

GOALS AND OBJECTIVES

Pursuant to Sections 100.187 and 100.193 of the Kentucky Revised Statutes and other applicable laws, the following statement of goals and objectives has been prepared by the Boone County Planning Commission. Each Element of the Comprehensive Plan contains at least one goal which serves as a future desired condition or result, and is, therefore, described as an attainment not an action. Each goal for a planning element contains a series of objectives. An objective is an achievable action statement about where a community wishes to go. When an objective is met, the community is a step closer to reaching its goal. These Goals and Objectives are intended to be general but provide a solid framework for the remaining Comprehensive Plan Elements to be conducted. The Elements address specific land use impacts and provide recommendations regarding future growth within the planning unit. The Goals and Objectives help guide the formation of public policies, however, are not designed to solve specific problems.

OVERALL

Goal: Proper planning is achieved through specific land use regulation tools and coordination with public infrastructure (Florence, Union, and Walton only).

Goal: Proper planning is achieved through accepted land use management tools and coordination with public infrastructure (Unincorporated Boone County only).

Objectives:

1. Boone County shall be viewed as an integral part of the Cincinnati Metropolitan Area.
2. Development issues shall be viewed in terms of promoting overall quality of life. Mixing of residential and other land uses shall be encouraged, within appropriately planned and designed neighborhood developments.
3. Proper design principles shall be applied in development.
4. Future growth shall be accompanied by adequate infrastructure and services. Existing infrastructure and services shall be monitored, maintained, and improved as needed.
5. A public process of visioning should be utilized to recommend a theme or character for future land use planning and development design for specific areas of Boone County.
6. Boone County shall strive to achieve both a diversity and balance in land use. Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of the general public in a fair and impartial manner.
7. The elements of the Comprehensive Plan shall be interrelated and consider potential impacts of growth beyond the planning horizon.
8. The future land use plans shall be based on the research and analysis completed in all the elements.
9. Innovative development design methods shall continue to be pursued (Florence, Union, and Walton only).
9. Innovative development design methods shall continue to be pursued and supported through incentives (Unincorporated Boone County only).
10. The unique characteristics in each of the legislative units within Boone County, and the different development and infrastructure needs of each should be recognized and accommodated within the Comprehensive Plan Elements.

POPULATION

Goal: The needs of Boone County's population are measured and fulfilled through the provision of orderly growth.

Objective: Boone County's development policies shall provide equal opportunity for the establishment of a balanced population regardless of age, race, or socio-economic status.

ENVIRONMENT

Goal: New development or redevelopment within Boone County is designed, constructed and operated in such a way that the quality of the existing physical environment and social environment are enhanced. Development within Boone County preserves and promotes a better quality of life.

Objectives:

Physical

1. Future development and redevelopment of areas shall include an evaluation of the physical factors identified in this Plan as part of the review of the site being considered for development. The suitability ratings identified in the Environment Element for each physical factor shall be taken into consideration as part of any development review process.
2. New development or redevelopment shall attempt to design sites utilizing existing topography and vegetation, and encourage preservation of the existing character of the land. New development shall be designed in harmony with the physical environment in such a way that each site's existing physical assets are used. Residential development design in particular should minimize grading work as opposed to clearing the entire site. Existing trees and pasture land shall be evaluated during the design and construction process as a visual and economic benefit to the community.
3. Developmentally sensitive areas and scenic areas shall be identified, mapped, and minimum standards shall be established for the preservation and restoration of these areas. Developments that are proposed in any of these areas shall be carefully reviewed according to these standards to assure negative environmental impacts are minimized.
4. Development design shall consider natural or ecological systems, such as wildlife habitats, air, and water.
5. Developmentally Sensitive hillsides in Boone County must be given special consideration. The preservation of these hillsides is a primary objective, and any proposed development on hillsides designated Developmentally Sensitive shall be carefully reviewed and monitored to maintain the environmental integrity of the hillsides (Florence, Union, and Walton only).
5. Developmentally Sensitive hillsides in Boone County must be given special consideration, and any proposed development on hillsides designated Developmentally Sensitive shall be carefully reviewed and monitored to adequately maintain the environmental integrity of the hillsides (Unincorporated Boone County only).
6. Watersheds shall be studied, monitored and protected as to the quality and quantity of storm water runoff so as to prevent flooding and erosion and also promote habitats for wildlife.

