

HOUSING

This element assesses Boone County's housing situation and presents a plan for future housing growth. Few elements of a comprehensive plan are as far reaching or have as direct an impact on a citizen's quality of life. The housing market is a basic economic operation which is regulated by demand and supply. Demand is comprised of all individuals within the county or wishing to enter the county. Births, deaths, migration, marital status, and a multitude of economic facts all have a profound impact on current and future demand. High interest rate periods, such as the early 1980's, usually decrease housing demand and building activity, and, therefore, increase occupancy rates. Recent low interest rate periods have increased demand and building activity. The low rates, a multitude of financing options, and job growth have combined with the availability of public regional sanitary sewer service from the mid 1990's to result in the greatest rate of housing construction ever experienced in the county. Currently, Boone County has a home ownership rate of approximately 75 percent, which exceeds the national rate of 69 percent. Supply is responsive to demand and includes both existing and planned housing stock. Aside from the number of housing units, housing supply analysis is a study of the variety of housing types and the constantly changing market demand.

This Element contains three sections. The first is an analysis of housing market demand, which is closely related to the Population and Economy Elements of the Comprehensive Plan. Second is a study of current housing supply and planned housing development. The last section, recommendations, combines major findings of demand and supply in order to determine future housing needs and to forecast housing growth by area of Boone County. It should be noted that all findings are macro in scale and are not intended to describe individual neighborhoods.

HOUSING DEMAND

Population Trends

Two major population factors affect the housing demand in regards to total numbers of housing units. These are the total population and the average household size. Except for institutions or other forms of group housing, households are defined as the person(s) occupying a housing unit. As a result, the number of households equals the number of occupied housing units, not the total number of housing units. For this reason, the number of households forecasted in the Housing Element is less than the respective number of housing units forecasted in the following Housing Supply section of the Housing Element. The difference in the two is represented by the overall vacancy rate of housing units. Total population, households, and people per household are shown in **Table 6.1**.

Table 6.1
Boone County Population and Households

Year	Population	Households	People Per Household
1980	45,842	14,848	3.09
1990	57,589	20,127	2.85
2000	85,991	31,258	2.73
2010	121,131	42,302	2.68
2020	157,425	59,075	2.66
2030	188,064	70,573	2.66

Source: Kentucky State Data Center, Ohio-Kentucky-Indiana Regional Council of Governments, U.S. Census

Table 6.1 reveals an important trend where household sizes are continuing to decrease, but are expected to level off around the year 2015. The household projections are used as a general guideline for future housing need. Because they represent occupied housing units, the total number of housing units for any given year will be greater by the amount of the vacancy rate. Household characteristics also change as evidenced by the increase in single-parent families. The resulting housing needs impact the size, type, and location of units demanded by the population. Multi-family units near commercial areas often constitute the demand of singles or single-parent families and 'empty nesters'.

Migration

Migration is another factor that affects the amount of housing needed for future residents. In Boone County, 44.3 percent of the residents lived in the same house for the 5-year period from 1995-2000. This is below Kentucky's

average of 56 percent. Union's percentage of persons who lived in the same house has historically been the lowest in the county. The county and incorporated areas are all below the state average for residing within the same county during that five year period. All these figures suggest a high degree of residential mobility for the population of Boone County, with the greatest showing in the Union area.

One attractive feature of Boone County that encourages people to move here has been rapid growth in commercial and industrial jobs, although a slow down has occurred since 2001. Office development has decreased in comparison to the 1980's, mirroring a regional and national trend. Industrial growth is strongest around the airport and along the I-75 corridor south of Florence. Commercial developments continue to expand in the Houston Road area, while the Mall Road area continues to add replacements for vacant stores.

These industrial and commercial areas, along with the airport, constitute permanent, regional employment centers, and are acting as attractions for new residential development to occur within commuting distances. Several expansions of the airport, during the 1980s and 1990s, have brought an in-migration of new residents, thereby creating a greater demand.

The demand for more affordable single-family and multi-family residences, generated by the commercial and industrial employment growth centers, has helped generate the development of many new subdivisions and apartment developments. However, the overall demand for new affordable housing has not been completely met by the housing market. New subdivision and apartment design has been uniform in suburban areas and has in the past offered little variation or innovation from one development to another. Recent development proposals have contained concepts that include landominiums, neotraditional single-family, and a greater variety of attached housing. Often, surrounding neighborhood residents do not fully understand innovative development concepts and then oppose applications. Mixed-use, planned developments that provide a mix of housing options, commercial, office, and public uses with multiple transportation options (i.e. transit, pedestrian, park-and-ride) could be one strategy for meeting this demand (see Housing Densities in this Element and the Land Use/Transportation Connection section in the Transportation Element). The local development community should be encouraged to examine other markets around the nation to uncover new trends that may be beneficial in Boone County.

Age Composition

With the exception of Walton, the County's incorporated areas and the unincorporated area, as a whole, have higher percentages of young and middle aged persons than Kentucky. Union has the highest youth and the lowest elderly percentages. Walton displays the lowest youth and the highest elderly percentages. **Table 2.10**, which appears in the Population Element, further shows the percentages for the remainder of the county and Kentucky. Boone County's population is becoming more elderly in proportion. This "graying" of the population will have an impact on housing demand. Many of these "empty nesters" will want to move out of their high-maintenance, large lot single-family homes and into condominiums, landominiums, or small lot single-family homes.

Marital Status

Marital status is another demographic characteristic useful in determining housing demand. Single elderly individuals, married couples with children, and single individuals with children have different housing demands than young adult, single individuals. In general, married couples live in single-family houses, while other groups tend to reside in multi-family or attached dwelling units. To summarize from the Population Element, the cities of Walton and Florence have lower marital status rates than Union or the unincorporated areas of the County. Further, Walton has the highest percent of married couple families without children, while Florence has the highest percent of divorced individuals.

As a result of the County's expected population growth, a significant increase in the supply of housing will be necessary. The increase in married couple families will require an increase in the supply of single family housing. In addition, the increase in the rate of growth of single-parent families will require a comparable increase in construction of multi-family dwelling units and for more affordable priced housing of all varieties.

