Direction 2030: Your Voice. Your Choice
Technical Task Force
February 8, 2012 Meeting

Northern Kentucky Health Department
NKHD’s focus is on public health in both the prevention and treatment of disease. The “Big Killers” (diabetes, heart disease and lung diseases) are of particular concern. We need to plan for all modes of transportation because of the health benefits. In our diabetic program we find that people do not have access to healthy food. Many Health Department patients use the bus, to access health care and for grocery shopping. Public transportation is important both to access health care as well as to prevent disease (shop for healthy food). It is also important to be able to walk to park, school, shopping. We need planning for numerous and maintained green spaces due to the water resources and air quality benefits. At the same time we connectivity and continuity of sidewalks and bike routes to be able to get to destinations by foot, bike or vehicles.

Ohio Kentucky Indiana Regional Council of Governments
From a transportation perspective we need to plan for all modes such as bike and road but also including freight travel as this decreases congestion of roadways. We also need to pay attention to the overall connection between land use and development. Adequacy of public services - schools, water, and sewer is important. Plan implementation including how the recommendations are going to impact budgets, prioritization, timelines, partnerships in investments, funding strategies and monitoring are important aspects.

Huff Realty
Preservation of historic properties is important. Having a more holistic approach to preservation of properties since oftentimes the focus is on one aspect. Larger scale programs for adaptive reuse for renovation and restoration is needed as is maintenance/repair of infrastructure. There is a lack of senior single family housing in the urban core since seniors require a different floor plan. Also an overall balance of quality market rate rental to blend in with home ownership is needed.

Sanitation District No. 1
The main focus is currently on complying with the federal consent decree. The issue of Combined Sewer Overflows and Sanitary Sewer Overflows is important to address. Partnerships to implement green infrastructure are important. If development were to go beyond SD#1’s service boundary the impact on rates should be considered. Water quality impacts are being considered in the stormwater permits and consent decree.

Kentucky Transportation Cabinet
We need to pay closer attention to where growth is occurring. Subdivisions were approved, for example, on Hands Pike and Senour Road but those roads were not able to handle the increased traffic. Projects such as these lead to increased demand on KYTC to build infrastructure that there is no money for.
It costs approx. 10 million a mile for a two-lane roadway project plus an additional amount for rights-of-way. The State can never get caught up on rebuilding roads. Developers should be asked to reconstruct roads or we need to force subdivisions only on roads that can handle that growth. It is also important to look at more sustainable practices including assessment of traffic signals rather than only looking to road widening to support new development or ease congestion. Mixed use developments are good from a traffic perspective—fewer traffic miles travelled. Infill development is beneficial too. Keep development closer to population centers.

**Agriculture Extension Service**
We need more neighborhood scale data regarding lack of services and lack of food. We need more information on what kind of social, educational, health issues are not addressed in this county. There also needs to be education about general understanding of zoning definitions. There are a lot of misconceptions about zoning districts. We need to reexamine the rural residence zoning restrictions in Unincorporated Kenton County as they are not favorable to small farms that are 5 acres or less. There is also an issue with having 4 acres and wanting to be a business. That is not currently permitted per the zoning.

**Tri - ED**
The current economy is different from what we have ever had. There is a greater focus currently on business retention and expansion. We need more local incentives. We also need to address the issue of companies moving within communities, in all three Northern Kentucky counties and regionally, at the detriment of one another. This is not beneficial to either community in the long-term. Tri-ed is working on anti-pirating policy that would help address that issue. Land uses should allow for ample space for companies in order to attract them. The cost and availability of land is the key component in attracting companies to the area.

**Kenton County Conservation District**
The proposed subdivision regulations and SD1’s regulations should support each other. Open land preservation through zoning and preservation laws such as PDR should be explored. Education of citizens on value of farmland is needed. We also need to take a second look at tax breaks for farming. There should be incentives to direct development within the urban service area or if outside just along major roadways. This would be much more economical. We also need an aggressive reforestation program for area. Riparian buffers need to be addressed. Development projects do not give much consideration to buffers. The current State law is 25 feet of buffer on either side but that is mostly ignored. In high quality or impaired streams higher requirement there should be a higher requirement but we need to at least go as far as the state requirement.

