas. Such a connection may be more appropriate between the Idlewild interchange and Graves Road near and parallel to I-275. Limited Rural Density residential growth should occur along other roads in this section. Suburban Residential development cannot be adequately supported by the existing road system, and significant improvements to Williams Road would be necessary.

Conventional layout subdivisions should be discouraged because of their inefficient circulation systems and excessive site grading requirements. The stream valleys and ridge bluff edges in this section should remain in their current state to provide public open space for the residential development on the ridge tops. Overall, this section should experience growth because of its proximity to I-275 and the Burlington-Hebron areas.

In general, Suburban Residential development should be concentrated on land nearest to KY 237, as indicated on the Future Land Use Map. Unlike most developing areas of Boone County, the north river area contains only one primary means of access, being North Bend Road. In the event that a bridge is proposed between Boone County and Hamilton County, a full study of the impacts should be made. These impacts could include effects on labor supply and transpositions, increased truck traffic in Boone County, and impacts on existing and planned residential areas.

## **18) RIVER ROAD**

This section of Boone County is characterized by KY 8, or River Road, and contains significant Ohio River frontage. Much of the topography is rolling, with Developmentally Sensitive hillsides. Because of the sensitive nature of these hillsides, the western portion of this section should remain wooded. The North Bend River Bottoms contain agricultural land and should remain in that capacity. Since the area is scenic, and the area's roadways are not suitable to serve large amounts of development, very limited Rural Density Residential growth should occur along KY 8. Some specialized agricultural uses should continue on the Ohio River flood plain area. The Recreation Element of this plan indicates this section is suitable for recreation uses; new recreational uses

are important because of the residential growth throughout Boone County. The current use of KY 8 by cyclists will likely continue and increase, and provisions for this recreational use should be considered as part of any future developments in this section of the County. Any connection of KY 8 to the Idlewild Interchange would adversely affect this phenomenon. Overall, this section should experience limited development because of the many Developmentally Sensitive areas and indirect access.

This section of Boone County has considerable Ohio River frontage, as well as an important residential development area along North Bend Road. Between Rivershore Farms and Taylorsport is a large river plain area that is suitable for athletic fields and similar recreation uses, exemplified by the Conrad Park and the Valley Orchards property to the southeast.

### **19) GARRISON CREEK**

The Garrison Creek valley should remain intact as open space adjacent to Rural Density Residential growth, and should be considered for future outdoor recreation opportunities. The north side of the Petersburg Interchange at I-275 may be appropriate for future Office campus/Business Park land uses, however, all necessary infrastructure must be in place, and the development would have to ensure that an attractive, corporate character of development is presented toward I-275, considering this interchange is the first encountered by out-of-county and out-of-state traffic on the interstate. It has close proximity to the airport, as well as Indiana. Industrial uses or other uses that generate a lot of truck traffic are not appropriate here.

### **20) IDLEWILD**

This section of Boone County contains the I-275 Idlewild Interchange, Idlewild, Bullittsville, and a substantial portion of KY 20. Portions of the area have public water service, but no public sanitary sewer, which will affect future density of development. The Idlewild interchange should see slow, highway-related, commercial growth, although the presence of the Answers in Genesis museum is likely to increase the rate the development of ancillary business in the area. This commercial development should occur on the southern half of the interchange because of the lack of visibility, established residential uses and church uses on the northern half. South of the interchange, Bullittsburg Church Road should be improved and serve as the only access to the commercial development from the KY 20 Bypass. The existing cement mixing plant should eventually redevelop as light industrial uses. The wooded swale south of this plant should remain as a buffer to existing and planned residential uses to the south. Access to commercial development on the southwestern quadrant must align with Bullittsburg Church Road. Idlewild proper is unlikely to experience major commercial or residential growth. Continued, gradual Rural Density and Suburban Density Residential uses should occur along KY 20 between Idlewild and Bullittsville. Street connections between KY 20, Idlewild Road, and Bullittsville Road through interconnecting subdivision developments are to be provided where possible. This plan recommends that the Idlewild Road area, in and around the year 2010 65 DNL contour level, continue as Rural Lands.

The High Suburban Density residential development shown on the Future Land Use map along I-275 is dependent on a new interchange in the Graves Road area and must be accessed from the interchange and Industrial/Business Park development described in the Hebron Area land use section.