Economic Factors

Economic variables of households also help determine housing demand in Boone County. Single family dwelling units tend to cost more than multi-family units. An exception to this are condominiums, which are owned dwelling units of a multiple unit structure. To summarize from the Economy Element, Boone County residents have relatively high income when compared to Kentucky averages, with Union being highest, followed by the unincorporated area, Florence, and Walton. According to the 2000 U.S. Census owner occupied dwelling units outnumbered renter occupied units in 2000 by approximately three to one. Duplexes and multi-family units tend to be renter-occupied while mobile homes are usually owner-occupied, but often located on rental lots.

An important factor in detached single-family housing development is the relative cost of a building lot. The rapid residential growth throughout the last decade has pushed the expense for developable land higher. This has strengthened the trend toward smaller residential lots as developers try to offset high land costs and provide a product, which appeals to changing lifestyles. To date these trends have resulted in very little attached housing or innovative clustering of detached dwelling units. The housing development industry faces many difficulties that affect the amount and price of housing. Recently, newer forms of single level attached housing have been constructed, where sometimes four dwelling units are joined by a hidden garage, and much attention is given to architecture and landscaping. The demand for detached single-family units is evident throughout Boone County, however, with the area between Burlington, Union, and Florence being the most active in terms of subdivision development. Innovative clustering techniques, which result in useable open space, may be helpful in meeting those demands.

Demand for multi-family housing has historically been in, or around Florence. The emphasis on new construction, however, has shifted to the unincorporated county. The continuing in-migration of a young, professional population combined with the increased growth of single-parent families and the overall graying of the population, means the demand for various multi-family housing options will continue in the future for Boone County.

Manufactured homes are an economical alternative to conventional and modular homes, and have historically been in demand in the rural, western half of the county or in mobile home parks located mostly between Florence and Richwood. The zoning in the western portion of Boone County, however, often requires a minimum five acre lot size making this a less economical housing alternative with increased land prices. The mobile home parks in the U.S. 25 corridor have increased significantly since 1990.

An economic variable essential to housing demand is the extent of poverty and areas where it is found. Summarizing from the Economy Element, Walton has the highest percent of individuals and families in poverty, followed by Florence, and unincorporated Boone County. Low cost housing needs to be located throughout the county so that it doesn't become more economically segregated. Housing assistance programs should be designed to help facilitate low cost housing in locations where it's needed.

Demand Summary

Of the five factors discussed that affect housing demand, the population trends and migration characteristics dictate the number of housing units needed. The age and marital status, and economic factors affect the types and locations of housing development. In general, the demand for housing has remained high, and is expected to continue. This continuing trend is readily apparent by the steady increase in the number of building permits issued during the last ten years.

HOUSING SUPPLY

Housing Type by Area

Table 6.2 indicates that the most densely populated, incorporated areas have the greatest amount of multi-family units. For the year 1980, Florence, with 36.3 percent of the population, had 72 percent of the county's multi-family units. In 1990, however, with urbanizing areas in unincorporated Boone County, Florence had only 56.4 percent of the multi-family units with approximately 34.1 percent of the population. In 2000, with 27.4 percent of the population, Florence had 36.9 percent of the total multi-family units in Boone County. The proportion of area within the City of Florence to the area of Boone County has increased with annexations. The amount of land in Florence however, still comprises a very small area compared to the unincorporated county. In 2000, 52.7 percent of Florence's housing stock was comprised of multi-family, while Boone County increased from 16.5 percent multi-family units in 1989 to 29 percent in 1999, and 27.7 percent in 2000. The data shows that this trend appears to have leveled off because of the tremendous rate of small lot detached unit development occurring in several parts of the county.

The percentage of multi-family in the unincorporated area of the county increased from 16.5% to 29.2% from 1989 to 1999 while the percentage in Florence increased from 41.9% to 47.0% from 1989 to 1999. Much of this growth can be attributed to condominium development. 49.2% of the multi-family construction in Boone County and 43% of the multi-family construction in Florence in the same period were condominium units. Unincorporated Boone County has also maintained the highest percentage of mobile homes during this same period.

Housing Types by Municipality

It should be noted that the number of housing units increased in all the major housing construction types for each municipality, except in particular, multi-family units in the City of Union. County-wide, the percentage of total housing units that are single-family detached units, has decreased while multi-family units have increased in percentage. The City of Florence has a lower percentage of single-family units than other areas of the county.

Table 6.2 - Housing Unit Types by Municipality

	Single-Family			Multi-Family (& SF attached)			Mobile Homes (a)			Totals		
	1980	1990	2000	1980	1990	2000	1980	1990	2000	1980	1990	2000
Florence	3,423 (29.9%)	4,209 (30.2%)	4,808	2,410 (72%)	3,060 (56.4%)	5,399	7 (.6%)	31 (1.6%)	45	5,840 (36.3%)	7,300 (34.1%)	10,252
Union	199 (1.7)	307 (2.2)	867	5 (.1)	3 (.1)	5	2 (.2)	2 (.1)	2	206 (1.3)	312 (1.5)	874
Walton	491 (4.3)	548 (3.7)	751	139 (4.2)	240 (4.4)	242	5 (.4)	12 (.6)	7	635 (4.0)	800 (3.7)	1,006
Unincorp. Boone	7,332 (64.1)	8,846 (63.9)	15,260	793 (23.7)	2,122 (39.1)	3,593	1,184 (98.8)	1,860 (97.6)	2,351	9,309 (58.4)	12,828 (60.6)	21,219
Total	11,445	13,910	21,686	3,347	5,425	9,239	1,198	1,905	2,405	15,990	21,240	33,351

(a) Prior to February, 1986, double-wide mobile homes were treated as single-family residences by the zoning regulations. After that date, few have been added because of their exclusion from most residential zoning districts. Double-wide installed between August 1984 and February 1986 were counted under single-family residences category.

Source: Boone County, Florence & Walton Building Inspection Data & U.S. Census

As Boone County continues to urbanize, the percentage of multi-family units continues to increase. **Table 6.3** shows that multi-family housing was 20.9 percent of the total housing units in 1980. However, by 1990 this percentage had risen to 25.5 percent of the total housing units, and in 2000, this percentage had increased to 27.7. This was during a time of enormous growth in single-family housing development. This increase in multi-family housing happened primarily in the unincorporated part of Boone County.

