



CHAPTER – 4 FUTURE LAND USE

This Chapter presents information on the future land use for the unincorporated areas of Campbell County and those jurisdictions that are part of the Campbell County Municipal Planning and Zoning Commission. The future land use plan element incorporates the Vision, Goals and Objectives, and the recommendations of previous and current planning efforts, including the land use plans of surrounding communities, as a guide to future land use decisions. **Appendix A** graphically identifies the individual land use plans of surrounding communities. Intergovernmental coordination should be highly encouraged where this land use plan abuts or shares a common boundary with surrounding jurisdictions.

This Chapter is divided into three sections: The Urban Services Boundary, Development Concepts and the Future Land Use Plan. These three elements work in conjunction to provide growth management policies and strategies for the Campbell County planning area. While this document is to be updated every five years, the policies and strategies in this plan have a 20 year horizon.

URBAN SERVICES AREA

The delineation of an urban service area is a key element of this Plan Update as it was in previous updates. The urban service area defines an area within the county where it is anticipated that all services (water, public sanitary sewer, urban road improvements, community facilities, etc.) are available or will be available during the time period of this Plan Update to support higher densities and urban types of development. Because of the nature of upgraded infrastructure and services provided, it is within this area where the most dense types of development should be focused. Areas outside of the urban service area should be designed to accommodate lower densities and more limited services due to the lack of infrastructure, public facilities and the rural roadway network. While higher densities and intensities are encouraged within the urban service area, open spaces, greenways and other areas that preserve greenspace should be highly considered to promote a high quality of life.

Public centralized sanitary sewer system improvements are a primary determining factor for urban development within the unincorporated portion of the county. Without sufficient capacity to handle sewerage, increase urban density should not be permitted. Within the defined urban service area is where sanitary sewer service is anticipated to be adequately provided. The cities in the planning unit, Southgate, Crestview, Silver Grove, Melbourne, and Woodlawn are currently served by public centralized sanitary sewer systems.



Previous planning efforts undertaken by the Sanitation District No. 1 led to the location and construction of a new sewer treatment plant, the Eastern Regional Treatment Plant, which went on line in October 2007. This expansion has increased sewer capacity to 4 million gallons per day and has permitted for the expansion of the urban service area boundary. The facility also has the potential to accommodate future growth and development because the facility has an ultimate design capacity of 8 million gallons per day. The new urban service area boundary now extends south of Alexandria, along U.S. 27 to Nagel Road and east/west along S.R. 536 between the Licking River and Stonehouse Road, largely in part to service area projections of the Sanitation District and Campbell County Planning and Zoning Commission. **Figure 4-1** identifies the newly expanded urban service area boundary from the 2000 Comprehensive Plan Update.

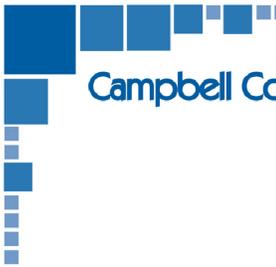
Although it is generally understood that any land in the urban services area have the ability to access services such as sanitary sewer and water, it is recommended that any development in an urban service area should not occur without careful consideration of the type of development proposed and the adequacy of public services and facilities available to support the new development including the timing of needed extensions. Schools, police, fire, water, sewer, and requirements of an urban roadway network and other necessary government services necessary to maintain and enhance a high quality of life are all elements that need to be considered when approving new developments in the urban service area.



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Figure 4-1 - Urban Service Boundary



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DEVELOPMENT CONCEPTS

The 2000 Comprehensive Plan Update included Development Concepts which were established to represent a further degree of detail than the Goals and Objectives. These development concepts were intended to be used by the Campbell County Municipal Planning and Zoning Commission and planning staff for more site specific evaluation of land use recommendations and development proposals. The following concepts still remain valid and are the same as those identified in the 2000 Comprehensive Plan Update.

Throughout the descriptions of these development concepts is a recurrent theme, which is the need to assure all planning for the future considers the concepts of growth management and sustainable development. Sustainable development is an effort to assure sensible and sensitive coordinated use of our social, environmental, physical and economic resources in a fiscally responsible manner. Development concepts encompass the importance of always considering the implications of decisions made today on future generations and to try to take mutual advantage of the valuable characteristics of the sometimes competing areas of land preservation and land development. Planning for social and environmental interests typically results in sound economic development now and in the future. Development concepts affect the following nine areas: residential, commercial, industrial, physically restricted development areas, community facilities, environment, energy, transportation, and information technology.

Residential

- *Density is the major determinant of residential development.*
Residential densities provide the major basis for utilities and community facilities systems planning. Residential densities are established in the future land use plan section and should be used as guidelines for the establishment of newly developed residential areas.
- *A variety of residential densities and housing types is desirable.*
Various residential densities could promote a variety of housing types to serve a variety of economic and social levels necessary to promote diversity in the County.
- *The type of development that should occur within a specific area should be based, in part, upon the unique characteristics of the development site and the character of adjacent development.*
Such a concept would seek to insure that any proposed development would be compatibly incorporated into the fabric of the existing area and would enable the development to best utilize the area's existing features.
- *The density of development for undeveloped land should be based on considerations such as: (a) the density of adjacent developed areas, of which the undeveloped land would be a logical extension; (b) access to major transportation facilities and the capacity of those facilities to accommodate newly generated trips; (c) the nature of adjacent activities; (d) residential development in rural areas should be designed to maintain existing rural character of open space and the appearance*



of low density through conservation subdivisions and clustering; and (e) access to public water and sanitary sewer.

Such a concept would result in development which is compatible with surrounding land uses, would assure that adequate public infrastructure is available, and which would not result in generating high volumes of traffic through low density areas. The County should use the future land use map and use descriptions as a guideline for future development to ensure compatibility with current and future planning efforts.

- *Multi-family residential development should occur in areas which: (a) are located near activity centers or major transportation facilities; and (b) are desirable for residential development, but are characterized by topographic problems, unusual shape, or otherwise unsuitable for single-family residential development.*
Such a concept would afford a greater number of people immediate and walkable access to activity centers and major streets, would reasonably assure that undue traffic volumes will not be drawn through lower density type development, and would provide for the utilization of "difficult to develop" parcels of land that are not key to preservation as open space.
- *The increase or decrease of residential density can function as a transition between incompatible land uses.*
Such a concept would enable the provision of a variety of land uses which might otherwise result in incompatible land use relationships. Increasing density is particularly useful to promote mixed use environments which are key elements of the land use plan for the urban, rural and village mixed use designations.
- *In areas where urban services cannot economically be provided, and are not anticipated to be provided within the planning period, residential development should be at a very low density and rural in character.*
Such a concept will provide for development in areas which will not demand or need the extension of services that cannot be feasibly provided. On the future land use map, such areas are designated as lower density single family residential, rural mixed use and agricultural.
- *The preservation and restoration of housing should be encouraged.*
Such a concept would provide quality housing for the existing and future population, and would preserve structures which have architectural and/or historical significance.
- *Revitalization of central city core areas, by planned redevelopment and rehabilitation of residential uses, should be encouraged.*
Such a concept would aid in preserving a valuable resource, provide much needed variation in residential types and densities and maintain and enhance the viability of such urban areas. These areas can and should serve as local centers for shopping and services for surrounding neighborhoods.



