

CHAPTER EIGHT

INTRODUCTION

The land use plan is a guide for the physical development of the city and adjacent unincorporated areas within the Alexandria Planning Area Boundary. It is based upon goals outlined during the preparation of the plan and policy recommendations developed to achieve them. The goals establish a vision of the city and should be representative of how citizens and governing officials would like Alexandria to develop in the future. It is the duty of the planning commission, governing bodies and citizens to edit, refine, adopt, enlarge and alter these previously stated goals in order to develop policy recommendations for future development. Policy recommendations are included in this chapter as development and growth guidelines. They represent procedures to be followed if the city and adjacent unincorporated areas are to develop in accordance with the stated goals.

The land use plan is presented as one of the final chapters of the comprehensive plan because it utilizes the findings and recommendations of all of the preceding chapters. Specific application of the guidelines to new development in the city will occur through amended zoning, subdivision regulations and day-to-day development decisions of the planning commission and legislative bodies.

The process of developing land use policy guidelines includes an analysis of present land use patterns, assessment of the problems associated with these land use trends and recommendations for future land use. A general evaluation of existing land use patterns is discussed first and is based upon generalized existing land use maps prepared during the planning process. Next, a future land use map for the city and adjacent unincorporated areas within the planning boundary is presented along with policy recommendations to guide future land use decisions. It is important to note that although land use data are reported relative to political boundaries, land use trends do not respect such boundaries. Land use activities occurring at the edge of one political subdivision influence the demand for similar activities on the opposite side of the boundary in another political subdivision. Therefore, development activities occurring in Alexandria portend change in the unincorporated areas of Campbell County adjacent to city limits. The same is true for areas of Alexandria which are adjacent to the city limits of Cold Spring.



Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. This will be the basis from which recommendations for future land use are developed. Overall settlement patterns will be summarized, followed by a discussion of the existing land use patterns of the Alexandria planning area. For both the existing and future land use discussions, general land use classifications described in the following paragraphs shall be applied.

LAND USE CATEGORIES

RESIDENTIAL LAND USES- Existing residential land uses are grouped into three categories: low density, medium density and high density. Low density residential includes newer single family development on lots larger than the smaller traditional lots developed within the city. The medium density residential category typically accounts for subdivisions and single family dwellings developed on smaller lots. This category may also include small concentrations of duplex development. High density residential includes large duplex developments, multi-family units and mobile home parks. It is important to note that large lot rural estate development, typically associated with agricultural operations, is typically accounted for under agricultural and open space land uses **but has been included as part of the 1 du/acre and under land use category due to the urban nature of the planning area.**

Future land use designations for residential land uses are much more specific and are categorized by density. It is important to note that residential densities referred to herein are “net residential densities”, meaning exclusive of land to be used for streets and alley rights-of-way and other non-residential uses (i.e. land for schools, parks, utilities, etc.). It is not the intention of this plan to automatically allow development to occur at the upper end of the density ranges. Rather, the density of development should be determined by the residential development policies in the future land use section of this plan. It is also important to note that the land use categories used in this plan are purposefully broad. The density ranges for residential development are intended to communicate that proposed development within each density range must also be consistent with the planning commission’s goals and objectives, residential development policies and appropriately served with adequate

infrastructure. The specific listing of uses permitted and their densities in residential districts are determined by the Alexandria Planning Commission and City Council in the adopted Zoning Ordinance.

The following discussion of residential land use is described in terms of density ranges.

1.0 Dwelling Units Per Net Acre & Under

Land designated in this category is generally located on the perimeter of the planning area where less dense development is desirable due to topographic conditions and/or where extension of water and sewer lines are not expected during the planning period. This category was also used to locate areas appropriate for larger lot rural residential development and includes some agricultural operations. Some of the residences in this category are within sewer systems while the majority are concentrated along county or state roadways. Examples of this type of development occur along Lickert and Jerry Wright Road in the southern portion of the planning area. Specific subdivisions in this category include Maple Valley and Saddle Ridge Subdivisions.

1.1 to 2.0 Dwelling Units Per Net Acre

Land designated in this category typically refers to areas of newer larger lot residential development within subdivisions or undeveloped land adjacent to these larger lot neighborhoods. Undeveloped land within this category is so designated in order to preserve the character of existing residential developments or because the topography is limiting to intensive, higher density residential uses. Land within this designation are located in areas with adequate infrastructure or where infrastructure is anticipated to be extended or improved within the planning period.

2.1 to 4.0 Dwelling Units Per Acre

Land designated in this category includes the majority of the residential land use in the planning area. Generally, this density and higher density land uses, indicate areas where growth during the planning period is expected to be concentrated and where the extension of services and facilities are expected to be extended or improved to support this growth. An example of this density is Walnut Park subdivision.