**Table 6.3
Percent Housing Unit Types by Municipality**

	Single-Family			Multi-Family			Mobile Homes		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
Florence	58.6	57.7	46.9	41.3	41.9	52.7	0.1	0.4	0.4
Union	96.6	98.4	99.2	2.4	1.0	0.6	1.0	0.6	0.2
Walton	77.3	68.5	74.7	21.9	30.0	24.1	0.8	1.5	0.7
Unincorporated	78.8	68.9	71.9	8.5	16.5	16.9	12.7	14.5	11.1
Boone County	71.6	65.5	65.0	20.9	25.5	27.7	7.5	9.0	7.2

Source: U.S. Census

Values

The average value of a single family housing unit in Boone County in 1980 was nearly \$53,000, by 1990 the value was \$74,300, and by 2000 it had risen to \$131,800. In 1990, Union had the highest median value for owner-occupied housing units at \$95,600, which in 2000 had risen to \$187,600. These values consistently exceeded the Kentucky State averages. The average cost to the consumer for a new single-family home has jumped from \$75,500 in 1986 to \$92,237 for the years 1991-1993 averaged together, and to \$144,788 in 1999 (Northern Kentucky Home Builders Association and Boone County Building Department). These figures include the cost of the structure, but not the land cost. According to the building industry a general rule of thumb is that the lot value is typically around one-fifth of the total home cost. The HBA has estimated the increase in local income, taxes, revenue, jobs, and overall local economic impacts in its Metro Area Impact of Homebuilding. The study was conducted in 2004 and was based on a model developed by the National Association of Home Builders. The model captures the effect of the construction activity, the impact that occurs from construction activity earnings, and the impact of new home occupancy.

In 2003, 1,363 single-family homes were permitted in Boone County. The estimated one-year benefits to the metro area as a result of this construction included \$107.3 million in local income, \$9.9 million in taxes and other local government revenue, and 2,237 local jobs. The estimated recurring impacts in subsequent years include an annual impact of \$33.4 million in local income, \$4.8 million in taxes etc., and 754 local jobs.

In 2003, 394 multi-family units were permitted in Boone County. The estimated one-year benefits to the metro area as a result of this construction included \$22.6 million in local income, \$2.4 million in taxes and other local government revenue, and 459 local jobs. The estimated recurring impacts in subsequent years include an annual impact of \$9.7 million in local income, \$1.4 million in taxes etc., and 205 local jobs.

Average rental payments follow a similar pattern, being highest in the unincorporated parts of the county where the relatively newer multi-family housing units are located. Rents in Florence remain high also, because of the high demand and the convenience of the location.

Age

According to the 1990 Census; 6.8 percent of Boone County's housing stock was constructed before 1940. The rapid growth in new housing development becomes very apparent considering that the 1980 Census showed 12 percent of the County's housing stock was built before 1940. In contrast, the 2000 totals indicate that 53.2 percent of all Union housing units, and 26.6 percent of all Boone County housing units were constructed between 1994 and 2000.

Table 6.4 and **Table 6.5** indicate the total number and percent of housing units constructed during four time periods. Over 77 percent of all existing housing units in Boone County were built after 1969. It is clearly evident that Boone County's overall housing stock is not very old. However, the houses of the early subdivisions of the 1950s and 1960s should see a major transition in ownership patterns as the original owners proceed from retirement to old age and consider the need for other housing options (i.e. condominiums, retirement homes).

Growth Patterns

The City of Florence has grown mainly through annexation of new development property to the west and south. Plantation Pointe and Orleans Subdivisions are prime examples of new developments annexed into the city primarily for urban services such as sanitary sewer. Infill and redevelopment will occur in the central parts of Florence.

Table 6.4
Number of Housing Units by Age

	1939 (or earlier)	1940 -1969	1970 -1984	1984 -1989	1990 -1999	Totals
Florence	246	3,025	2,939	1,126	2,986	10,252
Union	9	67	147	91	597	874
Walton	213	255	230	103	254	1,006
Unincorporated	999	3,139	5,753	3,134	10,192	21,219
Boone County	1,467	6,486	9,069	4,454	14,029	33,351

Source: U.S. Census

Table 6.5
Percent Housing Unit Age by Municipality

	1939 (or earlier)	1940 -1969	1970 -1984 (Aug.)	1984 -1989	1990- 1999
Florence	2.4	29.5	28.7	11.0	29.1
Union	1.0	7.7	16.8	10.4	68.3
Walton	21.2	25.3	22.9	10.2	25.2
Unincorporated	4.7	14.8	27.1	14.8	48.0
Boone County	4.4	19.4	27.2	13.4	42.1

Source: U.S. Census

Important public sector developments in the City of Florence will probably have great impact on the quality of life of its citizens in the future. These public sector developments are exemplified by the Florence Nature Park, the new Stringtown Park, the Florence/Boone County skate park, the Florence Family Aquatic Center, South Fork Park, Ewing Boulevard, the Florence City building, Main Street Improvements and Plan, and the implementation of the 2002 Pedestrian/Bike Path Plan.

The tremendous growth in residential development during the last five years is most apparent in the Burlington-West Florence area (see **Table 6.6**). Oakbrook has moved much closer to completion. Silver Creek, Hearthstone, and Carter's Mill Subdivisions are adding more single-family homes in this area. With these developments, there is only one major undeveloped area left along Pleasant Valley Road. The Rogers Lane and Camp Ernst Road corridors have seen significant subdivision growth. Growth in the most active subdivisions in Boone County since 2000 is shown in **Table 6.6**.

The other major residential growth area in the county will be the North Hebron area. Tree Tops, Thornwilde, Wyndemere, Deer Creek, and Northpointe Subdivisions have experienced growth since the 2000 Comprehensive

Plan, and new subdivision activity has begun off of Graves Road. Although this area will continue to fill in, most of the developable land is accounted for, and remaining undeveloped land contains rough terrain. The Williams Road corridor should be considered in the long range planning for this area as a future residential growth corridor if water, sewer, and access can be provided. Boone County Fiscal Court has contributed funds toward the design of a reconstructed North Bend Road. The project has been added to the Kentucky Transportation Cabinet's Six-Year Plan.

Occupancy

Overall, the county had a 6.3 percent vacancy rate in 2000. **Table 6.7** provides a further analysis of the occupancy rates since 2000 for active residential subdivisions by housing type.

Multi-family housing in Florence and Walton have had low vacancy rates, revealing the high level of demand for these units in these areas. However, the vacancy rate for multi-family housing units in unincorporated Boone County often is higher because of the number of new units that are available. There were 892 multi-family units constructed in Boone County from 2000 to 2003.