Commercial

- *Proposed commercial uses should be located on the basis of: (a) adequate service population, according to forecasted population distribution; (b) access via adequate transportation facilities; and (c) the relationship to existing and future surrounding development.*

Such a concept would discourage over-development of commercial activities and result in commercial development which is easily accessible to the population and adequately buffered from adjacent incompatible land uses. On the future land use map, such areas are limited to:

- The various incorporated areas in Campbell County where the necessary infrastructure currently exists or can be easily upgraded or expanded;
- In the Rural, Village and Urban Mixed Use areas where commercial uses are sized in relation to the purpose of each of the mixed use areas;
- Along S.R. 536 between the AA Highway and the Licking River; and
- A small neighborhood commercial area on the AA Highway south of Kennedy Road near the southern Campbell County border.

- *In some cases, mixing of residential and commercial use type is desirable (e.g., in certain areas 2nd floor residential use above 1st floor commercial type uses and in mixed use type of development may be desirable). It's imperative that such mixing be well planned.*

In such instances, critical attention needs to be paid to off-street parking needs/ requirements and continuous assurance of compliance with all regulations of commercial use type changes within such structures. Shared parking provisions should be encouraged to insure good use of our land resources. The mixing of residential and commercial type uses may be applicable in the Village, Rural and Urban Mixed Use districts as identified on the future land use map.

- *Commercial concentrations should be developed as planned areas containing the general characteristics of a "shopping center" or "lifestyle center" where all uses are planned and integrated.*

Such a concept would minimize traffic control problems and safety hazards thus maximizing consumer shopping convenience. Particular attention should be paid to the promotion of green spaces on site, access management both internally and externally to the site and coordinated design elements.



- *Spot and strip commercial developments are undesirable and should be discouraged.*
Such developments are usually characterized by: (a) inadequate room for expansion as the need for additional commercial services increases; (b) little or no coordination of vehicular or pedestrian access; (c) inadequate parking; (d) multiple curb cuts; and (e) additional trip generation between facilities, resulting in inconvenience for shoppers and unnecessary additional traffic volumes and hazards on the adjacent street network.
- *Existing commercial activities, which are presently located in areas that are not desirable for commercial development, should either be redeveloped or rehabilitated in a manner that would be more in keeping with uses of the surrounding area (not expanded) or as may be proposed in the future.*
Such a concept would: (a) eliminate or control problem types of development and help to insure that such uses would better blend in with the or community; and (b) discourage over-development of commercial activities, which could have the effect of endangering the economic health of well-located commercial developments.
- *In rural settings, commercial development should be sized and located at a scale consistent with the population and area it serves.*
Commercial development in rural areas, serving a smaller population base and drawing from a larger service area, should be located and sized accordingly, but developed using the same principles of development embodied in the preceding concepts (e.g., characteristics of a compact "shopping center" or "lifestyle center" concept with adequate off-street parking, controlled ingress and egress, coordinated design, etc.).

Industrial

- *Locations of industrial type development should be based on area – wide considerations that will benefit the County as a whole; specifically, not an attempt to locate a certain amount of industrial development in each political subdivision. Location should be determined on the basis of the advantageous characteristics any given area exhibits for such development and without consideration to arbitrary jurisdictional limitations.*
Such a concept would result in utilization of the most suitable and desirable land for industrial development and the location of employment centers which would be accessible to the greatest number of persons. The future land use plan identifies such areas:
 - Along the western portions of S.R. 536, upon expansion, between U.S. 27 and the AA Highway. Such industrial uses should be mixed with office type uses promoting a campus style atmosphere with green spaces and coordinated design elements;
 - South on U.S. 27 between S.R. 536 and Craft Road. Such industrial uses in this area should be mixed with office type uses promoting a campus style atmosphere with green spaces and coordinated design elements;



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- Along the western side of the Mary Ingles Highway between Winters Lane and the western Silver Grove municipal boundary. This area focus on purely industrial uses as identified on the future land use map.
- *Land which is most advantageous for industrial development should contain the following characteristics: (a) good access to major transportation facilities; (b) good proximity to urban development (employment sources); (c) relatively flat land; and (d) a full range of urban services.*

Depending on its size and nature of manufacturing, industrial development can generate significant traffic volumes (automobile, trucks, and sometimes rail services) necessitating good access to major highways and to employment sources (urbanized areas) in order for the street network to be able to accommodate the traffic volumes and prevent the generation of traffic through low density areas. Most industrial development, by its very nature, requires central sanitary sewer services and water supply, gas and electric service, higher levels of police and fire protection, etc. Such development often also depends upon water and rail for delivery and/or distribution of products and supplies.
- *Land which can be most advantageously used for industrial purposes should be identified and reserved for industrial use and encouraged to be exclusively used for such purposes.*

Land which is most advantageous for industrial development in the Northern Kentucky Area is at a premium. Thus, identification and reservation of such land is necessary. Increased industrial development in these well located areas would increase employment opportunities. It would also result in an increased tax base for the provision of public services; and insure better use of transportation systems, thus utilizing less energy and causing less pollution to the environment. As previously mentioned in this section, the following areas have been identified for industrial use:

 - Along the western portions of S.R. 536, upon expansion, between U.S. 27 and the AA Highway (mix of office and industrial uses).
 - South on U.S. 27 between S.R. 536 and Craft Road (mix of office and industrial uses).
 - Along the western side of the Mary Ingles Highway between Winters Lane and the western Silver Grove municipal boundary (pure industrial).



Physically Restrictive Development Area

- *Areas which are flood-prone (within the 100-year floodplain) and/or landslide prone (slopes of 20% and greater and/or areas which contain known soil and/or geologic formation problems) should be preserved, or very rigidly controlled.*
Such a concept would prevent unnecessary construction problems which might consequently result in hazardous or dangerous conditions; and, encourage certain areas to be maintained in their natural open state as an integral part of the landscape.
- *Guidelines prepared and adopted by the Hillside Trust, "A Hillside Protection Study for Greater Cincinnati" (1991) should be utilized when development is proposed in sensitive hillside areas.*
Use of these guidelines will help minimize potential problems and to maintain the natural character of these areas.