### **21) PETERSBURG**

This section of Boone County is characterized by the town of Petersburg and the western-most portion of KY 20. Much of the land is Developmentally Sensitive, undeveloped, or in agricultural uses. Petersburg could potentially be a resource for heritage tourism in the county due to its history and river frontage.

The extraction of gravel along the Ohio River in this area should continue at established sites; new locations for extractive operations should be discouraged so as to allow alternative uses, such as recreational and low density residential development. This should lead to an appropriate balance of uses along Boone County's substantial river frontage, including access for recreational uses. Inactive sand and gravel extraction sites along the river should undergo the reclamation process described in the Boone County Zoning Regulations, or be converted into recreation opportunities. The land to the north of Petersburg should be maintained for eventual low density residential, and recreational uses. There are also sites of archaeological significance in this section of the county which should be identified and preserved. In fact, the entire town and river plain area surrounding it, have high

potential for burial and village sites to be found by any type of modern construction. Public infrastructure installation and private construction need to be done carefully and under supervision of knowledgeable authorities. The existing pay fishing lake area and Taylor Creek should be considered for a future wildlife habitat area. Development in the Petersburg area should protect the scenic characteristics of the hillsides and river plains.

Petersburg must continue to contend with its isolation from the urban service areas of Boone County and poor accessibility during the winter months. Any reconstruction of KY 20 into Petersburg should occur for the purpose of serving residential and school-related traffic, rather than for use by industrial vehicles. The preservation of the historical buildings of this important Kentucky town should be a prime objective, and eventual development of a tourist industry is possible with adequate planning and administration. Small commercial services within the town should be provided and designed to reinforce and retain the small town character of Petersburg, along with the Petersburg Community Center and branch library. The areas in and around this town offer an opportunity for neo-traditional residential and small commercial development. With improvements to KY 20 and the provision of water and sewer service, the town could grow significantly. For this to occur, it must be in the form of formal and well designed neo-traditional development. Public water lines reached the southeastern edge of town in 2010, but have not yet been extended into the town grid.

## **22) BELLEVIEW/McVILLE**

This section of Boone County is characterized by significant Ohio River frontage and the mouth of Woolper Creek. The river bottoms in this section contain prime agricultural land and existing gravel extraction sites. New extraction operations should be confined to sites adjacent to existing operations between KY 20 and the Ohio River. The redevelopment of former gravel extraction sites may be suitable for river related recreational uses accompanied by self contained clustered residential development. The hillsides should remain largely wooded, while the more level areas can continue to support agriculture. This area includes some of the best prime farmland in the county.

During the late 1980s a combination recreation and residential development was planned for the mouth of Woolper Creek, however, this project was abandoned, and the Corps Of Engineers conducted a partial reclamation of the site. The result has been the creation of a significant wildlife habitat that should ultimately become accessible to the public. This site has been shown in past OKI, NKADD, and Boone County recreation studies as suitable for a large county park or similar facility, and constitutes another potential resource within the western Boone County tourism area. Adjacent to the former marina site is the geologically significant formation known as Split Rock. Additionally, a study should be conducted to consider the Woolper Creek Valley, from the creek's mouth to the Ashby's Fork Road area, as a recreation/ environment preservation corridor. In 2008, NKU's Center for Applied Ecology completed a stream restoration project along Woolper Creek and its tributary Stone Creek. The project included: (1) plugging artificial channels that had been cut through an oxbow in Woolper Creek years before, thereby which restoring 4,300 feet of meander bend channels, (2) restoring over 2,000 feet of Stone Creek and a riparian buffer through a valley that had been filled and exhibited severe erosion, and (3) modifying basins constructed for marina, which are now in the process of reverting to 7 acres of wetlands. This portion of the valley is particularly important because of its geologic and vegetation characteristics. Sensitive development of the Woolper Creek tributary valleys is also necessary to protect the stream itself. Overall, this section should experience limited growth due to its isolation from major transportation routes and urban services as well as its value as a unique natural area and a component of Boone County's heritage tourism potential.

Sanitation District No. 1 of Northern Kentucky's Western Regional Wastewater Treatment Plant south of Woolper Creek is expected to go online in 2012. SD-1 intends this plant to serve the developing portions of Boone and Kenton Counties, although some of the Petersburg-Belleview area may be able to access the plant with private infrastructure and necessary approvals. Overall, the plant is not intended to encourage growth and development of this portion of the County. Because of the geological and natural resources present in this area, there should be some public recreation opportunity associated with the plant location and the service lines and easements that lead to the plant.