Assisted Housing

The Section 8 Housing Rental Assistance Program began in 1975 with an allocation of 110 certificates. This program is operated by the Assisted Housing Department in Boone County and helps low to moderately low income families pay their rent. The tenant pays 30 percent of their gross monthly income towards their rent. A utility allowance is considered in figuring this, along with some medical expense for the elderly, disabled and handicapped, and qualified child care expenses. The county now has an allocation of 900 certificates. There are approximately 90 landlords renting units under this program. There are more certificates in the City of Florence than in the unincorporated county, however, the proportion has been decreasing over time.

Other Characteristics

Other characteristics of the housing stock include heating, bathrooms, kitchen facilities, telephones, water source, and sewage disposal. This discussion is based on the 2000 Census. Only about 0.2 percent of the homes in the county are without any heating units. While this value is very low, every household should have some sort of heat. Only 0.4 percent of the homes are without complete kitchen facilities. There are some homes without telephones, however, in the age of wireless communication, this condition will be increasingly one of convenience rather than poverty. With the construction of major sanitary sewer lines during 1993-1994, a higher percentage of homes have been able to connect to the public sewer service.

In general, the supply section concludes that the existing and planned housing units will meet the growing population's need as developers become increasingly aware that Boone County is one of the top building opportunity areas in the Cincinnati metropolitan area, and in the State of Kentucky.

RECOMMENDATIONS

The remainder of the Housing Element is devoted to examining ways the county can meet housing needs. The goals and objectives of this Plan advocate a planned effort to meet the broad range of housing needs and desires of the present and future populations. The Housing Element is coordinated with the Plan's other elements in order to provide a framework for the Future Land Use Plan.

Population Needs

The major reason for Boone County's rapid population growth is in-migration. Often the higher income families or new population locates in the developing rural areas of the county. While this is practical because they are the ones who can afford an estate lifestyle and cost of transportation over greater distances, this spatial phenomenon separates people of different income levels. A variety of housing opportunities within the established urban areas and within developing areas would encourage some of the higher income residents to reside there and thus encourage mixing of different income levels. Therefore, single-family housing should remain an ingredient of the urban areas instead of being targeted only for rural or suburban areas. Large, left-over parcels in urban service areas are well suited for planned residential development that includes high density housing. However, established single-family housing areas in urban settings should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided. Housing for elderly population or handicapped needs to be located near public transit, commercial areas, and public facilities.

Table 6.6 Active Residential Subdivision Activity since 2000

SUBDIVISION	SINGLE FAMILY			MULTI FAMILY			TOTAL BUILT	TOTAL PLANNED
	BUILT 2000-04	TOTAL BUILT	TOTAL PLANNED	BUILT 2000-04	TOTAL BUILT	TOTAL PLANNED		
Arborwood	52	84	130				84	130
Belmont Park				3	28	36	28	36
Blackberry Hill Estates	2	9	32				9	32
Bradford Trace	114	114	114				114	114
Brentwood	48	107	107				107	107
Brookstone	128	153	155				153	155
Burl Park	25	118	137				118	137
Burlington Oaks				4	144	144	144	144
Burlington Woods	4	54	85				54	85
Cardinal Cove	12	74	76				74	76
Carspen's Creek	17	17	26				17	26
Carters Mill	94	101	177				101	177
Castle Bluff Estates	2	2	9				2	9
Charleston Pines				109	240	240	240	240
Cheshire Ridge	2	119	124				119	124
Ciarra Ridge Estates	3	6	16				6	16
Cool Springs	102	111	247				111	247
Cornerstone Estates			42					42
Creekside	3	3	96				3	96
Crossroad Estates	8	16	19				16	19
Cutters Ridge	17	17	17				17	17
Dartmouth Woods	41	91	120				91	120
Deer Creek	161	256	254				256	254
Dublin Green Estates	47	76	81				76	81
Estates at Union Reserve	11	11	24				11	24
Fairways at Meadowood				44	44	313	44	313
Farmview (Brookside)				88	88	88	88	88
Farmview (Kensington Place)	4	87	87				87	87
Farmview (Kensington Park)				38	78	108	78	108
Farmview (Meadows)				58	58	242	58	242
Fister Place	53	53	53				53	53
Francis Court	1	1	20				1	20
Griesser Farm				12	12	178	12	178
Gunpowder Pointe			51				-	51
Gunpowder Trails	102	102	193				102	193
Hampshire			176					176
Hanover Park	410	678	740				678	740
Haven Hill	96	119	129				119	129
Hearthstone	171	171	409				171	409
Hebron Gardens			92					92
Hempsteade	177	439	438				439	438
Heritage Trails	14	199	221				199	221
Hidden Creek	113	159	299				159	299
Hopeful Trails	5	5	52				5	52
Horseshoe Trails	35	35	49				35	49
Howe Acres (Maher Rd)	57	61	73				61	73
Hunter's Ridge	0	0	700				-	700
Kimmis	63	76	79				76	79
Kingsly Chase	7	15	28				15	28
Lassing Green	25	91	108				91	108
Lauren Meadows	39	39	64				39	64
Liberty Crossing	92	122	175				122	175
Morgan's Crossing	88	88	130				88	130
Noel Creek	25	26	26				26	26
Northpointe	85	85	1,464				85	1,464
Oakbrook (Greens)				9	54	54	54	54
Oakbrook (Groves)	43	137	137				137	137
Oakbrook (Highlands)	83	116	129				116	129
Oakbrook (Links)	16	83	107				83	107
Orchard Estates	57	202	373				202	373