Community Facilities

- *Locations of existing and future community facilities should be based on an area wide approach to the provision of such services. Such locations should also be based on logical service areas, defined according to generally accepted standards promulgated by authorities in each of these specialized fields.*
Such a concept would insure adequate provision of well located facilities without unnecessary duplication.
- *The school - park plan concept should be utilized in development of both school and park facilities.*
These two types of facilities serve similar population groups, and there exists a great potential for coordination and joint use of facilities to the benefit of the tax paying public. For example, this could also include other resource sharing between the community and schools to include such facilities as use of indoor gymnasiums, libraries, auditoriums and other facilities.
- *Appropriate authorities and private developers should be encouraged to incorporate designs for community facilities into the early stages of development.*
Such early incorporation shall serve to insure that such facilities do not appear as "after-thoughts" located only where remnants of undeveloped land exist and that capital improvement planning for completion of such facilities can be reasonably programmed. The facilities should also be designed in such a way as to visually fit with the surrounding community with respect to scale, massing, materials and siting where appropriate.



Environment

- *Centralized water supply and centralized sewerage facilities should be developed in a coordinated fashion, to properly service development in urban areas.*
The extension of water supply into areas not served by centralized sewerage facilities is known to increase water usage and wastewater production and often overloads the capacity of subsurface disposal systems, resulting in ground pollution and unhealthful conditions. Close and continued coordination with Sanitation District #1 is essential to this pursuit.
- *Septic tanks and other individual on-site sewage disposal systems should not be used to serve urban-type development. In rural areas, where extension of public sewer service is unlikely to occur, residential development should incorporate innovative design with adequate lot sizes or other open areas to accommodate on-site disposal.*
Widespread use of such sewage disposal methods can result in hazardous environmental conditions (i.e., water and ground pollution, offensive odors, bacteria breeding, etc.). Whenever possible, development should occur where public sewage treatment is available. In the absence of such treatment, where on-site disposal is used, a variety of innovative technologies exist, which can be used to decrease the likelihood of pollution problems such as package treatment systems and Wisconsin Mounding.
- *Development on land which is susceptible to hillside slippage and/or erosion should be limited, whenever possible, and strictly controlled; using appropriate measures that help ensure problems do not occur.*
Such a limitation on development would prevent hazardous conditions and also result in maintaining the environmental quality of the area by preserving open space.
- *The land development and review process should include an evaluation of all wooded development sites that considers: a) the quality of the existing trees, b) the value of trees for screening, c) the value of trees for greenspace, and d) any other environmental benefits that may result from preserving such woodlands.*
Such a limitation on development would prevent the unnecessary clearing of a site while maintaining and preserving the natural character of the environment as natural open space or for passive recreation pursuits.
- *Solutions to the solid waste management problem should be both long and short range in nature and should consider collection and transportation, disposal methods, public vs. private involvement, time sequencing, cost alternatives, and environmental impact.*
Solid waste "management" is intended to be an all-encompassing term inclusive of the study of amounts collected, methods of transportation and disposal, alternatives of private and public involvement (control and accountability), time sequencing of moving from short to long-range solutions, cost comparisons, financing alternatives, etc. Whatever methods are utilized/recommended, it is of critical importance that they be organized so as to avoid health hazards, provide reasonable accessibility without detrimentally affecting urban concentrations, take advantage of whatever



techniques and methods of energy and resource recovery which prove to be within the practical support capabilities of the area, and that the problem be viewed on an area-wide basis.

- *Federal, state, and local performance standards should be strictly applied to all development.*
Such compliance should help to ensure adequate control of air, water, noise, and other types of pollution.
- *Erosion prevention and control techniques should be stringently applied to reduce sedimentation problems and to manage storm water.*
Such control would: improve water quality; prevent damage to stream channels and siltation of storm sewer systems, which cause flooding of yards, basements, etc.; and prevent the loss of prime topsoil. Consider the implementation of maximum lot coverage or impervious surface ratios in the Campbell County Zoning Ordinance to limit the amount of private property covered by impervious surfaces.
- *As development occurs, stream flow characteristics should be determined and recorded.*
Such an effort would establish a baseline for future storm water management and water quality monitoring to potentially improve the health and safety of the population who rely on or may be impacted by natural water sources.

Energy

- *Energy-efficient development should be promoted by employing those types of land use arrangements which will minimize the distance and number of vehicular trips to work, to commercial activities, to schools, etc. Such land use arrangements should also facilitate the provision of mass transit via the concentration and coordination of population and employment centers.*
Minimizing the distances and number of vehicular trips would reduce the amount of energy (fuel) consumed, and also reduce the impact of auto emissions (pollution) on the environment. Facilitating the provision of mass transit would decrease the dependency on, and use of, the automobile thus, improving air quality of the region, as well as increasing the opportunities and choices for travel. This effort should be proactively pursued in close coordination with TANK for local mass transit issues and with OKI for regional mass transit initiatives.



Transportation

- *A balanced transportation system should be encouraged through the provision of a comprehensive multi-modal approach.*
Such an approach would achieve the most efficient utilization of all modes of transportation (e.g., air, water, rail, mass transit, highways, bicycle paths, pedestrian walkways, etc.). New development should be encouraged to provide linkages to existing and future developed areas for pedestrians and bicyclists that are physically separated from motor vehicular traffic. This effort should be proactively pursued in close coordination with TANK for local mass transit issues and with OKI for regional mass transit initiatives.
- *Unnecessary and disruptive traffic should be minimized in residential areas through a combination of street improvements and other disincentives to discourage short cut traffic and the location of high volume traffic generators along major arterial streets, rather than along local streets.*
The generation of traffic through residential areas creates noise, pollution, and potential safety hazards which would be detrimental to the residential character of the area. It would also result in overloading the design capacity of streets not intended for such purposes, thus reducing the safety in residential areas.
- *Development on major arterial streets should incorporate adequately designed access controls.*
Such a concept would aid in maintaining existing and projected roadway capacities, and would provide for safe vehicular and pedestrian movements.
- *The increased use of, and provision for, mass transit as a significant mode of transportation should be strongly advocated.*
Such use of mass transit would result in a more efficient means of transportation, reduced energy consumption and air pollution, and making an alternative means of transportation more available to the population.
- *New development and redevelopment efforts should be measured against the Campbell County Transportation Plan, adopted by the Campbell County Fiscal Court in September 2003.*
Such a measurement will permit the County to adequately assess the impacts of new development and redevelopment projects on the existing roadway network and permit dialogue between the County and the development community in the upgrading of the existing roadway network.