This section of Boone County contains the small communities of Belleview and McVilleville, and is primarily composed of river bottom area. The gravel extraction operations to the north of Belleview should remain, but should not extend east of KY 20, or adjacent to existing or planned recreation sites. The southern portion of this area, where mineral extraction has been concluded, should be considered for development as a river oriented recreational area, or wildlife habitat as part of the reclamation process.

Belleview and McVilleville proper should function as neighborhood centers for the surrounding area. The communities in this general area of Boone County have experienced some growth, in the form of the Kelly School in Belleview and the firehouse. Additional new local-scale commercial services may develop; existing buildings should be restored or replaced to meet the towns' residential and commercial needs. The cemeteries on KY 18 will hinder any development in that area, thus any growth should occur south or east of the towns. Overall, this section should experience slow residential growth along the major roads of the area, with neo-traditional residential or continuing agricultural uses on the river bottoms. Any commercial development in this area should occur within the town center of Belleview and McVilleville and not along the roadways outside the towns. These two towns present an excellent opportunity for residential to expand in a neo-traditional manner, as described for Petersburg. This development must carefully be carried out so that typical subdivision development does not alter the character of the area. With proper development in this fashion, the towns can become centers of activity for western Boone County.

The Middle Creek Valley comprises a major portion of the land area in this section. Substantial acreage is Developmentally Sensitive; it should remain mostly wooded to protect historical preservation and recreation uses in the area from the visual impacts of nearby residential development. Boone Cliffs is also located in this area and contains important geological formations which should be preserved. Additionally, this section contains the Dinsmore Homestead, Boone Conservancy, and three properties maintained by Boone County Parks, including the 75-acre Boone County Cliffs Nature Preserve, the 105-acre Dinsmore Woods Nature Preserve, and the 230-acre Middle Creek Park. These sites should likewise be preserved as they are valuable assets as tourism resources. The Middle Creek Valley should become a preservation corridor in order to protect and expand the existing nature preserves, passive recreation sites and historic sites. This area should be protected from major utility main construction, such as water and sewer, and from development pressure along KY 18, including extractive mining activity. KY 18 is the major access route to the area and needs moderate improvements to accommodate traffic without jeopardizing the region's rural characteristic. Boone County, private organizations and the citizens of the county should work together to insure that this important area is protected. Outside of the towns, this section should experience isolated growth of a Rural Density Residential character.

### **23) EAST BEND ROAD**

This section of Boone County contains a substantial part of East Bend Road. The greatest amount of growth in this section should occur along East Bend Road, mostly in the form of Open Space Design Residential development. The location and number of driveways should be controlled, and where possible, driveways should be shared. This development will require the realignment and improvement of East Bend Road. The small community of Waterloo may receive some limited residential growth as a result of growth in the Belleview and Burlington areas.

### **24) CAMP ERNST**

The western half of this section should remain undeveloped or in agricultural uses. Development along Hathaway Road, west of Camp Ernst Road, should be limited. Due to its scenic value, land along the creek and south of Hathaway Road may be suitable for passive recreational uses, as well as promoting tourism in the area. The Boy Scout campground should be protected as recreation land, and any adjoining land uses should be designed to be compatible with this facility. The entire Gunpowder Creek valley should be considered for a future corridor study to preserve this unique and important County feature as a greenbelt and passive recreation corridor. Residential development should remain along the existing roads, consolidating access points where appropriate. Rural Density residential should occur around Central Park to reinforce the existing character of the area.

## **25) RABBIT HASH**

This section of Boone County contains Rabbit Hash, the intersection of KY 338/KY 536/KY 18, and considerable Ohio River frontage. The Rabbit Hash area, including the Rabbit Hash General Store, has become a significant tourist attraction and should continue as such without compromising its rustic and small town nature. Limited residential growth should occur along the major roads leading to this area. Formal subdivision developments are not recommended, in keeping with the existing character and lack of urban services. The junction of the state routes should provide local service needs that would be inappropriate within the established town of Rabbit Hash. Any commercial that may develop at this intersection should have a theme consistent with that of rustic Rabbit Hash. The land along KY 18 which is in crop production should continue in that capacity. Furthermore, the Developmentally Sensitive hillsides in this region should be protected. In general, growth in this area should be limited. Every attempt should be made to preserve the character of Rabbit Hash in light of its growing popularity and the gaming development across the river. The roads are currently not adequate to handle an increase in traffic to Rabbit Hash or to river access. Overcrowded tourist conditions include such impacts as noise, lack of parking, blockage of the street, trash, etc. should be addressed through strategic improvements defined by the 2004 Rabbit Hash Historical Society Task Force report. This location should not be considered for a future ferry location due to the condition of the roads leading into Rabbit Hash. Any potential ferry location should occur to the north of Rabbit Hash, possibly at a reclaimed gravel pit site.