**Northern Kentucky Water District**
There are approximately 800 households in Kenton County that do not have access for service from a public water main. Cisterns are available but it is becoming increasingly more difficult to find a water hauler to transport water from a water fill station to fill a cistern. Limiting access to safe drinking water should not be the vehicle to control growth when there are other planning tools that can be utilized. The District would request that the Comprehensive Plan take a neutral position on this item. In the urban core of the District’s distribution system, over half of the water mains are over 60 years old. This can create flow challenges in some areas of the system that needs to be factored into redevelopment. Communication and coordination is important for any planned development or road project as early in the planning process as feasible. This will help minimize having to make last minute project changes and will help avoid having to complete restoration more than once.

**Home Builders Association**
We need to look at new community development and how we can make housing more affordable. Market analysis would help identify what segment of the populations could be served. Regulations should be
guided by a market based approach and be more flexible to allow a mix of housing. PUD regulations have a lot of restrictions that make it ineffective. Instead of controlling it by lot size perhaps regulation by density would be more appropriate. Traditional community designs with some commercial facilities are pretty difficult to do under current zoning. Do some rezoning in strategic areas to allow these types of development. NKY is blessed with hillsides. Encourage protection of those hillsides by giving credit and allowing more flexibility in design.

As far as open space is concerned quality is more important than quantity. Large open spaces are harder to maintain. Would prefer to see reduction of open space requirement but focus on the quality aspect. The ownership of open spaces is also an issue. There needs to be a public private partnership where private enterprise develops the open space but county or city maintains it. Regarding the extension of utilities there is a problem in spending in rural area when there is already an existing need in the urban area. It should not be about creating pseudo suburbia in the rural area. So the intent of keeping the area rural should be examined.

NKY Branch of NAACP
Need more knowledge on what is going on in area and how NAACP can help. They will provide information at future meetings along with other agencies not in attendance at this meeting.

Other
Kenton county schools should be a part of the Technical Task Force. We don't have producers of food in county and so it appears that we need to focus on farming. We also need to provide incentives and flexibility in development.
# Direction 2030: Technical Task Force Meeting

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*Invited to join TTF in February
February 8, 2012

Considerations for the Comprehensive Plan

Until recently the idea of the role of public health has been to control diseases, not of preventive measures, to help the public achieve healthy people and healthy communities. An increasing body of evidence is concluding that individual behaviors alone will not change the course of many of our health problems. We must also look to the environment in which daily choices occur and the policies that contribute to the creation of healthy or unhealthy environments. The built environment, land and water use, transportation and economic factors have a profound impact on our health, especially on rates of obesity, respiratory illness, diabetes and access to care.

In addition to asthma and air quality related illnesses, diabetes and heart disease are prevalent in our region. Adult obesity and childhood obesity have reached epidemic levels in the nation. Kentucky is one of the most obese states in the country.

To prevent and “treat” illness related to asthma, heart disease, obesity and diabetes:

- Planning should include all modes of transportation, including walking and biking
- Plan for easy access to healthy foods including grocery stores, farmers markets, tail gate produce selling. Perhaps some type of incentive to vendors to sell fresh vegetables (reference NYC green cart program)
- Plan that destinations such as parks and schools are in walkable and/or bikeable distance from population centers. Plan the infrastructure to get people to parks, schools and shopping (sidewalks, bike/hike trails, stair cases)
- Plan in public transportation to get to jobs, health care and shopping (especially grocery shopping). Note – a significant percent of the Health Department clients do not own cars and rely upon public transportation for health care, shopping, etc.
- Plan for numerous, maintained green spaces. Green spaces help to preserve water resources, water quality and reduces storm water run-off. Green spaces (especially trees) help to preserve air quality and reduces heat. Designing space with green spaces encourages walking to destinations
- Plan to encourage designs of living spaces and shopping that promotes community (parking in back – store fronts in front, common shared spaces in neighborhoods, etc). This increases safety.
DESIRABLE SIGNIFICANT POSITIVE ACTIONS FOR CONSIDERATION IN THE COMPREHENSIVE PLAN

Kenton County Soil & Water Conservation District

1. Implement subdivision regulations that support modern runoff and erosion control, as espoused by Sanitation District #1 (SD1) in their rules. If not, the county risks the wrath of the Federal judge under the Consent Agreement and whatever penalties might be imposed. The new regulations need to vastly improve the preliminary review process to include water resources, water quality, preservation of areas for infiltration of stormwater and sewage during construction, and encourage lower cost development patterns.