Information Technology

- *Availability of information technologies and infrastructure should be incorporated into all developments.*
Such an effort would help to establish that all sectors of the population have access to such technologies. Wireless telecommunication, high speed and broadband internet access, seeks to promote better connectivity between local governments, governmental services, residents and businesses.
- *Provision for, and location of, information technologies should be accomplished in a manner which discourages redundancy and duplication.*
Such an approach would guide providers of such technologies into sharing and locating their facilities on the same site and structure. Such an effort would result in a more aesthetic man-made environment by reducing the number of facilities (e.g. towers, satellite receivers, etc.) to provide such services. Close coordination between local cellular providers, satellite and cable companies should be established in order to ensure duplication of services beyond a healthy competition level in order to keep costs to consumers as reasonable as possible.

Viewsheds and Viewshed Protection

- *Viewsheds that have unique aesthetic elements or that contribute to the overall character of the community should be protected and preserved.*

A viewshed is an area that is visible from a defined observation point. Viewsheds have been shown to make a positive contribution to the general health, safety, and welfare of a community. Viewsheds enhance property values, contribute to the economy, and may serve as the part of the foundation of a community's identity².

A review of the vision, goals and objectives (earlier in this document) demonstrates the community's support for the preservation and protection of viewsheds. It is suggested that a process be established to inventory areas of visual interest and/or significance to the community. The process should also provide a means to assess the characteristics and quality of the viewshed. Further, the process should include a mechanism to gather public input as part of viewshed protection initiative.

² American Planning Association, Planning and Urban Design Standards. (New Jersey: 2006) 622



FUTURE LAND USE MAP

The decision making bodies of Campbell County should use this Chapter, and, in particular, this Section, in making decisions regarding the physical development future of Campbell County to assure the development of public and private property in the most appropriate relationships. The proposed land use patterns are purposely general in nature to provide a general development guideline to be used in conjunction with more specific guiding elements of this Plan including the Vision, Goals and Objectives, Development Concepts, and Mixed Use Area recommendations identified later in this Chapter. This Plan should be considered a dynamic document that should be frequently revisited to ensure that the Vision, Goals and Objectives remain valid in their application.

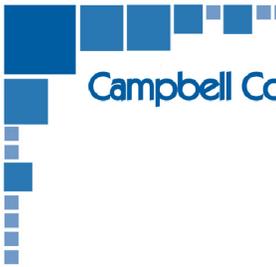
The future land use map is the result of a year-long public process. This public process included public open house meetings, multiple working meetings with the Campbell County Comprehensive Plan Advisory Committee and open dialogue with the Campbell County Municipal Planning and Zoning Commission. The results of the public process established four potential scenarios for the future land use pattern of Campbell County. These scenarios were: *Pro Preservation*, *Pro Growth*, *Do Nothing* and a *Hybrid* approach which was a culmination of the previous three recommendations. The resulting future land use map, identified in **Figure 4-2**, is not the original developed hybrid scenario, but a modified hybrid of the *Pro Preservation*, *Pro Growth* and *Do Nothing* approach with a slightly favorable bent on rural preservation. This scenario was established based on several factors including: the overall community vision, the provision and adequacy of infrastructure, the provision and adequacy of community services and physically restricted development areas that exist in the County.

Future Land Use Categories

The following pages generally describe each future land use category, as illustrated on **Figure 4-2**, the Future Land Use Map for Campbell County. For ease of reference, the colors used to outline the photographs in the land use categories listed below mirror the land use designation on the Future Land Use Map.

- **Lower Density Single Family Residential** – Large-lot one-family detached residential dwellings, located on lots one acre or larger, where sanitary sewer and or water may not be readily available and where a rural atmosphere is largely present (e.g. detached single family dwelling on 1.5 acres, farm house, etc.).





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Figure 4-2 - Future Land Use

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- **Higher Density Single Family Residential** – Smaller lot, one or two family detached residential dwellings, on lots smaller than one acre, where sanitary sewer is readily available. Higher density single family residential developments typically occur in a subdivision type setting (e.g. detached single family dwelling on ¼ acre, patio homes, duplex, etc.).



- **Multi-Family Residential** – Residential developments housing three or more families in individual units in one or more buildings (e.g. Condominiums, Apartments, Townhouses, etc.).



- **Campus Style Office** – A development on a tract of land containing a number of separate office buildings used for conducting the professional affairs of a businesses, services, industries or government including green open space, water features and/or other landscaped amenities and that is designed, planned, constructed and managed on an integrated and coordinated basis. Campus style office developments may include accessory uses such as a small restaurant, convenience store or bank.





- Mixed Office/Industrial** – A development on a tract of land containing office buildings used for conducting the professional affairs of businesses, services, industries or government constructed and managed on an integrated and coordinated basis as well as light industrial type uses that include any type of manufacturing, assembly, warehousing, distribution or similar operation that can conduct its activity without creating significant nuisances for surrounding parcels. Typically, research and development type industrial uses or warehousing/distribution are predominate in a mixed office/industrial type environment.



- Urban Mixed Use** – The development of land, building or structures that includes a variety of complementary and integrated uses such as, but not limited to, higher density single family and multi-family residential, office, manufacturing, retail, public, or entertainment uses in a compact, dense form.



- Village Mixed Use** – The development of land, building or structures in a dense, compact environment that includes a variety of integrated uses such as, but not limited to: residential, office, light manufacturing, local retail, civic and governmental services, public, recreational and or entertainment uses in an environment that it typically comprised of smaller lots on a grid street system.





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- **Rural Mixed Use** – The development of land, building or structures that includes a variety of complementary and integrated uses such as, but not limited to: residential, agricultural, agri-tourism, office, light manufacturing, local retail, public, or recreational and entertainment uses in an environment that provides or maintains large amounts of open space and green areas.



- **Active Recreational Facilities** – Land, buildings or structures that provide space for sports or physical activity. Facilities may include indoor and/or outdoor space for field and court sports (such as baseball, soccer, basketball, racquet sports), as well as golf courses, playground equipment, swimming pools, exercise trails, etc.



- **Open Space / Natural Areas** – Land primarily retained for the preservation of the natural environment or overall landscape enhancing the quality of life for the community. Open spaces may include fields or landscaped areas not containing physical structures. Natural areas may include, but shall not be limited to: wetlands, meadows, woodlands, lakes and ponds, and stream corridors.





- Passive Recreational Facilities** – Land retained in its natural environment that give the visitor opportunities for walking trails, bird watching, nature exploration, and other activities that require outdoor spaces that have not been customized to a specific activity. Passive recreational facilities can range in size from a fraction of an acre to square miles, depending on the type of landscape and experience provided. Passive recreational facilities are open for general use, and may have improvements such as primitive trails, benches, waste receptacles and directional signage to improve visitors' ability to use and enjoy the facility.