Orleans (North)	198	208	494				208	494
Orleans (South)	206	206	269				206	269
Paloma Estates	1	1	21				1	21
Parlor Grove	59	227	238				227	238
Pebble Creek	164	383	492				383	492
Perry Estates	5	5					5	
Pine Top	3	21	21				21	21
Plantation Pointe (Antebellum)	32	57	109				57	109
Plantation Pointe (Arbor Springs)	110	128	161				128	161
Plantation Pointe (Lancashire)	58	167	167				167	167
Plantation Pointe (Magnolia)	89	156	175				156	175
Plantation Pointe (Savannah)	110	122	148				122	148
Plantation Pointe (Tara)				84	338	605	338	605
Pleasant Hill	12	22	51				22	51
Pleasant Valley Meadows	51	470	506				470	506
Porter Plantations	5	5					5	
Powder Creek	1	198	235				198	235
Richwood North Estates	57	70	74	82	78		152	152
Ridgefield	163	378	330				378	330
River Vista	1	3	12				3	12
Rivershore Farms	43	80	126				80	126
Rose Tree Farm	6	28	27				28	27
Saddlebrook Farms	51	151	151	0	300	528	451	679
Sanctuary Place					244	244	244	244
Settler's Pointe			111					111
Shaker Run	79	90	91				90	91
Sherwood Lakes				5	348	576	348	576
Showalter Green	19	19	19				19	19
Silver Creek	310	528	638				528	638
Steeplechase	88	144	317				144	317
Steeplechase (Legends)						380	-	380
Steeplechase (Cantoring Hills)						227	-	227
Steeplechase (Reserves)				32	48		32	48
Stephenson Lakes			34				-	34
Stoney Ridge Farms	2	2					2	
Stratford	15	15	52				15	52
Summerset Farms	93	149	160				149	160
Sunchase Meadows	16	16	43				16	43
Sunset Ridge	17	107	111				107	111
Sutherland	52	116	124				116	124
Tall Trees	10	31	44	48	144		79	188
Taylor Ridge Estates	3	9	10				9	10
Tayman Estates	7	7	18				7	18
Thornwilde	279	422	673			364	422	1,037
Tree Tops	158	361	725				361	725
Trellises				48	50	301	50	301
Triple Crown							1,128	2,101
Union Bluffs	20	20	20				20	20
Union Station	8	92	93				92	93
Union Village	54	152	153				152	153
Verona Commons	12	23	42				23	42
Village of Brigadoon	6	115	170				115	170
Village Parke				190	190	190	190	190
Villas of Southfork				12	12	84	12	84
Wetherington (Columns)				188	188	188	188	188
Whitestone Links			90				-	90
Wildcat Run	78	78	393				78	393
Wood Side Greens	18	18	22				18	22
Woodland Estates	7	21	25				21	25
Wyndemere Place	99	108	111				108	111
<i>totals</i>	5,629	10,457	16,786	892	2,578	5,360	14,163	24,247

BUILT 2000-03 SINGLE FAMILY			BUILT 2000-03 MULTI FAMILY		
TOTAL BUILT	TOTAL PLANNED	TOTAL	TOTAL BUILT	TOTAL PLANNED	TOTAL
5,629	10,457	16,786	892	2,578	5,360
14,163	24,247				

Table 6.7 - 2000 Percent Housing Occupancy by Municipality

	Owner Occupied	Rental Occupied
Florence	97.5	93
Union	98.1	97.6
Walton	97.0	91.3
Boone County	97.7	92.1
Kentucky	93.4	88.5
Source: U.S. Census		

Existing Supply

Housing stock that has redeeming qualities or that can be rehabilitated without much effort or expense should be retained. Additional residential development should reinforce this existing housing stock wherever possible. In some cases, existing houses should be incorporated into new subdivision design. There are concentrations of older housing stock in need of restoration or rehabilitation in many of the established small communities, including areas like Belleview-McVilleville, Burlington, Constance, Hebron, Petersburg, Stringtown, Taylorsport, Union, Verona, and Walton.

Housing Types

Although single-family homes are by far the most numerous, they continue to decrease in their percentage of total Boone County housing. Most new construction of single-family housing will take place on the outer rings of growth. The Union area has a high percentage of single-family housing. Sixty eight percent of all units in Union were constructed between 1990 and 2000. Large lot areas, including Union, will see multi-family construction, although this higher density development should occur close to highway arterials and urban services, and be sensitively developed in terms of building height, setbacks, mass, and visual impact. Throughout Boone County, high density developments should be close to thoroughfares to achieve a gradation of building site dimensions and land uses outlined in the Future Land Use Plan.

Multi-family housing developments should have convenient access to commercial districts or should provide their own supporting commercial uses. The developments should be designed to offer the shortest trips to the most people. High density residential developments help to hold down the cost of individual units due to many variables including lower land cost per unit, lower land development cost and building unit costs per unit. Clustering of the dwelling units allows this by requiring less site work and utility construction. Better design can correlate with more density, and walkable, multi-modal communities. This also provides a supply of affordable housing for county residents.

Modular housing is becoming a major factor in the nationwide housing supply. Boone County and Kentucky in general have not seen the influx of modular housing that has occurred in other areas of the country. The Northern Kentucky housing market matured enough in the 1990's that more types of modular housing are appearing. Modular homes add to the variety of housing supply, and can lower the cost of construction to help offset rising land costs. Currently, modular houses are permitted in any residential zoning district in Boone County, and can occur separately or in a subdivision, unless regulated by private deed restrictions or restrictive covenants. Modular housing is typically brought to the building site in several components, and its construction is inspected on site by the local building inspector under the respective State Building Code. These units should not be confused with manufactured homes, more commonly referred to as mobile homes, and/or double-wide mobile homes. Mobile homes are inspected in the factory under the Federal Mobile Home Construction and Safety Standard (H.U.D. Code).

The percentage of duplex units in Florence was only 3.2 percent in 2000. This has decreased in recent years largely because of low interest rates and the boom in single-family construction. Duplexes are often more successful than multi-family housing in blending in with single-family residential surroundings. Therefore, when buffering is minimal between single-family housing areas and proposed multi-family units, an appropriate transitional area of duplexes may be designed.

It is important to offer a variety of housing units, not only in terms of economics, but also because of the county's demographics. As stated previously, the youthful population, divorcees, and elderly often select a multi-family unit or manufactured home to satisfy their housing needs. In the case of the young, this housing provides their first independent housing unit. In order for Boone County to retain its youth, the county must provide both jobs and housing, otherwise, an out-migration of the young and educated population will occur. Divorcees often select multi-family housing immediately following a separation. Elderly select these units for reasons usually related to economics and the need for a secure environment near their daily needs. The variety of multi-family housing includes nursing

homes, retirement housing, apartments, townhouses, and condominiums all ranging greatly in price per unit. These types of units are increasing in demand outside of the established urban areas.

Affordable Housing/Homeless

The previous section discussed the need for a variety of housing units for the special needs of specific demographic groups: young, unmarried adults, divorcees, and the elderly. A high percentage of these groups need truly affordable options other than traditional single-family homes. In order for Boone County to retain its youth, the county should strive to provide jobs and a variety of attached housing, as well as innovative clustering of detached dwelling units.