Social

1. Future development and redevelopment of areas shall include an evaluation of the social factors identified in this Plan as part of the review of sites being considered for development. The suitability ratings for each social factor shall be taken into consideration as part of any development review process.
2. Existing information regarding environmental characteristics such as wildlife and wildlife habitat, historical, cultural, archaeologically significant, and scenic areas shall be compiled and supplemented to form a centralized document. The document shall be used to aid developers in a thorough environmental review of specific sites under consideration for development.
3. Areas possessing unique environmental characteristics, as determined by the above described inventory/assessment, shall be preserved; used as passive or active recreational areas or appropriately incorporated into development design.
4. Existing vegetation shall be considered as both an important site characteristic and a community resource.
5. Minimum standards shall be established to specify methods during construction to properly manage the impacts of dust, erosion, noise, or other nuisances or environmental hazards. When problems are encountered the proper agencies will be notified and corrective measures taken.
6. A Comprehensive Environmental Plan (that addresses both short and long range issues) shall be developed for Boone County that establishes Boone County's environmental role and responsibilities in the metropolitan region. It will incorporate existing and future studies and also generate new information. This Environmental Plan shall promote

the concept of sustainable development; propose ways of implementing state and federal legislation and address energy conservation, water quality, etc.

7. The incremental effects of developments on the environment, including, but not limited to storm water, erosion, woodlands, streams, and views shall be evaluated and addressed.

ECONOMY

Goal: Boone County shall have a sustainable economy that both restores and protects the environment and also brings forth innovation and prosperity with meaningful employment opportunities for all its citizens.

Objectives:

1. Employment opportunities shall be encouraged for the citizens of Boone County.
2. Base industries (agriculture, mining and manufacturing activities) and non-base industries (education, commerce, service, health, government, etc.) shall be promoted in suitable locations exemplifying how the county is a vital part of a strong regional, metropolitan economy.
3. The benefits of an international airport shall be optimized to promote appropriate economic development.
4. Support of local agriculture and local business products and services shall be encouraged.
5. The establishment of recycling programs and recycled materials industries shall be encouraged.
6. Maximizing energy conservation and the proper use of local renewable resources shall be encouraged.
7. Boone County shall seek an overall combination of land uses (residential, agricultural, commercial, industrial, public, transportation, etc.) that yields a balance between the public revenues generated from those uses and the public expenditures required to support those uses.
8. Telecommuting and home computer-generated business shall be encouraged where negative impacts to the adjacent neighborhood can be adequately minimized.
9. Tourism shall be explored as an economic resource while minimizing potential negative impacts on specific communities.

BUSINESS ACTIVITY

Goal: Boone County businesses are developed in appropriate locations and are compatible with their surrounding areas.

Objectives: Compact, efficient development patterns shall be encouraged for business districts (e.g. industrial, commercial and office) with appropriately sized and well maintained buffer spaces between the business use and other land usage.

Commercial (Retail and Office)

1. Commercial uses shall be designed and located to coordinate with the surrounding land uses and shall have safe and effective access and ample parking spaces.
2. The large scale mixing of commercial and non-commercial uses shall occur in planned developments or in areas where consideration has been given to assure compatibility with surrounding land uses. The location of large scale commercial uses shall take into consideration existing or planned infrastructure conditions so as to protect the existing and future population and businesses. Small scale mixing of commercial uses within residential areas shall be carefully assessed and properly placed so as to enhance the neighborhood. Architectural Design Review and consistent sign standards shall be implemented on a corridor by corridor basis, when justified by legitimate land use planning principles.

3. Highway commercial uses shall be in close proximity to highway interchanges for maximum convenience and economy to the traveling public, while minimizing impact to the community in terms of traffic congestion, local commuting patterns and access.

Industrial

1. Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport and on Airport owned land. Future Industrial development must be located where infrastructure exists or is planned. Future Industrial districts shall be identified in advance of residential development so that the potential impacts are known and can be addressed.