- Light Industrial** – Uses that include any type of manufacturing, assembly, warehousing, distribution or similar operation that can conduct its activity without creating significant nuisances for surrounding parcels. Typically, all processing is conducted within buildings, requires limited exterior storage, generates small amounts of tractor trailer traffic, and are reasonably free of potentially hazardous or objectionable elements such as noise, odor, dust, smoke, glare, or other pollutants (e.g. electronics assembly plant, bottling plant, machine shop, etc.).



- Agricultural** – The use of land for farming; ranching; aquiculture; apiculture; horticulture; viticulture; animal husbandry, including, but not limited to, the care and raising of livestock, equine, and fur-bearing animals; poultry husbandry and the production of poultry and poultry products; dairy production; the production of field crops, tobacco, fruits, vegetables, nursery stock, ornamental shrubs, ornamental trees, flowers, sod, or mushrooms; timber; pasturage. Accessory uses such as the sale, processing, drying, and storage of agricultural products when those activities are conducted in conjunction with, but are secondary to, the primary agricultural activity may be present also.





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- **Licking and Ohio River Corridors** – Land reserved along the banks of the major river corridors in Campbell County to preserve its scenic, recreational, cultural, historic, economic and environmental value to the community. Public access to the rivers should be integrated with open space/natural areas to improve and enhance the green infrastructure of the county. Development and redevelopment of these areas must be carefully managed to maintain the environmental integrity of the watershed and interconnections of land uses throughout the entire length of the corridor.



Photo Courtesy of Licking River Watershed Watch

- **Northern Kentucky University (NKU)** – The use of land, buildings or facilities in conjunction with the Northern Kentucky University activities, education and events. This includes, but may not be limited to dorms, classroom facilities, and athletic fields, and research facilities, utilities, parking areas, field houses and convocation centers.



- **East/West Gateway** – The use of land, buildings or facilities adjacent to S.R. 536 for mixed use or rural type commercial uses developed in a cohesive design manner in order to establish the east/west gateway into Campbell County. Uses should promote access management, design guidelines and appropriate types of development that will serve the needs of surrounding neighborhoods.





Future Land Use Plan General Guiding Principals

By 2030, Campbell County is expected to be home to approximately 20,000 additional residents and up to 8,000 new dwelling units. Additional jobs will be created in the public and private sectors, further placing strain on the mostly rural roadway system, county services and public safety in the unincorporated areas of the County. With this increase in population and businesses comes the need to manage growth in a manner that is both fiscally responsible and preserves or enhances the quality of life of existing and future residents of Campbell County. The physical development of residential neighborhoods, commercial areas, office and service establishments, industrial areas and public facilities becomes essential to healthy and vibrant communities.

Rural Areas

Roughly 45% of the unincorporated areas of the County fall outside of the urban services area. In a majority of these areas, the predominant character is that of agricultural land, woodlands, meadows and other natural open spaces. The overall vision for the rural areas outside of the urban service area³ is the preservation of the rural character in an economically sustainable manner including the preservation of viable agricultural farmland and protecting important views that enhance the quality of life in Campbell County. On the Future Land Use Map in **Figure 4-2**, rural areas both inside and outside of the urban service area includes primarily the agricultural category and the rural mixed use category.

In part, rural preservation planning objectives can be advanced through efforts such as the following:

- Requiring higher amounts of open space preservation through the implementation of regulatory controls that promote clustered development and require higher percentages of development to be “set aside” in perpetuity in its natural state.
- Increase the minimum lot sizes for residential development in zoning districts that apply to rural areas of the County. For example, the R-RE Residential Rural Estate districts permit single family dwellings on lots one acre or larger. These densities, at the one acre minimum, are not conducive to rural preservation efforts and are not of sufficient size to promote true agricultural uses.
- Change the zoning in portions of the County in the rural areas to a district that is less intensive, in both use and density.
- Support agricultural networking activities in Campbell County as identified in the American Farmland Trust (AFT) report “A Profile of Agricultural and Cost of Community Services Study, September 2005”.
- Explore the potential of utilizing a “transfer of development rights” program to permit increased development densities in more urban mixed use areas in exchange for higher levels of agricultural and open space preservation in rural areas.

³ An urban service area can be described as a geographical area of land for which urban services such as sanitary sewer, water and a higher capacity roadway network are available or are expected to be available in the short term future. Urban service areas are designed for a denser population than areas outside of an urban service area.



Urban Areas

Urban areas are located within the urban services area and that are either currently served by sanitary sewer and water or are expected to be serviced within the next ten to 15 years. Roadway networks and public services are also in place to accommodate higher volumes of traffic and activity generated by higher density residential uses and non-residential type of developments. While rural development can occur within the urban areas within the urban service area, and provide a variety of benefits in a community, a majority of the land located in an urban area should be utilized for higher densities of residential uses, commercial and service businesses that serve local or regional residents, and, industrial uses. Urban areas are also ideally suited to provide a concentration of public services and community facilities.

On the Future Land Use Map in **Figure 4-2**, urban areas include the lower and higher density single family residential land use categories, the mixed office/industrial category, the NKU area, the Urban and Village Mixed Use categories, the East/West Gateway and the Industrial Use categories.

Effective development and management of urban areas can be achieved through some of the following efforts:

- Developing higher densities of compact land uses (both residential and non-residential) through new or infill development.
- Facilitating walkable communities or the connection of several communities through a sidewalk or dedicated path system.
- Encouraging a mix of uses to support and broadening the economic tax base of the County while providing locally accessible services.
- Encouraging a mix of housing types that are not available in the rural areas, including smaller lot single family detached dwellings, townhouses, condominiums and other similar high-density residential unit types.
- Encouraging a more urban visual character through the use of the Zoning Code. Key aspects of this character include: smaller lots, smaller setbacks, taller buildings and mixed uses. The County may consider the establishment of form-based zoning for specific areas to promote a harmonious blend of uses.
- As residential uses transition from more urbanized areas to less urbanized areas, consider limiting densities in the areas of transition to promote a gradual reduction of density. For example, the overall density of new residential developments in transitional areas should be within 1.5 times the adjacent or surrounding density (e.g. for a new development abutting an urban development with an average of 12 dwelling units per acre, the minimum density to be considered for transitional purposes would be 8 dwelling units per acre).

In order to provide flexibility in planning and to permit for unique or well-designed projects in the future in both the rural and urban areas, the future land use plan is quiet on specific recommended densities for residential uses⁴. The decision making bodies in Campbell

⁴ The fiscal impact study conducted as a part of this planning process does assume some densities for the purposes of identifying economic impacts of future development. The density assumption in the fiscal impact study should not be construed as being wholly applicable to the future land use plan.