During the last decade, housing construction in Boone County has occurred mainly in the mid-value range, with some high-end for both single-family and multi-family housing. However, attempts at more affordable single-family or apartment construction often meet with localized hostility. Creative site design and architecture can help overcome some of this resistance. Historically, the existing rental market is not adequate to meet the need as evidenced by the *Northern Kentucky Housing Needs Assessment* (October 1993, prepared by Northern Kentucky Housing & Homeless Coalition/Northern Kentucky Housing Partnership). This report stated that because of demand, the Boone County Section-8 program had a waiting list of over 300 people with an estimated wait of one and a half to two years. This has improved dramatically; now the average waiting period is only two months.

In 1991, the Boone County Task Force on Homelessness published a report that recommended a holistic approach that would coordinate the existing services and agencies already providing for the needs of the homeless. The report also stated the following:

Some needs are not currently being provided for and should be addressed. An example of such a need is the alarming and growing need for affordable housing in the Boone County Community. In terms of percentages of total housing, available housing at the low and moderate end of the cost continuum is actually shrinking in Boone County. This trend needs to be reversed.

The report recommended that the county facilitate affordable housing development through non-profit housing organizations, such as Habitat for Humanity. It also stated that the key to solving homelessness is affordable housing. It recommended possible land reservations by developers, creation of a non-profit land trust, tax incentives, and the adjustment of zoning codes towards smaller lot sizes and higher densities to encourage the development of affordable housing.

The Boone County Task Force on Homelessness has since become the Boone County Homeless Board sanctioned by the Boone County Fiscal Court. In 1994, Home Properties, Inc. of Boone County (an outgrowth organization of the Homeless Board), refurbished two homes with funding from the H.O.M.E. program. The organization also constructed a 15 lot single-family subdivision in Walton, Showalter Green, that has provided some opportunity for home ownership for families at or below the 50th percentile of median income for Boone County. This project also provided an excellent example of how public and private organizations, such as the Northern Kentucky Homebuilders Association, banks, engineering firms, surveyors, the Boone County Planning Commission, and others could work together to keep costs down and provide good design. Although Home Properties Inc. no longer exists, the subdivision has recently been expanded. This is a housing niche that is not being filled by any organization at this time.

Other possible areas for affordable housing development would be in the Transit-Oriented Developments that have been described in the Land Use/Transportation Connection in the Transportation Element and in the Housing Densities section below.

Housing Densities

High density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible through creative development design, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips and stormwater filters. This serves a dual purpose in that woodland is becoming relatively scarce in the eastern uplands of the county, and these areas buffer different land uses. Housing that is proposed on smaller, remnant tracts need to be carefully designed.

Housing development density has become an issue of concern to many existing residents in established, large lot subdivisions in suburban Boone County. Many of these areas developed during the 1960's to the 1980's when land prices were relatively low, few utilities were present, the surrounding land was agricultural, and urban/suburban development had not yet extended out to these areas. Many of these older subdivisions contain two-acre lots or larger. By contrast, most new subdivisions in Boone County are developing at around three units per acre, and sponsor sewer

construction if sanitary sewer is not currently available to the site. The issue arises when these new higher density subdivisions are proposed near established low density areas, and centers mainly around development impacts on infrastructure and the residential character of the area.

In order to support the densities needed to sustain mass transit as proposed in OKI's Regional Transportation Plan, and to foster new affordable housing options, average minimum densities should be encouraged for mixed-use, planned developments. This would allow a variety of housing types but also enable a logical progression of intensities. The highest residential densities would be in the activity centers of these mixed-use developments. The Mall Road Study presents the opportunity for such development in that predominantly commercial area. These activity centers would also include neighborhood commercial, employment, and public uses, as well as transit stations or stops.

Open Space Subdivision Design

The design of true open space housing development should be strongly encouraged, as an alternative to the conventional subdivision divided entirely into ownership lots. To accomplish this, densities within portions of a site can be increased while the overall intensity on the site can remain basically the same. Topography, vegetation, and public improvement costs reduction should be incentives for open space design. Provision is made in the zoning and subdivision regulations for true open space design to occur under existing zoning. By increasing densities and clustering on portions of a site, these planned developments will preserve green space and/or provide space for public facility or recreation opportunities. The overall intensity of units per acre on the whole site becomes the issue to consider when evaluating public services and relationship to the Future Land Use Map. All residential developments should be designed to preserve and utilize natural site features wherever possible.

The most common method of designing a residential subdivision in suburban areas like Boone County is to calculate the most lots that can be fit within the geometric shape of the development site and modify according to efficient street layout and grading needs. To achieve true open space subdivisions, however, the review process needs to include more pre-application meeting work, and preliminary plans need to be designed in the following steps:

1. Evaluate the subject site for natural/historic areas or views that make the site special;
2. Set these areas aside to be designed into the development;
3. Select home building sites to take advantage of access to these features or views;
4. Design a road and utility system to serve the planned homes;
5. Create lot lines to encompass the home sites, leaving the features under common ownership for recreational or green space purposes.

Open Space Subdivision design should be encouraged by creating incentive programs. A detailed study should be conducted involving the development community, land owner interests, and local government to review the existing ordinance, revise as necessary, and determine the incentives and geographic areas in which to encourage this type of residential development. A density bonus could be considered as a possible incentive, however, the ordinance standards should also be strengthened, and a minimum size requirement of an open space subdivision considered. The selection of geographic areas during the study process should be based on specific criteria.

Transit Oriented Developments

An excellent model for mixed-use, planned developments is the concept of Transit Oriented Developments (TODs). The Land Use/Transportation Connection part of the Transportation Element discusses the important transportation attributes of TODs including the multi-modal aspects (i.e. facilities for transit, automobile, pedestrian, and bicycle are provided) and the inter-modal aspect (i.e. there is an easy access and transition for users of one mode of transportation to another).

TODs would also offer attractive and affordable housing options. The range of housing options could vary from apartments above commercial uses in the activity centers (up to 30 dwelling units/acre); nearby garden apartments (10 to 20 dwelling units/acre) and condominiums (6 to 15 dwelling units/acre); small-lot single family houses (at 7-10/dwelling Units/acre); and finally, at the edge of the development, standard lot, single-family houses (at 3-4 dwelling units/acre). All sections of a TOD development are directly connected with a prominent pedestrian system, and are easily accessible to commercial and public land uses.