4.1 to 5.0 Dwelling Units Per Acre

This category was created in order to facilitate higher density single family residential development that conforms to the development policies of the overall comprehensive plan. Typically, residential land uses within this density serve as a buffer between higher density land uses and/or non-residential land uses and lower density residential land uses. Examples of this density of development are Whispering Woods Subdivision, Brookwood Subdivision and some of the older subdivisions along Panorama Drive, Meadow Lane, Sunset Drive, etc.

5.1 to 14.0 Dwelling Units Per Acre

Land designated within this category is similar to the density of (4.1 to 5.0 d.u./p.a.) as described in the previous land use designation. The purpose of this classification is to facilitate well-placed concentrations of multi-family housing within the planning area which has available all infrastructure necessary to support the development. Typically, these higher residential land uses serve as a buffer between commercial or public institutional uses and lower density residential land. An example of land use in this category is currently being developed on Poplar Ridge Road.

GENERAL COMMERCIAL LAND USES- All existing commercial land uses fall into this category and are described as follows:

Retail commercial land use consists of those types of establishments, their attendant buildings and lot areas which are used in the retail sale of merchandise for personal, household or farm consumption and the rendering of services which are incidental to that sale.

Office commercial land use is comprised of those types of establishments, their attendant buildings, and lot areas which contain businesses primarily engaged in rendering financial, insurance real estate and specialized professional services. Examples are banking establishments, real estate offices, law offices and similar land uses.

Service commercial land uses generally consist of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the rendering of all personal business, repair and amusement services not otherwise included in the office category and not involving the sale of specific merchandise (except incidentally). Examples are barber and beauty shops, dry cleaning establishments, appliance repair shops and commercial amusement services.

Wholesale commercial land use generally consists of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the selling of merchandise in large quantities to retail commercial operations; to industrial or professional users; or to other wholesalers or acting agents in buying merchandise for or selling merchandise to such users.

NEIGHBORHOOD SHOPPING CENTERS- The purpose of this land use classification is to identify existing shopping centers as well designate areas that would be suitable for this type of large scale commercial development. Areas within this designation must have appropriate access to major transportation routes and utilities. An example of this type of development is Village Green Shopping Center.

INDUSTRIAL LAND USES- An industrial land use is that type of establishment, its attendant buildings and lot area which is primarily engaged in the mechanical or chemical transformation of organic or inorganic substances into new products whether the products are sold back into the manufacturing process or sold wholesale or retail. Uses primarily engaged in the warehousing storage of commodities and landfilling, recycling and other primary waste handling facilities are also included in the industrial classification.

PUBLIC/INSTITUTIONAL/RECREATIONAL LAND USES- Public and semi-public land uses are defined here to include three (3) categories of uses: (1) all enterprises engaged in providing transportation services, communication services or utilities; (2) public buildings and lands, including government buildings, public schools and public park and recreational facilities; (3) semi-public land uses that serve the public but are not government owned, including churches, private schools, hospitals, cemeteries, charitable and social service organizations. Semi-public uses are typically scattered throughout the city and planning area.

AGRICULTURAL AND OPEN SPACE LAND USES- All land which is used agriculturally (including residential structures) or is undeveloped is included in this category and is shown as part of the “1.0 DU/AC and under category” on the land use map. Within the city, there are not many areas devoted to active or inactive agricultural uses. The majority of land used for agricultural purposes is located outside of city limits or beyond the planning area boundary. For this reason, most areas



in city limits under this classification are typically conservation areas or sites which are not suitable for development due to environmental constraints (i.e. areas with extreme slopes). These lands are not well suited to urban-type development, though potential uses for these lands may include passive recreation or very large lot single family or estate development. **It is important to note that there are two (2) large concentrations of Agricultural Districts located west and south of the Alexandria Planning Area. KRS Chapter 292 permits the establishment of these districts by a landowner or group for designation by the local conservation district, provided that a minimum of 250 contiguous acres of land are available. These areas should be preserved and protected.**

CAMPBELL COUNTY EXISTING LAND USE

Although, the majority of Campbell County is outside of the planning area boundary, it is necessary to briefly analyze the county's existing land use pattern in order to accurately anticipate future land use trends within the planning area. The land use of Campbell County is structured by the Ohio River, the location of its fifteen (15) incorporated cities, small unincorporated areas, the transportation network and topography. The cities of Campbell County are typically older and well established. In fact, most of the cities began in the early 1800's. The river communities are the county's oldest settlements and date close to the pioneer era. The river cities typically experienced growth in conjunction with Cincinnati's growth. Other cities within the county are more suburban in nature and developed along U.S. 27, the primary north-south route through Campbell County. In general, the river cities experienced early growth and sustained population into the 1980's. Recent trends and population estimates show the declining population of the northern most river cities (as commercial land uses expand), while the suburban cities are experiencing extreme population growth due to their location, quick access to major transportation routes, and suburban residential nature.