County should rely on the general guidelines established under the appropriate land use designation in the *Future Land Use Categories* Section for the area in which the development or redevelopment project is proposed, in addition to the zoning code, the adopted *Vision, Goals and Objectives*, the *Development Concepts*, and the *Future Land Use General Guiding Principles* established in this Chapter.

In a few instances, more clarification is necessary to help identify the types of development that are desired by the community. These primarily fall under the “Mixed Use” area descriptions which are described in the Section below.

As an additional tool to help the decision makers consider the specific details for development proposals, the following bullet points should serve as a base for the review of proposed residential density:

- Lower Density Single Family Residential = 2.0 and under dwelling units per net acre
- Higher Density Single Family Residential = 4.1 to 7.0 dwelling units per net acre
- Multi-Family Residential = 14.1 to 30.0 dwelling units per net acre

It is expected that as the residential densities increase, there will be a proportional increase in amenities (such as parks, trails, etc.), preservation of natural features, and other considerations for the benefit of the county.

Future Land Use Plan Mixed Use Area Descriptions

Crestview – Village Mixed Use

Founded in 1948, this area was originally called “Vet Village” and settled by the families of veterans of World War II. It was renamed in 1952, through a contest, as Crestview. With the exception of a wooded area to the southeast, this neighborhood is primarily built out with single family detached dwellings.

Future infill development and redevelopment efforts should focus on maintaining and enhancing the existing character through design efforts that are similar to what currently exists. Emphasizing compatible building massing, scale, size, and building materials in relation to the surrounding developments will help in these efforts. Some discussion at the public forums identified that Crestview may be better served by incorporating with Cold Spring or Highland Heights in order to consolidate services and coordinate future planning efforts.



Intersection of Skyline Drive and Uhl Roads.



Development and redevelopment efforts should focus on developing an urban village environment that emphasizes:

- A compact development pattern.
- Neighborhood retail uses that meet the everyday needs of the surrounding community.
- A mix of uses, both horizontally (multiple parcels of land) and vertically (multiple stories of a building).
- Higher density residential patterns near the core of the village area, transitioning to the corresponding lower density of the surrounding communities as it moves outward.
- A complete and pedestrian-friendly sidewalk system.
- Streets that are scaled for that of a village (not oversized or over engineered to accommodate “worst case scenarios”) and that follow the natural contours of the land.

Silver Grove/Melbourne – Village Mixed Use

Located on the Ohio River, the Silver Grove/Melbourne area is characterized by a mix of land uses on a primary grid street layout in the oldest parts of the areas; much like that of a traditional village. The City of Silver Grove differs from many local communities because it was a preplanned “company town” that was planned, managed and built in its entirety by the C&O Railroad Company⁵.



Silver Grove on Route 8

In the late 1800’s the Silver Grove area was known for Phoenix Grove a popular recreational resort on the Ohio River. In 1914, a local newspaper described Silver Grove as the most modern city in Northern Kentucky due to its advantages of electric lights, city water, a city manager and most importantly its own sewage plant. The new city also had its own fire department, school and park. By 1948, the railroad left the City.

Melbourne was settled in Campbell County around 1890 along the Ohio River that once boasted an internationally known carriage factory which was destroyed by the 1913 Ohio River flood and the popularity of automobiles. Melbourne was incorporated in 1912.

Curvilinear streets and mobile homes make up the remaining parts of the residential areas of the City in newer sections. Industrial uses predominate along the Ohio River, taking advantage of access provided by State Route 8 and an active rail line. This area is surrounded on the west and south by large lot residential uses and by mature woodland and Melbourne at its eastern boundary.

⁵ History of Silver Grove/Melbourne area from www.northern-kentucky.com

Development and redevelopment efforts for the City of Silver Grove and the neighboring Melbourne area must focus on continuing the Village Mixed Use character that was historically established in each area. Emphasis should be placed on:

- A compact development pattern with a mixed use element in the city center comprised of residential, service, community, governmental and retail uses that serve as a trade center for neighboring communities.
- New development and redevelopment efforts that promote both horizontal and vertical mixed use elements, particularly south of the State Route 8 corridor. This area's role as a traditional village commercial district is unique in the area should be enhanced.
- Design guidelines that ensure that new development fits with the existing built character.
- A pedestrian-friendly sidewalk system that links the residential areas of the communities to the City Core.
- Neighborhood retail, professional offices and neighborhood shopping center uses on the Route 8 corridor west of 4 Mile Road. Highway commercial uses (hotel, restaurants) are also an option on State Route 8, north of the City Core if appropriate services are available.
- Continuing light industrial uses in and around existing light industrial areas, particularly in the area north of State Route 8 and south of the Ohio River. Particular attention must be given to managing development within the floodplain.
- Higher density residential patterns at approximately 6-8 dwelling units per acre should be continued near the core of the Village area, transitioning to that of the surrounding communities as it moves outward.
- Streets that are scaled for that of a Village (not oversized or over engineered to accommodate "worst case scenarios") and that follow the natural contours of the land.

Camp Springs – Rural Mixed Use

Settled in the early 19th Century by German immigrants, this rural area was once home to farms that produced 1/3 of the national wine output. Because of the hilly topography, much of the non-agricultural development occurred on the hillsides and along what is now 4 Mile Pike. By the end of the 19th century, the vineyards were destroyed by blight and vegetables and orchards soon took its place. Today, the ribbon-type development continues along 4 Mile Pike, with a mix of agricultural farmland, single family dwellings on large lots and an auto



Camp Springs – 4 Mile Pike and Stonehouse Road



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salvage yard at 4 Mile Pike and Leick Road. Lands not directly adjacent to county and local roads are frequently undeveloped mature woodland areas, worthy of preservation as identified by the citizens of Campbell County.

Key to this area is the preservation of the character that currently exists. Lower densities are desired by the community to maintain the historic and scenic byway character. Potential recommendations include:

- Consideration of the establishment of a low intensity commercial zoning district that permits bed and breakfast type uses, specialty type niche shops, coffee houses and winery/food establishments but limits more intense uses. These should be clustered along 4 Mile Pike and promote current agri-tourism efforts currently underway including efforts to re-establish vineyards.
- Consider establishing a small traditional Village center near 4 Mile Pike and Stonehouse Road. This area should permit residential development in a higher density mixed use environment while preserving surrounding agricultural lands and open spaces. Design guidelines should be developed for this area to ensure the coordination of new development in the new traditional village nucleus.
- This Village center area should promote both horizontal and vertical mixed use elements and should promote pedestrian-friendly neighborhood commercial, service and community type uses.
- A variety of residential types in the rural, village nucleus and corridor areas should be encouraged to promote diversity.
- Non-residential uses and smaller lot residential uses should be discouraged on all local rural roads due to the limited access, narrowness and insufficient geometric alignment of the roads.
- Recreational uses are recommended for bike and walking trails on the east side of 4-Mile Pike.
- Protect and preserve open spaces and green spaces through significantly larger lot zoning than what presently exists in the County Zoning Code outside of the village nucleus and along 4 Mile Pike. Consider an overlay district that establishes lot sizes of several acres or larger.
- Increase minimum lot frontages and setback on 4 Mile Pike outside of the village nucleus area in order to lessen the impact of new development on the existing roadway system.