Airport Noise Impacts on New Residential Development

Since the opening of the north/south Runway 18L-36R in 1991, airport noise impact on existing residential development has been a topic of continuing controversy between the airport and the community. The Supplemental PART 150 Study's Noise Mitigation Program addressed the noise impacts generated by the 1991 runway and the extension to the east/west runway, 9/27. The most recently adopted, year 2000, FAR Part 150 Study Update recommended a new Noise Compatibility Program (NCP). This Program is discussed in the Transportation Element.

It was based upon the construction of a new runway (17/35) and the 2,000 foot extension of Runway 9/27, which are currently occurring. An important issue that has been discussed through this process is night-time flights south of the airport and over the Florence area. Recently, increases in the 10:00 p.m. to 1:00 a.m. passenger traffic have caused noise impacts to increase beyond the forecasted 2004 noise contours to the north and south of the airport. As the update activity on the FAR Part 150 Noise Compatibility Study has progressed during 2004, it has indicated that without modifications to the currently approved noise abatement measures, noise levels north, south, and west of the airport will continue to increase. As of late 2004 the Study was considering alternatives to reduce noise impacts.

The Airport Master Plan, currently being updated, is considering an additional future runway. As of early 2005, this could involve a north/south runway on the east side of the airport, or an east/west runway on the southwest side of the airport near Burlington. A new north/south runway could create more noise impact on central Florence residential areas, however, the east west alternatives, would likely impact more residential units, as well as the National Historic Register District in Burlington and three school facilities. By the year 2000, the Airport's Purchase Assurance Program contained over 230 pending applications, and the Sound Insulation Program was completed, affecting a total of 260 homes. During 2002 to 2004, Orchard Estates, Deerfield, and Dartmouth Woods subdivisions have been addressed to the west of the airport. The airport has indicated that recorded aviation noise easements would be placed on individual properties participating in these programs.

It is important that the construction of new residential development, that would be built in areas impacted by high airport noise levels (65DNL plus), should have stipulations that would mandate that builders in these developments construct their buildings with materials that would reduce excess noise from the outside. The general guidelines for new residential construction within 65 DNL or greater is that it should be built with enough sound insulation to provide an outdoor to indoor Noise Level Reduction (NLR) of at least 30 decibels, and 35 decibels if the outside area is within 70 DNL.

A SUSTAINABLE BUILT ENVIRONMENT FOR THE FUTURE

The planning horizon for this comprehensive plan is 25 years into the future. The future overall pattern of development, as well as the specific building techniques, materials used in construction, and the design of communities, should evolve into a built environment that is sustainable from generation to generation. The pattern of development should be more compact, with most development being built in the mixed-use, transit-oriented model described in this element and in the Transportation Element.

The housing industry has undertaken market driven conservation measures in building design and construction including, but not limited to energy efficient doors, windows and appliances, low water usage toilets, greater insulation features in house wrap and wall batt, OSB wallboard and plastic lumber, and improved HVAC systems. Additionally, most new homes are built on much smaller lots. Many builders also include a landscaping package in the overall price of the new home. However, added to the sustainability model would also be the use of indigenous building materials that could include locally produced lumber products and even rammed earth. Use of indigenous materials would have the intrinsic advantage of creating a new local building material supply industry, as well as, substantial energy savings from not having to transport materials from distant parts of the country. Another important part of the sustainable model would be the siting and design of new buildings so that the renewable energy of the sun would be maximized. Older buildings should be retrofitted with insulation and solar technology to become energy efficient.

"Smart Growth" (see Environment Element for definition) and Open Space Subdivision design are two ways in which Sustainability is becoming mainstreamed in other areas. Under the idea of sustainability, infrastructure such as wastewater treatment, would evolve back into a more decentralized system, at the neighborhood and small community scale. The use of the presently emerging biological treatment technologies is very promising for serving future residential growth in areas not served by centralized public systems.

GEOGRAPHIC HOUSING ISSUES

The following are general findings about housing issues that should be considered during the planning of the Future Land Use Element:

North River, I-275 Corridor Area - North Bend Road, the highest priority project in the 1999 Northeast Boone County Transportation Study, needs to be upgraded in order to serve additional development in that corridor. The flat North

Bend Bottom area and other river bottoms, should be reserved primarily for their present agriculture, or for appropriate residential, recreational or employment uses that further enhance the riverfront resource without placing development in flood prone areas. Hillside development guidelines should be followed in this area to properly locate structures and avoid complete clearing of natural vegetation along the tops of hillsides so that development does not overwhelm the public view. The Williams Road area should be evaluated in the Land Use Element for future residential growth, if infrastructure can be provided.

Hebron-Idlewild Area - The new north-south airport runway has eliminated several existing subdivisions from the KY 20 corridor, east of Hebron. These include the Laurel Drive area, the part of Hickory Glen Subdivision south of Conner Road, Sycamore Drive, and Ada Lane. As shown on the Residential Growth Map, the growth along KY 20 in the Bullittsville area will continue. As demonstrated in Burlington where many Ethan's Glen residents relocated to subdivisions in that area, some Laurel Subdivision and Hickory Glen Subdivision residents may have relocated to new subdivisions west along KY 20.

Turfway-Mineola Area - Rolling Green Acres Subdivision contains only a few houses after airport buyouts, and the zoning is industrial. The Bel-Aire Acres Subdivision area is currently zoned residential, but is planned for Business Park uses in the long term. Although the Marydale property along Donaldson Road and Houston Road is mostly planned for office development, some high density residential uses could be mixed in to provide a transit oriented center near possible future light rail facilities in the I-75/71 corridor.

Florence-Burlington Area - The undeveloped land on the southwest quadrant of KY 18 and KY 237 would be an excellent site for a transit-oriented, mixed-use planned development, even with the planned future urban interchange at this location. New subdivisions throughout the west Florence and Burlington areas should provide interconnections between their developments and adjacent developments to promote safe and easy transportation access. Overall, the KY 18 Corridor represents a prime opportunity to promote high density residential uses in a transit corridor.

Petersburg-Belleview, Western Area - The existing road conditions in this area are not suitable for large scale residential development. The historic character of Petersburg, Belleview, and McVillie should be retained and protected from new development pressures. Localized Transfer of Development Rights programs could be investigated for areas immediately surrounding these towns to continue the grid pattern of the towns while resulting in little housing development on the hillsides or bluff areas. Open Space Subdivision design should be the norm rather than the exception in this area. Sewer for these town expansions should go to the proposed Sanitation District No. 1 western regional plant, but not serve additional areas.