2. Effective site placement, architectural design and landscape design for industrial uses shall enable a favorable relationship with adjoining uses. Industrial nuisances such as smoke, dust, noise and odor shall be kept at a minimum, and site development and enforcement shall be carefully coordinated with necessary approvals of other regulatory agencies.

3. Provisions shall be made for proper control of industrial uses, which have processes or make products that could be hazardous to human life and property. (Examples of such products are explosives and flammable or corrosive chemicals). New and existing industrial uses shall comply with federal and state air and water pollution regulations.

4. Steps shall be taken to initiate a system of sustainable commerce and production where waste products of one industrial production process actually become the raw materials for another. In this system, every act shall become restorative of the environment and society and therefore sustainable, instead of toxic and environmentally degrading.

5. Boone County shall evaluate and promote business and economic sectors of the future (Florence, Union, and Walton only).

5. Boone County shall evaluate and promote business and economic sectors of the future as well as explore ways to allow our existing industry to be competitive in a world economy (Unincorporated Boone County only).

HOUSING

Goal: Safe, environmentally sound, and sanitary housing exists for all Boone County residents.

Objectives:

1. A broad range of housing opportunities shall be provided which meet the needs and desires for all household types.

2. No housing policy shall have the effect of causing discrimination against any person on the basis of age, race, color, religion, sex, familial status, disability, or national origin.

3. The maintenance of sound existing housing, as well as, the rehabilitation of deteriorating housing shall be encouraged.

4. Housing supply in Boone County shall be balanced against present and planned commercial, industrial, and education needs. Primary and Secondary education capacity shall be evaluated during housing development review.

5. In order to offer the citizens of Boone County maximum choice in living environment, residential developments shall be judged primarily on the impact on infrastructure, buffering, and development design with only secondary consideration given to the type of dwelling units.

6. Residential development shall be regulated as to basic health and safety considerations, including: a) proper connections to appropriate public water and sanitary sewer service, sewage disposal units, and telephone and electric lines, and b) properly designed and constructed storm water drainage according to location and use.

7. Airport noise levels are among those legitimate land use impacts to be evaluated when new residential development is proposed. New residential development shall not occur in areas with existing or proposed noise levels of 65 DNL or higher as identified on official Noise Exposure Maps adopted and approved by the Kenton County Airport Board and the Federal Aviation Administration, unless acceptable measures are taken by builders to reduce adverse noise impacts.

8. The interior street system of new residential developments shall insure continuity with adjacent built or planned neighboring areas. Residential developments shall be encouraged to provide interconnections between sections of their developments and with adjacent developments to promote safe and easy transportation access and a sense of neighborhood interaction. Based on certified traffic analysis, collector and sub-collector streets shall be evaluated to determine design without individual lot or driveway access. Lot and home buyers shall have access to approved plans regarding future connections. The interior street system shall also coordinate with and continue the evolving multi-modal transportation system (pedestrian and bicycle facilities, mass transit stops).

9. New or redeveloped residential areas shall be designed to establish clearly defined neighborhoods with a mix of retail, public and recreational uses. Established neighborhoods shall be protected and enhanced and deteriorated neighborhoods shall be regenerated.

10. Mixed use, higher density neighborhoods shall be encouraged to locate at proposed mass transit stations near commercial districts and public facilities (i.e. parks) and also have convenient access to major streets and highways.

11. In order to support the densities needed to sustain mass transit (as recommended by OKI's Regional Transportation Plan) and to foster new affordable housing options, average minimum densities shall be encouraged for mixed-use planned developments. This would allow a variety of housing types but also assure a logical progression of intensities. The highest densities would be in the activity centers of the mixed-use developments where there would also be commercial, retail and public (i.e. parks) uses. The activity centers would not necessarily be the geographic centers of the developments. Residential densities would lessen farther away from the center with conventional lot single-family homes at the edges. This progression of housing types could provide a needed alternative to the usual affordable housing alternative-manufactured homes, but at the same time maintain home ownership patterns and private yard features of the single family home.