This section of Boone County also contains the East Bend Power Plant and a substantial area of river bottom. The power plant has developed a large portion of this section, using much of the developable land. Two large areas to the east and west of the plant are in agricultural use and should remain. The rough terrain to the north of KY 338 is divided by three small creeks. Development of any kind in this area should be limited; industrial development is inappropriate because of poor access. The backwater area of Lick Creek, east of the power plant, should be examined as a potential wetland wildlife management area. Significant growth is not anticipated for this area because of its remoteness. The potential for tourism exists in this region due to archaeological sites and historic buildings.

## **26) BIG BONE LICK**

This section of Boone County is characterized by several rural roadways, including KY 338 (Beaver Road), Riddles Run Road, and Big Bone Church Road. Even with the rural water line program, residential development will be slow and of a large-lot nature. Large lot subdivisions should provide for connections where appropriate to stream valleys and the future public recreation potential that they provide. It also contains the mouth of Gunpowder Creek. Due to the major creeks and tributaries, much of the land in this section is Developmentally Sensitive, and should be protected from development. Most of the growth in this area should be of a Rural Density residential nature, located predominately along Beaver Road. Some recreational uses may develop based on the amenities of Gunpowder Creek.

The area of KY 338 from Riddles Run Road to Big Bone Church Road may see the development of some seasonal homes as well as seasonal camping at Big Bone Lick State Park and Boone's Landing. Land between Ryle Road and Boat Dock Road should not be developed due to steep slopes and poor soil conditions. Big Bone State Park should be expanded in size and in quality. The property adjacent to Boone's Landing (known as Jane's Saddlebag) was recently rezoned to Recreation for recreation and tourism uses. KY 338 from U.S. 42 to Boat Dock Road could develop some limited commercial uses, consistent with recreation uses in the area. This possible development is not shown on the Future Land Use Map. Any requests for such uses should be examined carefully in order to ensure that they fit in with the rural and recreational character of the area as well as maintaining safety along KY 338.

This section of Boone County is dominated by several creeks, including Big Bone Creek, Mud Lick Creek, and the Big South Fork Creek along the Boone County/Gallatin County border. Most of the acreage in this section is Developmentally Sensitive, and should remain wooded. Residential development in this area is concentrated on Ryle Road, along the Ohio River. Ryle Road is subject to frequent slippage along the steep river banks; the resulting poor condition of the road limits future residential growth. The existing residential uses along Ryle Road limit potential public access to the river in this area. An effort should be made to connect Big Bone Lick State Park to the Big Bone Boat Dock. A possible future bridge to Gallatin County would provide an incentive for

additional river-related recreation facilities. It could also increase usage of Big Bone Lick State Park, making expansion of the park and connection to the riverfront area feasible. Overall, this section should experience very limited residential growth and be oriented towards river access and river recreation activities.

**27) BEAVERLICK**

This section of Boone County is characterized by a substantial portion of U.S. 42, Richwood Road, Hicks Pike, and Rice Pike area. This section will also be greatly affected by the reconstruction of U.S. 42. Suburban Residential Development of this section of the county is dependent upon the provision of water and sewer, and should not negatively impact the Big Bone Creek and Mud Lick Creek watersheds. The water and sanitary sewer services should not commit these two watersheds to extensive development. Even with the rural water line program, residential development will be slow and of a large-lot nature. It is important that residential subdivisions construct internal roadway systems rather than using the existing roads for primary access; these existing roads should serve as corridors to move traffic through the area. Substantial residential growth will compound crowded conditions at the New Haven Elementary School and will require expansion of school facilities. Beaverlick should remain as a small community with little growth. Any commercial development in this area should locate at the intersection of U.S. 42 and Beaver Road in Beaverlick.

**28) SOUTH FORK CHURCH**

This small section of Boone County is largely characterized by the border with Gallatin County. Growth should be minimal, in the form of Rural Density residential uses along U.S. 42.