The majority of commercial, industrial and high density residential development is located in the northern most Campbell County cities of Dayton, Bellevue, Newport and Woodlawn. Cities closer to the I-275 intersections, I-471 and the "AA" Highway (Southgate, Wilder, Highland Heights, Cold Spring and Alexandria) have experienced more single-family residential construction and strip commercial development. Strip commercial areas extend along U.S. 27 and have created traffic congestion along this route. Northern Kentucky University is also located along this corridor in Highland Heights.

The smaller river cities along the eastern portion of Campbell County (Melbourne, California and Mentor) experience fluctuations in population growth. In addition to the smaller incorporated areas, the southern and eastern sections of Campbell County have several small unincorporated communities. The most notable unincorporated communities are: Aspen Grove, Brent, Camp Springs, Carthage, Claryville, Flagg Springs, Grants Lick, Gubser's Mill, Oneonta, Persimmon Grove and Ross. These communities are often older crossroad areas with minimal development such as one or two stores, a church and/or cemetery, and/or a small concentration of single family residential structures. However, the small communities of Claryville and Ross contain mobile home parks.

South of the City of Alexandria and its planning boundary, the county continues to remain rural residential and agricultural in nature. Some changes of agricultural land have occurred with the development of low density residential areas adjacent to city limits. This type of limited residential development has occurred along county roads.

ALEXANDRIA EXISTING LAND USE

Alexandria, the third largest city and one of two county seats, is located in central Campbell County. Settlers began arriving in Alexandria in the 1790's although the city was not incorporated until February 22, 1834. Frank Spillman laid out lots for the development of Alexandria in 1818 but a city plat was not filed until two months after incorporation. The plat laid out four streets: Washington, Jefferson, Main and Fayette. All but Fayette still exist. In 1840, Alexandria, being a half-mile west of the county center was named the county seat. Historically, Alexandria has been a farming community but in recent times expanded with the completion of the "AA" Highway. Most of the growth of the city prior to the development of the "AA" Highway was single family residential in nature. As the population of the city continues to grow, single family residential development and services to support this type of development have continued. One of the most significant changes to Alexandria's land use pattern was the Village Green Shopping Center which opened in 1993. Notable changes in the land use pattern since the last comprehensive plan include more intensive commercial developments just north of city limits (Cold Spring Crossing) and along U.S. 27. In addition, there have been several new low density subdivisions just beyond city limits on Williams Road and Roth Farm Lane. Public/Institutional uses are currently situated in the center of the city in and adjacent to the



Old Town District. There are currently no industrial developments within city limits.

AGRICULTURAL USE & OPEN SPACE-There are very few scattered areas of agricultural use within the city limits. The majority of agricultural parcels are located along existing roadways leading out of city limits. In general, these areas can be found along Four Mile Road, KY 2924, Gilbert Ridge Road, Grandview Road, KY 547, Jerry Wright Road and along the southern portion of the Alexandria planning area along U.S. 27. Some of the agricultural parcels within city limits are typically remnants of residential or commercial development.

The majority of open space within city limits are those areas which remain undeveloped due to the environmental constraints of excessively steep slopes. Although steep slopes in these areas limit development, the views and vistas created by this type of topography allow for scenic residential development and provide a valuable resource for the maintenance of the city's rural character.

RESIDENTIAL LAND USES- The first residential development within the City of Alexandria occurred near the city's civic and commercial core along the earliest established streets of Washington, Jefferson, Fayette and Main. Residences concentrated along the existing streets were developed in this area in order to provide quick and easy access to available goods and services. As more intensive commercial development occurred within the Old Town area, some residences and mixed uses were converted to businesses. As city services became more widely available and transportation routes were improved, residential development expanded toward the city boundaries. Today, the majority of new subdivision development has occurred in the eastern and southern portions of the city. Within the planning boundary, newer residential areas developed since the last comprehensive plan include: West Hill and Roth Farm Subdivisions and the continued extension of Brookwood Subdivision off of KY 10. In addition, a limited amount of single family residential development has occurred just beyond city limits along county roadways in the southern most half of the planning area. High density residential development mostly consists of small concentrations of multi-family units in or around the city's central business district. The largest concentration of multi-family dwellings is currently being constructed on Poplar Ridge Road. The only other type of high density housing located within the planning area are mobile home parks. Two of the three parks are located within city limits. The first mobile home park is located at the

northern most city limits along Frank Drive with the second being located on Helen Drive. Both of the mobile home parks are not visible to the motoring public as they are either screened by the steep topography or are situated behind commercial and residential development on U.S. 27. The third mobile home park within Alexandria's planning area, is located to the southwest of city limits off of KY 915. This mobile home park is the largest in the planning area and is completely visible along KY 915.