12. Clustering (increasing net density while not altering overall gross usable density) shall be promoted by appropriate incentives in order to preserve green space, scenic views, other identified significant site features, and land for public facilities or recreation. The usability of green space must be carefully reviewed, and the provision of green space shall not in itself guarantee an increase of density. Clustered housing, or Open Space Subdivisions shall be permitted not only in planned developments, but in appropriately designed subdivisions under conventional zoning.

13. Residential developments shall be encouraged to plan and build in a manner which is compatible not only with the general housing density and design planned for the area but also with the existing conditions of the site, including the suitability of adjoining lands for appropriate access, and significant site features.

14. Where existing infrastructure, services, and the public school system are not adequate, development shall be phased to coordinate with the provision of these items.

RECREATION AND OPEN SPACE

Goal: Adequate recreation facilities and programs are provided, significant natural features and historic sites are preserved, and open space is preserved.

Objectives:

1. Land acquisition for parks and open space establishment shall be used to preserve scenic and natural areas of significant and unique qualities and provide activity centers close to or within established and developing residential areas. This land acquisition should be done in a timely manner to avoid increased land costs and loss of potential recreational land and open space to other land uses. Major view sheds shall be mapped to help identify scenic and natural areas.

2. Extra-regional or interstate tourist oriented-commercial facilities shall be allowed in appropriate areas when the final mitigated impact is minimal on other land uses.

3. Historically and culturally significant sites and structures of Boone County that are part of recreational or education facilities shall be protected. Park areas that make use of existing historic structures or features shall be encouraged.

4. Recreation areas shall be centrally located in their service areas and easily and safely accessible to the population groups they are designed to serve.

5. Major parks with an emphasis on accessibility shall serve each major area of Boone County. Legislative bodies shall be active in creating new parks.

6. Marginal development land that contains excessive slopes or is prone to flooding, shall be considered for its value as open space. The Ohio River shoreline shall be studied for its potential for recreational development. This development shall both retain the ecological integrity of the river area and create sustainable economic opportunities for the citizens of the county.

7. School and recreation facilities shall be combined in order to provide the mutual benefits of service, safety, convenience, economy and neighborhood strengthening.

8. Greenways or greenbelts located along creek valleys or abandoned country roads shall be promoted as a possible linear park system that would serve the multiple purposes of recreation, ecological conservation and alternative transportation. Development of public hunting areas shall be investigated.

9. The general public and landholding agencies shall be informed of the possibility of donating land, providing easements, and other conservation options available through organizations such as the Boone Conservancy for the provision of open space.

10. Throughout Boone County, open space and recreation facilities shall be encouraged through the cooperative efforts and funding of the legislative bodies, developers, landowners, volunteers, and appropriate public or semi-public agencies.

11. Creation of a separate parks board with taxing ability shall be examined.

12. Agencies and organizations that administer parks, recreation, and natural areas in Boone County should coordinate programs, facilities, events, and information.

AGRICULTURE

Goal: Appropriate land for agricultural practices and agricultural related uses is protected.

Objectives:

1. Specific areas, and innovative land use planning concepts and incentives shall be identified to encourage the preservation of existing agricultural lands.

2. Diversification of agricultural uses shall be encouraged. Markets for locally grown food crops shall be promoted.

3. The public services and infrastructure needs of agricultural land uses shall be generally compared to that of other land uses.

4. The impacts of adjacent residential development on existing agricultural operations shall be examined and addressed.

5. The needs of agricultural operations should be considered in public infrastructure improvements and services.

PRESERVATION

Goal: Significant historic buildings, structures and sites, archeological sites and natural features in Boone County are preserved.

Objectives:

1. Priorities shall be established for the conservation, restoration, preservation and protection of natural features, historic buildings, structures and sites, archeological sites, and cemeteries.