Hickory Sticks – Rural Mixed Use

Located in California, Kentucky, the Hickory Sticks Golf Club is a traditional public 18 hole golf course nestled in the rolling hills of southern Campbell County near the Ohio River. The course is relatively new, having opened in 1997 and is surrounded by woodlands and large lot residential housing.



Hickory Sticks Golf Club, California, Kentucky

Planning efforts for this area should focus on:

- Continuing to encourage and maintain recreational areas including the golf course, bike trails, walking trails, and horse trails.
- Future integration of middle and upscale market point residential properties. Such housing, including larger homes on lots clustered around the golf course, upscale condominiums, town homes and patio homes, would help to achieve the goal of increasing the County's stock of middle to upscale housing. Clustering housing will permit the retention of the surrounding woodlands and open spaces. Residential uses must be adequately buffered through the maintenance of woodland and open spaces from Route 8 and the AA Highway.
- High quality design standards through the establishment of a Planned Unit Development should be established prior to housing construction to ensure quality design review by the County.
- Consider the integration of neighborhood retail uses within walking distances of the residential housing on Painter Road.

Intersection of SR 536/AA Highway – Urban Mixed Use

This area presently does not exist as a full intersection, but there are specific recommendations in the 2003 Campbell County Transportation Plan to extend S.R. 536 (Creektrace Road) east from U.S. 27 to the AA Highway and potentially beyond to State Route 8. The recommendation is for a new two lane connector to facilitate east/west movements throughout the central portion of the County where no direct route presently exists. The estimated cost in 2003 was \$35 million. The market potential of this area is tremendous if the State eventually extends State Route 536 east to the AA Highway or State Route 8. As a major commercial/service intersection in the central/southern portion of the County, this location will become extremely valuable.



AA Highway at Future Intersection of extended 536.



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To ensure that development in this area meets the County's Vision, Goals and Objectives, efforts involving this area should include the following:

- Establish a traditional village center at this location. The specific types of uses to be established in this area should follow those recommended for the Urban Mixed Use category including a compact built environment comprised of higher density residential uses, office, retail and service type uses. Because of the preliminary designation of the State Route 536 extension as a "two lane connector", substantial development may not be appropriate due to the large volumes of traffic that would be generated by extensive development at this key intersection with the AA Highway.
- When planning for the traditional village center, consider incorporating pedestrian linkages to the Campbell Ridge Elementary School and permitting adequate space for the future expansion of this facility.
- Secure space for future pedestrian linkages between the Brookwood Subdivision and the future village center.
- When this area develops into a village center, consider working with the Campbell County School District to share the Campbell Ridge Elementary School facility as a community center type facility for evening and weekend use (gym activities, classroom programming, etc.). The dual use of this facility, if permitted, would serve both the educational needs of students and the community recreation/services needs of the local citizens.
- Consider the application of design guidelines to mirror the newer surrounding development of the Brookwood Subdivision and the Campbell Ridge Elementary School. These controls will support cohesive design for this new intersection and village node.
- Access management must be considered in this area with limited linkages to the AA Highway and 536 to ensure proper traffic flow and safety.
- Light industrial uses, if proposed, are applicable only on the west side of this mixed use area, west of the AA Highway where adjoining the proposed mixed office/industrial corridor as 536 is extended.



Central Alexandria Area – Rural Mixed Use

This rural area is characterized by agricultural farmland, large lot single family residential housing and woodland. Future development of this area may be affected by the future extension of State Route 536 and the recent opening of the Eastern Regional Treatment Plan in 2007. Even though this area is located within the urban service area, it is recommended to remain rural in nature due to its large amounts of mature woodland and agricultural farms, its rural roadway network, and its ability to serve as a transitional area between the urbanized areas of U.S. 27 to the west, the potential urbanization of the future State Route 536 Corridor to the north and the rural agricultural farmland to the east and south.



Central Alexandria Area – Persimmon Grove Pike

Specific planning recommendations for this area include:

- Promote the rural character of this area through the application of appropriate zoning districts that require large lots. This may require the development of a new zoning district that requires lot sizes greater than one acre (currently the largest single family residential lot size required) to ensure rural character.

Flagg Spring – Rural Mixed Use

Built around the Flagg Spring Baptist Church in the 1800's, the Flagg Spring Rural Mixed Use area is located directly west of Mentor. The Flagg Spring Baptist Church graveyard is the final resting place of one of the county's most celebrated Civil War veterans, Jefferson McGraw, who was recruited to help maintain the state's neutrality in the days prior to the Civil War. The area is currently characterized by an 18 hole golf course and clubhouse facility that opened in 1997.



Flagg Spring Golf Course (left) and Mentor (right).

The area is easily accessed by the AA Highway which traverses along the western edge of the golf course. The area is surrounded to the north by mature woodland, to the east by large lot estate residential type homes and agricultural farmland.



Specific planning recommendations for this area include:

- Continue to encourage and maintain the golf course as a viable recreational destination for the region. Increase the recreational viability and accessibility through the establishment of walking, bicycle and horse trails between the Ohio River and the golf course.
- Encourage the continuation of the larger estate type residential housing immediately around the golf course to the north, west and south.
- Encourage the future development of a traditional village node to the east between the golf course and Mentor. The village node should focus on a compact development design and encourage a mix of housing, neighborhood retail and service type uses that will be able to serve the surrounding neighborhoods and the golf course.
- Consider conservation subdivision type development to encourage residential housing with views of the Ohio River. Such development should be respectful of the topography and preservation of natural features in a compact design with at least 40% common open space as a part of the development.
- Investigate discussion opportunities with TANK for the future expansion of bus service on Route 8 as future population warrants.