COMMERCIAL LAND USES-Commercial development of Alexandria began within the historic central business district known as Old Town. Some of the first structures located in this area were the courthouse and jail. Today, uses located within Old Town include the county courthouse, churches, offices, small stores, specialty shops and older (some historic) single family residential structures. However, in recent years the majority of commercial development has occurred outside of Old Town along the U.S. 27 corridor. This development has occurred because of the recent improvements to U.S. 27, development of the "AA" Highway, and continued commercial sprawl from Cold Spring. In addition, there is a lack of available land and parking opportunities for businesses located within the Old Town area. Commercial development along the entire length of U.S. 27 corridor (within the city's planning area) is mostly characterized as strip commercial. It is important to note that development along this corridor without the use of frontage roads and other access management techniques has resulted in a highly congested area and facilitates numerous traffic accidents.

The majority of development along U.S. 27 includes gas stations, fast food restaurants, banks, car dealerships, grocery stores and retail shops. Some residences along the U.S. 27 strip commercial route have been replaced or converted to commercial uses, office space or home businesses. In addition to strip development along this corridor are several small shopping centers, the largest being Village Green Shopping Center, (opened in 1993) which contains a Wal-Mart, the post office and several smaller retail stores.

PUBLIC, INSTITUTIONAL, AND /RECREATIONAL- Public land uses within the city limits include the Campbell County Courthouse, Alexandria City Hall, Campbell County Police Station, Alexandria Fire Station, the Campbell County Middle School, Alexandria Elementary School, McCormick Area Vocational School,



Bishop Brossart High School (private), St. Mary's Elementary School (private) and several churches scattered throughout city limits. Beyond city limits, the most notable and most recently developed public/institutional use is the Campbell County High School. Open space and recreational uses currently existing within the planning area include: Alexandria Community Park, Alexandria Fairgrounds, VFW Ballfield and two cemeteries.

INDUSTRIAL USE- There are no industrial developments within the city limits of Alexandria. Within the planning area, the largest industrial development (Kahn's) occurs within the Southern Campbell County Industrial Park located south of the city off of U.S. 27 on Bob Huber Drive. Kahn's employs approximately 600 workers. A smaller, more noxious industrial development consisting of an automobile recycling yard (junkyard) is located on KY 10 just beyond city limits. In addition, there is a Reis concrete and another trucking company located along U.S. 27 south of city limits. The newest industrial development within the planning area is Bray Trucking located to the east of the "AA" Highway which is also beyond city limits.

FUTURE LAND USE INTRODUCTION

The Future Land Use Plan is intended as a guide for the physical development of the city. The plan includes proposals for the amount and location of land that will be needed as the city grows. Its purpose is to serve as a basis for creating an environment or pattern of development where the various uses of land complement rather than conflict with each other.

The future land use plan includes both the future land use map and the associated text. It is important to note that the map and text should be used together when making land use decisions. Exhibit I, inserted as the last page of the plan, is the future land use map for the City of Alexandria Planning Area. In some areas the map shows that little or no change from the existing land use pattern is anticipated. In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five (5) to ten (10) years due to unpredictable economic conditions and other factors such as the construction of the new sewer plant. Rezoning of various areas consistent with future land use designations may therefore become appropriate at various times throughout or beyond the five (5) to ten (10) year planning period as conditions warrant. Never-

theless, the maps indicate areas deemed most suited to future urban development when it occurs.

The second major element of the future land use plan is the set of land use policy recommendations included in the text. These policies supplement the maps by providing a framework for managing and directing land use changes that may occur during the planning period. Application of the policy guidelines will help determine when an area is ready for the changes anticipated on the land use map. At times, application of the policy guidelines may indicate the appropriateness of changes not anticipated on the land use map, thus necessitating an amendment to the zoning map prior to granting a development request.

In addition to determining the appropriate location and intensity of various land uses, the policy guidelines provide a framework for reviewing and ensuring the quality of new development. They also assist the planning commission in regulating the impacts of new development on surrounding uses, the environment and existing public service delivery systems. These policies will be implemented both through the subdivision review process and through site review of development proposals.