2. An inventory of historic, archeological, funerary and natural resources shall be maintained.

3. Significant sites which meet established criteria shall be encouraged for nomination to the National Register of Historic Places.
4. Plans for new or redeveloped commercial, industrial, institutional and residential sites shall be reviewed, and reasonable measures taken, to ensure identification and protection of significant historical, archeological and architectural sites, including cemeteries.
5. The use of legal, financial and land use regulatory tools and incentives shall be encouraged to preserve significant sites.
6. Historically and culturally significant sites shall be identified for further study and/or scientific investigation.
7. The development of heritage tourism as a catalyst for historic preservation and non-intrusive economic development shall be encouraged.
8. Significant sites shall be requested or encouraged for inclusion under historic preservation zoning.
9. Historic sites and features shall be mapped and considered for inclusion in potential park land development to serve as an educational and recreational resource for the community.
10. The public and private sectors' awareness of historic preservation efforts and philosophy shall be encouraged, and a preservation assessment study should be conducted that promotes the utilization of historic properties and identifies methods to make adaptive re-use of historic buildings economically viable.
11. Agencies and organizations involved in preservation and local history should coordinate their efforts.
12. The existing local historic landmark and district process should be utilized.

PUBLIC SERVICES AND FACILITIES

Goal: Safe, efficient and environmentally sound public services and facilities shall exist for all development.

Objectives:

1. Existing infrastructure and services (e.g. systems and facilities for: water treatment and distribution, wastewater collection and treatment, natural gas distribution, electric power distribution, communication lines, police and fire services and associated municipal buildings, schools, public roads and storm water management) shall be utilized efficiently. The phasing of proposed development shall demonstrate a means of addressing significant impacts on existing infrastructure and services.
2. New infrastructure systems shall be built to definite planned and balanced capacities and for definite urban and rural forms.
3. Priorities for growth within any individual infrastructure system shall be based on the predicted needs of specific areas as prescribed by the future land use projections of this plan. No infrastructure system shall commit the county to excessive growth by the system's expansion.
4. The efficient coordination of sanitary sewer, storm sewer, water, school and fire jurisdictions shall be promoted. This coordination shall be facilitated through computer technology, including Geographic Information Systems (GIS).
5. Public facilities and services shall be in locations that are accessible to the population being served. Public information shall be easily accessible through the Internet and similar technology.
6. Public sanitary sewer systems shall be strongly encouraged in place of individual treatment plants or septic systems. Opportunities for regional/combined stormwater management system(s) shall be examined and developed if appropriate.
7. Efficient communication between public service agencies shall be maintained or increased by using the latest technology.

8. Desirable library sites shall be within or near business or shopping centers, or other public facilities, which are located in close proximity to the surrounding residential areas.
9. Libraries shall be accessible by means of public and private transportation and the Internet.
10. Fire stations shall be located near or along major arterials so that adequate ingress and egress can be provided.
11. The heaviest concentration of law enforcement, fire and rescue services shall be located near central business districts, large industrial areas, and near residential areas where the potential loss of life and property is greatest. Emergency response shall be coordinated with the Geographic Information System.
12. Barriers to fire station service, such as hills, rivers, flooding land, railroad tracks and yards, freeways, airports, shopping centers, and general traffic congestion, shall be avoided in selecting a site.
13. Creative ways of funding the expansion and improvement of public services and facilities shall be sought, and costs should be fairly distributed. Cooperative funding agreements between the private and public sectors shall be encouraged to fund future utility extension. It is essential that the legislative bodies establish a Capital Improvement Plan, to better manage growth in the county through appropriate phasing of new public infrastructure and to maintain and improve existing infrastructure and public facilities.
14. Adequate health care and emergency facilities shall be promoted at accessible locations.
15. The elimination of overhead utility services shall be encouraged.
16. A balanced approach shall be sought between an annual increase in revenue and an annual improvement in all services and facilities.
17. The public education system shall be improved as needed. Post-secondary educational facilities shall be explored, and an emphasis shall be placed on computer and communications technologies.
18. Installation of utilities and development around utilities shall occur in a manner that protects the safety of the general public. Wireless Communications (Cellular towers) and similar facilities shall not be obtrusive to residential or scenic areas, and co-location shall be implemented wherever possible.
19. The incremental effects of developments on public facilities and services shall be evaluated and addressed.

TRANSPORTATION

Goal: Boone County shall continue as vital member of an evolving, regional transportation system that needs active cooperation between the private and public sectors to enable the transition to an economically and energy efficient yet environmentally sound and equitable multi-modal (automobile, rail, air, river, bus, bicycles, pedestrian) transportation system.