2. Develop a plan for open land (including farmland and forested land) preservation via revised zoning and taxation laws. This may include reconsideration of a purchase of development rights (PDR) program, education of citizens on the value of local farmland, establishment of more farmers’ markets, and some additional tax breaks for the farming community.

3. Provide incentives to direct development to the areas inside the urban services line or along the primary transportation corridors outside that line. Such policies will save money through reduced infrastructure demand, and minimize the demand for open land conversions.

4. Initiate an aggressive reforestation program in the county to return the land to a more natural state that once was typical of this area. The value of trees are manifold, including aesthetics, higher home sale prices, cooler temperatures, and reduced runoff and erosion.

5. Pass and enforce a riparian buffer requirement that will protect the county’s water resources and enhance water quality. New development will need to incorporate these setbacks into their designs, thus enhancing incorporation of the concept of modern development strategies that result in increased home values, increased open spaces for parks, playgrounds, etc.
Minimum Elements of a Local Comprehensive Plan

Background
OKI is an association of local governments, business organizations and community groups serving more than 180 cities, villages, and townships in eight tri-state counties: Butler, Hamilton, Clermont and Warren Counties in Ohio; Boone, Campbell and Kenton Counties in Kentucky; and Dearborn County in Indiana. OKI’s board is composed primarily of local elected officials appointed by their communities. OKI’s primary mandate is to determine how federal dollars for transportation are spent in the region, by planning, maintaining and improving the highways and transit systems.

OKI conducts long range transportation planning at the regional level and sees increasing shortfalls between local transportation needs and regional dollars available—almost $3 billion short at last count. Land use decisions, made locally, affect transportation needs. These decisions vary considerably among cities and counties. Linking regional long range transportation planning with local land use planning has challenged OKI’s board for years.

In April 2005, after extensive review by local officials and public participation, OKI’s board adopted a strategic regional plan. The OKI plan calls for encouraging consistent local comprehensive planning and rewarding it with additional consideration in the funding for transportation projects.

Effective local planning depends on a broad-based constituency that includes citizens, businesses, government leaders, community organizations, special interests and many others. The value of a consensus-driven, widely supported local comprehensive plan can be significant savings for taxpayers and consumers. Taxpayers should expect their substantial infrastructure investments to preserve, protect and enhance the value of real estate and the public interest by being tied to a plan and a budget.

Purpose
This summary is intended to describe briefly the elements of local comprehensive planning that will be considered when OKI evaluates local transportation projects for potential federal funding. Evidence that the project has arisen from systematic comprehensive planning will give it additional weight in the funding process. In addition to this summary, two other related documents may also be of interest. One is a two-page Completeness Checklist, assembled as an evaluation tool for transportation projects applying to OKI for funding. The other is a 55-page guidance document entitled Elements of an Effective Local Comprehensive Plan, which provides a great deal more detail about effective comprehensive planning, and which has undergone extensive peer review from several local planning directors in the OKI region.

Minimum Elements of a Local Comprehensive Plan
OKI Regional Council of Governments
February 2006
which are typically most affected by new development, such as roads, water supply, wastewater treatment, parks and recreation, and schools.

**Transportation Element**
The transportation element of the comprehensive plan should address traffic circulation; alternative modes of travel including public transit, pedestrian and bike travel; parking facilities; aviation, rail and barge facilities; access to those facilities, and intermodal terminals; the availability of transportation facilities and services to serve existing land uses; and the compatibility between future land use and transportation elements.

Future transportation mapping should be created to show the general location of collector and arterial roads; limited access facilities; the number of lanes proposed for each roadway; designated local and regional emergency routes; park and ride facilities; ports, airports, rail lanes and related facilities; significant pedestrian and bicycle ways; and major public transit system routes or service areas, terminals and transfer stations.