Florence, U.S. 25 Corridor - Florence has taken steps, particularly through annexation, to include new developments in its housing supply. Beyond 2030, however, it will be difficult for the City to continue to grow geographically as the center of the county becomes fully developed and extensive infrastructure is in place. Florence has to continue to stabilize and improve older housing stock. There will likely be a major transition in ownership patterns for the houses of subdivisions built during the 1950s and 1960s, with an accompanying trend of remodeling and renovation to better serve the needs of the new owners. A plan should be conducted by the Planning Commission and City of Florence that inventories and determines methods of keeping good maintenance and vitality in these older single-family subdivisions. This plan should include a detailed survey of housing stock, property valuation survey, analysis of landlords and property ownership, and the length of residency. Any infill housing that occurs should fit in with the existing character of the area. The plan must contain specific implementation steps to be taken to keep neighborhoods clean, well kept, and safe. South of Florence to Mt. Zion Road, industrial development, associated with the Northern Kentucky Industrial Park, will be predominant. South of Mt. Zion Road, the expansion of existing and the building of new mobile home parks have constituted most of the housing units in this area. However, recent apartment development near the Mt. Zion interchange shows that residential development momentum is greater west of I-75. Near Richwood, single-family residential development will be limited to the immediate Maher Road area. This road should be upgraded if significant residential developments are planned.

Union-West Florence Area- West Richwood Area - The factors that will help fuel growth in this area include the improvements (expand from two to five lanes) of U.S. 42 from Florence to the Ryle High School and Gray Middle School near Froggtown Road; the extension of water and sanitary sewer lines; access to the interstate highway system and the vast amount of developable land. The Union Town Plan sets the stage for development in this area when sanitary sewer becomes widely available around the year 2010. Areas west and south of the Union Town Plan area, along U.S. 42, Hathaway Road, and Longbranch Road contain an existing agricultural, horse farm and estate

residential character. Planning efforts, such as the Union Town Plan should be conducted in these areas. Street connections between developments and to arterials are critical in this central part of Boone County. The connections shown in the Union Town Plan need to be continued outside the study area to the next logical properties and arterial roadways. The Frogtown Road and Richwood Road corridors have experienced significant residential construction with very little improvement to the existing roadways. Triple Crown sets a good example with its central, limited access boulevard that connects these two state-maintained roadways. However, other existing roads in the area, such as Hicks Pike and Chambers Road are designed for less traffic. Significant improvements to these roadways will be needed to support extensive growth. Future development in this area should be sensitively designed to minimize impact on existing low density residential land uses, and connecting routes that take traffic off existing roadways should be encouraged. Boone County should be encouraged to work closely with the Kentucky Transportation Cabinet to improve existing roadways.

Rabbit Hash-Beaverlick Area - Future growth around Rabbit Hash should be predominantly single-family but should respect the historic character of the area. Typical suburban subdivision development that is occurring in the Florence and Union areas is not appropriate for this part of the county. Open Space Subdivision Design is one way to accomplish these objectives. The Ohio River views and significant hillsides that may become attractive to builders should not be developed to the extent that the rustic character of the area is lost.

Walton-Verona Area - Walton has annexed several areas north and west of the city to provide public water service and experienced significant subdivision development during the last decade. Verona will see mostly single family homes, and some small subdivision activity.

CONCLUSION

The areas of greatest projected population growth are in the Florence-Richwood-Union-Burlington area, south along I-75, and in the Hebron-North River area. The western and southern sections of Boone County are projected to experience less population growth, thus, less of a housing need. As noted previously, there is a desire of the population to live in rural areas that are convenient to the centers of commercial activity. This suggests a continuation of the outward movement of housing construction from the general Florence area. This movement is accelerated directionally by major thoroughfares such as KY 18, KY 237, US 42 and interstate interchanges. Residential development should occur near established urban or suburban areas, as opposed to leapfrogging to isolated areas, such as the western portion of the county. This will be an increasingly important issue as public water service is planned and implemented for the western parts of Boone County. For residential development to occur in these outlying areas, adequate and proper infrastructure must be provided, and impact on the natural environment must be minimized. If significant residential, large lot subdivision development does occur in some of these western areas, roads and other infrastructure will have to be improved.

Development in established areas takes advantage of existing services and minimizes future strain on the transportation network. The Public Facilities Element shows the existing and planned water lines and other services which will influence the locations of new residential construction. The plans for sanitary sewerage for Boone County are of particular importance when high density residential development is reviewed. Stormwater management is becoming a key issue with the extensive residential development in the county, and needs to be addressed creatively to solve runoff and erosion problems, while creating visually appropriate facilities.

If public water and sanitary sewer infrastructure is implemented in currently rural areas, there would be demand for suburban subdivision densities. Just because one form of public infrastructure has been improved, however, does not mean the area is ready for suburban development. Other forms of infrastructure must be provided as necessary. It is also possible that some areas of the county are not suitable for suburban or urban density, or may be suitable later in the twenty-five year planning horizon. Development phasing is an option to enable the timing of new development to correlate with the provision of adequate infrastructure. In addition, new subdivision development should include design considerations, and gradation of lot sizes, or both, to lessen the impact on the character of the area. "Bands" of residential lot sizes may be a model to consider in order to ensure compatibility. This is particularly true in areas of agricultural zoning, and could include larger lots or green space along the main road(s), larger lots or a buffer along adjacent low density residential uses, strategic open space, and detailed attention to the orientation of housing units.

In general, residential development has occurred at a lower density than planned in the Future Land Use Plan over the last two comprehensive plan updates in Boone County. The development has predominantly been in a limited variety of product, typified by mid-range value single-family subdivisions at approximately three units per acre. The demand for this product appears to remain strong throughout the 25 year Comprehensive Plan planning horizon with some attached housing designed into larger planned developments. Increased density does not necessarily negatively impact the quality of a community or nearby home values. Although neotraditional, true mixing of unit types,

connection to green space, and similar concepts of neighborhood design have just begun to be considered by the development industry in Boone County, much work needs to be done in the design realm to implement these ideas correctly, and make them more common. These newer concepts are needed to enable the development industry and local government to address density concerns and strengthen the sense of community, as well as meet the housing demands of a changing population.