Intersection of US27 and SR 536 – Urban Mixed Use

Located south of the City of Alexandria, this intersection area is identified in the 2003 Campbell County Transportation Study to become a four way intersection with the potential extension of Route 536 from U.S. 27, east to the AA Highway and potentially to Route 8. Because of this potential upgrade as the central/southern east/west connector, traffic volumes and development opportunities are likely to increase. In order to proactively plan for this area, the following recommendations should focus on:



Area of potential extension of 536 at U.S. 27

- Concentrating development in the area around the newly formed intersection as 536 is extended. Focus development efforts on the western side of U.S. 27 while preserving the proper right of way, through planning efforts, to ensure that areas needed for the extension of 536 are not developed. Expansion of development along State Route 536 and U.S. 27 outside of the identified urban mixed use area on **Figure 4-2** should be discouraged to prevent urban sprawl and to preserve the appropriate and safe access to State Route 536 and U.S. 27.
- Promote the establishment of community service type uses to serve the needs of the central and southern areas of Campbell County. Such uses may include libraries, clinics, educational institutions and public service type uses.

- Promote local and destination type retail and service uses in a clustered, compact development pattern around the intersection. Access management through the use of a frontage road is recommended to prevent multiple curb cuts on U.S. 27 and State Route 536.
- If residential housing is to be developed in this area, require such housing to be located behind the concentration of businesses at the intersection of State Route 536 and U.S. 27. Limit access to the residential subdivisions through as few streets as possible to reduce the amount of curb cuts along these thoroughfares. Residential areas should be developed in a conservation subdivision type character to cluster housing and preserve common open spaces in and around the community.
- Light industrial uses may be accommodated on the eastern edge of this urban mixed use area as it adjoins the future mixed office/industrial area on the proposed extension of State Route 536. Light industrial uses should be discouraged in the western portions of this area, in particular west of U.S. 27.

South U.S. 27 – Urban Mixed Use

This small mixed use area is within the expanded urban service area and is approximately midpoint on U.S. 27 between Route 536 and the southern boundary of Campbell County (between the new intersection of U.S. 27 and Woeste Road south to the intersection of U.S. 27 and Race Track Road). This area is also currently in transition with the recent realignment and widening of U.S. 27. Undeveloped woodland and agricultural farmland exist primarily to the west of U.S. 27 with traditional residential subdivision development and large lot residential uses existing on the eastern side of U.S. 27. Limited retail and office developments exist directly on the western frontage of U.S. 27.



South U.S. 27 Urban Mixed Use Area between KY 4 and Race Track Road

In order to properly plan for this area, recommendations should focus on:

- Take advantage of the realignment and widening of U.S. 27 as well as the future extension of Route 536 in providing for an area of dense, integrated, mixed use commercial/light industrial development in this area. Coordinated development should occur that provides limited access to U.S. 27 with the use of frontage roads in order to inhibiting sprawl or ribbon type development which would perpetuate multiple curb cuts.
- Consider the use of a zoning overlay district or mixed use planned unit development that will focus on design guidelines, coordinated development and limited access to U.S. 27. The most intensive uses should be located to the north of this area to reflect the mixed office/industrial land use designation and to reflect the existing development patterns directly north of the area.



Grants Lick Ridge – Rural Mixed Use

Since 1790, Grants Lick Ridge has been located on what is now the extreme southern portion of the expanded urban services area along U.S. 27 near Clay Ridge Road. The community was named from John Grant's *Grant Company Salt Works* when salt was discovered underground in the area in 1793 by Samuel Bryan, a nephew of Daniel Boone. A plaque commemorating the salt lick is located in the front yard of the Grants Lick-Cooper Funeral Home on Clay Ridge Road. Grants Lick was also the location of the first Campbell County Court session, held in John Grant's home. The Town was finally laid out in 1874, almost 100 years after settlement.



Grants Lick Ridge Rural Mixed Use Area

The Grants Lick area, to this day, is largely undeveloped and continues to exhibit the characteristics of a highly rural region: mature woodlands, limited large lot residential housing located along the rural roadway network and sporadic agricultural farmsteads. Only one large residential subdivision, located on Hillview Road, exists in this area. The southern portions of this rural mixed use area wrap around the western and southern sides of AJ Jolly Park. In order to continue to promote the preservation and rural character of this area, the following planning recommendations are suggested for the Grants Lick Ridge Rural Mixed Use Area:

- As the mixed office/industrial area reaches build out directly to the north of this area, consider a potential expansion area in the northern portions of this Rural Mixed Use area along South Licking Pike, north of Craft Road since this area is located within the expanded urban service area.
- Service uses such as a hotel/motel or lodge and restaurants should be considered as support uses for the areas on U.S. 27 near AJ Jolly Park. The establishment of a compact service type district should be limited to the area south of Race Track Road, adjacent to the entrance to the regional park. Frontage roads should be used to limit access to U.S. 27.
- Protect and preserve rural open spaces and green spaces through significantly larger lot zoning than what presently exists in the County Zoning Code. Consider the development of a new zoning district that requires larger minimum lot sizes (e.g. 10 acres) or a rural housing overlay district that establishes lot sizes of multiple acres (e.g. 0.1 dwelling units per acre).
- Discourage individually planned and sited retail and service uses that directly front on U.S. 27, south of the entrance to AJ Jolly Park, unless as part of a proposed larger planned development. If a planned commercial development is proposed, consider the requirement of frontage roads, design guidelines, extensive integrated open spaces and a market feasibility assessment of the development to understand the full impact on the rural area.

SR 536 Pond Creek – Gateway

Extending from the Licking River in the west to Licking Pike to the east, the State Route 536 Pond Creek Gateway Area is the primary entrance from Kenton County for the central/southern area of Campbell County. This area is largely undeveloped with sporadic large lot residential housing; mature woodland areas and agricultural uses accessed from Creektrace Road and small local feeder roads.



Pond Creek Gateway – Between the Licking River and Licking Pike.

This area will most certainly experience an increase in traffic if State Route 536 is extended further east to the AA Highway or to Route 8. Therefore, this area should be proactively planned for as both a gateway into Campbell County and as a rural mixed use area that strives to support residential and limited commercial uses in a responsible manner.

In order to properly manage this area, Campbell County should focus on:

- Providing areas for dense, integrated, mixed uses including residential and commercial uses. Discourage individually planned and sited retail and service uses that directly front on Creektrace Road unless as part of a proposed larger planned development. If a planned commercial development is proposed, consider the requirement of frontage roads, design guidelines, extensive integrated open spaces and a market feasibility assessment of the development to understand the full impact on the rural area. This will work to inhibit sprawl and ribbon type development that has plagued many rural areas in the past.
- Protect and preserve the rural open spaces and green spaces in this area through significantly larger lot zoning than what presently exists in the County Zoning Code. Consider the development of a new zoning district that requires larger minimum lot sizes (e.g. 10 acres) or a rural housing overlay district that establishes lot sizes of multiple acres (e.g. 0.1 dwelling units per acre).