**Housing Element**
The housing element of the comprehensive plan should include an inventory of dwelling units; a projection of anticipated households based on population projections; a projection of housing needs, including those of seniors, low and moderate income families, and special populations requiring group homes and foster care; and an identification of historically significant and other housing needing conservation, rehabilitation, or replacement.

This element should also outline the approach to be used in providing adequate sites for future housing needs, including in-fill housing sites as appropriate. It should indicate plans for eliminating substandard dwelling conditions, and for creating or preserving affordable housing and programs that encourage investment in residential properties, such as homeownership programs and owner/investor occupied programs. Local governments are encouraged to use job training, job creation and economic solutions to address a portion of their affordable housing concerns.

It is important that the private sector be made a partner in the development of housing plans and policies. This partnership recognizes the preeminence of the market in building and transferring ownership of housing.

**Public Facilities and Services Element**
The public facilities and services element should deal with both the infrastructure and the management needed to serve a community’s future land use projections. It should address the public systems that provide management of drinking water, wastewater treatment and storm water drainage systems; educational facilities; public health facilities and services; recreation and open space; gas and electric power facilities; public safety and correctional facilities; and information technology systems.

This element should include an inventory of existing infrastructure, service areas, and level of service, and an analysis of existing and projected needs for more service. The element should describe problems and needs, and the general facilities that will be required to address the
Capital Improvements Element
The comprehensive plan should evaluate the need for public facilities and services identified in the previous plan elements, and estimate the cost of the improvements to the local community. The capital improvements element should analyze the community’s fiscal capacity to finance and construct public facility improvements, and schedule the funding and construction when and where public facilities will be needed, so that public facilities can be used most efficiently. This element should consider any needs for fixing existing problems and should cover at least a 5-year period.

Standards to ensure the adequacy of public facilities and the management of debt should be part of the plan, including acceptable levels of service. With standards in place, a schedule of capital improvements can be planned which includes publicly funded projects. The schedule may also include privately funded projects for which the local government has no fiscal responsibility, but which are necessary to ensure that adopted level of service standards are achieved and maintained.

The schedule of capital improvements should account for transportation improvements included in OKI’s transportation improvement program to the extent that they are relied upon to maintain levels of service and financial feasibility. The schedule should also be coordinated with OKI’s long-range transportation plan.

The schedule of capital improvements within the element should be reviewed on an annual basis and modified as necessary. All public facilities should be consistent with the capital improvements element.

Land Use Element
An analysis of existing land use by categories, use intensities, and residential densities is the first step in preparing this element. The next steps are to analyze future land use needs based on existing land use and the analysis in all the other elements in the plan. Ultimately, the land use element should be the culmination of the relationships among all the other elements of the comprehensive plan.

The land use element should designate the community’s future land use patterns based on analyses of all the elements of the plan, including population projections; public facilities’ needs and projections; natural resources; and existing land uses. Future land use patterns should be depicted on a future land use map or map series. Mapping and supporting information should indicate the general distribution of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public buildings and grounds, and other public facilities.

This part of the comprehensive plan is where everything comes together. This is the community’s opportunity to identify where new development and redevelopment should occur, where opportunities exist for infill or mixed use development, for historic preservation, for new parks or nature preserves, where public facilities need to be expanded or reconfigured, and to be certain of their availability at the right time because of the financial analysis performed in the capital improvements element.
Northern Kentucky Home Builders Association

**Housing Affordability**
- Guided by a market based approach
- Provide for flexibility in product design and neighborhood design allowing a mix of housing
- Consider gross density as the control factor rather than lot size and setbacks
- Let the market determine development character not some preconceived ideal standard

**Commercial Convenience**
- Allow neighborhood spot commercial services in community without requirement of large parking allocation and excessive landscaping

**Open Space/Preservation**
- Consider quality rather than quantity
- Balance cost, quantity and ownership (public vs private)
- Credit hillside preservation

**Utility Extension**
- Focus utility dollars to best serve the greatest benefit
- Encourage rural to stay rural, not convert to pseudo suburbia by limiting water line extensions
- Drainage area based storm water control as a “utility” vs each subdivision having multiple small detention areas