Objectives:

1. Planning for Light-Rail and feeder bus corridors and stations shall be encouraged.
2. Airport master planning and the community comprehensive plan shall be coordinated to allow greater efficiency in the local transportation system as well as the regional system.
3. Alternative commuting such as carpooling, vanpooling, and bus ridership shall be encouraged.
4. Multi-modal interfaces such as Park and Ride Lots and pedestrian and bicycle accommodations on bus and rail transit and at Park and Ride Lots shall be promoted.
5. Employer trip reduction incentives and flexible and/or staggered work hours shall be promoted.
6. Efficient coordination between local, county, regional, and state jurisdictions for transportation improvements shall be promoted.

7. Transportation facilities and services shall support opportunities for economic development.
8. Transportation facilities and services shall provide equitable levels of service to transportation disadvantaged and transit dependent people.
9. Mixed use, higher density neighborhoods shall be designed to accommodate safe pedestrian access to mass transit, access to major streets and highways, public facilities, and parks.
10. Transportation opportunities for pedestrians and bicyclists shall be provided by the development of a network of sidewalks, pathways and roadway lanes.
11. Priority shall be given towards maintaining, protecting and improving the capacity and safety of the existing road system.
12. Existing and future arterial roadways shall be targeted for operational studies to address access management and signalization.
13. Air quality impacts from transportation improvements and the existing network shall be minimized.
14. Noise impacts from transportation improvements and the existing network shall be minimized.
15. Fuel consumption shall be minimized.
16. The movement of hazardous material transported through Boone County shall be monitored.
17. The displacement of people, the relocation of businesses and community facilities, and the disruption of communities shall be minimized.
18. Roadways under County or City jurisdiction shall be designed to recognize the planned character of an area, and provide space for landscaping and entry features.

Goal: The local transportation system in Boone County shall be maintained and improved so that overall safety and level of service will be enhanced. Inefficiencies in the system will be identified and addressed. New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity with the regional multi-modal transportation system.

Objectives:

1. Roadway capacity shall be preserved by enforcement of the access management policies and guidelines.
2. New connector streets shall be developed where needed and feasible thus lessening the total dependence on arterial, collector, and local streets. Existing connector streets shall be improved where needed.
3. Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops.
4. Intersection improvements, signal system enhancements and maintenance, and other types of operational improvements shall be made.
5. Roadways shall be properly classified and designed.
6. Existing street systems and retail areas shall be studied to identify for deficient pedestrian/bicycle facilities. Improvement plans shall be developed for areas of highest need.
7. Transportation Planning and development efforts shall provide for sufficient right-of-way to allow for road improvements or future roads.
8. Based on demonstrated development impacts and adopted transportation planning documents, new and improved roadways shall include pedestrian and bicycle facilities to advance legitimate government interests regarding multi-modal transportation. As a design consideration, preference should be given to bike and pedestrian paths that are separated from the roadway for safety.

9. The Boone County Transportation Plan shall be updated as necessary.

10. It is essential that the legislative bodies establish a Capital Improvement Plan, to maintain and improve the level of service of the transportation system in Boone County and to better manage growth in the county through appropriate phasing of new public infrastructure. This Capital Improvement Plan would be an integral part of the Transportation Plan described in Objective #9 above.

11. Creative ways of funding the expansion and improvement of the transportation system shall be examined.

12. Efficient coordination between local, county and state jurisdictions for transportation improvements shall be promoted.

13. The Ohio River shoreline shall be studied to ascertain its potential for various land uses such as business, residential, resort and port operations, and to determine the needed surface transportation connections to such uses.

Goal: The interdependence between transportation systems and land use patterns is recognized and used to assure future development and redevelopment is planned with multi-modal transportation facilities.

Objectives:

1. Developers of planned, mixed-use neighborhoods shall design such projects so that residential, retail, office, compatible light-industrial land uses can be served by transit stations or stops, pedestrian and bicycle facilities, open space and public uses.

2. Transit corridors shall be recognized as attractors for new economic development.

3. Redevelopable and infill sites shall be encouraged to develop as walkable, mixed-use districts.

4. The incremental effects of developments on the transportation system shall be evaluated and provided for.

5. Traffic impact analysis should be used as a tool to address impacts to the existing roadway system.