BASIC ASSUMPTIONS

Basic assumptions about future social and economic conditions in the city underlie the formulation of goals, objectives and policies upon which this plan is based. These basic assumptions, some of which have been stated or implied in previous chapters, are as follows:

Economic growth will continue in the county as a result of existing development pressures. Current growth rates are likely to slow, as national and regional growth rates slow.

Population growth will continue in response to regional employment opportunities, the city's location near transportation routes, and cost-of-living factors. While population increases will occur as the city annexes additional land, some of this growth will result from a natural increase in population with most population shifts resulting from in-migration. In the near term, population growth may continue to outpace economic growth unless there are major changes in the economy. No major natural or economic catastrophes are anticipated during the planning period.



The major transportation mode in the county and city will continue to be the private automobile, with supplemental publicly funded transportation becoming more widely available. The realignment of U.S. 27 and the extension of KY 536 will greatly influence land use in the southern portion of Alexandria's Planning Area.

The topography and environmentally sensitive areas of the city will continue to be a major factor in determining appropriate and economically feasible development patterns, including type and intensity throughout the city.

As a result of new and continuing federal and state initiatives, environmental protections will become a significant aspect of the development process. This factor, combined with economic and topographic constraints may affect the type, intensity, location, timing or cost of new development.

Projected national and regional demographic trends show a decline in the number of workers and children in relation to total population by the end of the next decade. At the same time, quality of life aspects of community living are becoming more important to workers and their families. Maintaining and improving quality of life factors will therefore be critical to attracting and retaining jobs and workers in the future.

Future growth in Alexandria will be contingent upon the City resolving its current sewer problems as new development projects continue to be approved on a case-by-case basis. Development of the proposed Eastern Regional Wastewater Treatment Plant and subsequent lifting of sewer sanctions have the potential to significantly increase the location and amount of development within the planning area.

FUTURE LAND USE IN THE ALEXANDRIA PLANNING AREA

Exhibit I, included as the last page of the comprehensive plan is the Future Land Use Map for the Alexandria Planning Area. Major developments that will impact the future land use of the city will be the realignment of U.S. 27, KY 536 extension, and construction of the proposed Eastern Regional Wastewater Treatment Plant. For this reason, higher density **mixed uses** and public/institutional

uses such as parks (as identified in the county’s recreational plan) and the library and are anticipated south of city limits along the route of KY 536. More residential development is also anticipated in the eastern and southern sections of the planning area as infrastructure (arterial access, water and sewer) becomes available and due to the bedroom community nature of the planning area. Limited multi-family development has occurred in recent years and is projected to continue as more people move to the suburbs of Campbell County. These multi-family developments are expected to locate along the major transportation corridors in the planning area and serve as buffers between commercial development and lower density residential uses. Additional industrial development is also anticipated in the southern portion of the planning area near the KY 536 extension, along US 27 and the “AA” Highway as existing industries expand their operations in more accessible areas. As the KY 536 is adjacent to city limits, the city may want to consider annexing property along this route and establishing an overlay district for this area.

FUTURE LAND USE OBJECTIVES

The principle objective of the land use plan for the City of Alexandria planning area is to contain urban development to areas where urban services are presently existing or where such services can easily be extended without undue cost. Urban development includes, but is not limited to industrial, commercial, high density residential and concentrated single family uses. It generally does not include agricultural uses and their related housing. This objective accomplishes two basic purposes:

1. Future development will have minimal impact upon the direct and indirect costs of providing government services and will thereby assure government of sound utility and service planning. It also assures future residents of a continued high standard of service.
2. Prime agricultural areas will be protected from multi-family residential and commercial urban sprawl, **especially in designated Agricultural Districts.**



LOCATION PRINCIPLES AND POLICIES FOR FUTURE LAND USES

General principles relating to the location of urban land uses provide a reference for the Planning Commission in the development of a land use plan and other tools to promote orderly and systematic growth within the City of Alexandria and its planning area. Principles for the major types of land uses are provided below as general development guidelines. These policies and the land use map should be utilized together in consideration of zone change requests. The map should provide the planning commission with the preferred land use for a site, while the written development policies serve as guidelines by which to review a development plan to ensure conformance with the comprehensive plan, determine the appropriate district classification and density.

GENERAL PRINCIPLES FOR ALL NEW DEVELOPMENT

1. All new development shall meet applicable federal, state, and local standards regulating the impact of development on land, air, water, historic resources, and/or natural areas in the county.
2. Development should be contiguous to already built-up areas to minimize costs of public facilities such as water, sewer, police, and fire services. If possible, provision of these services should be contingent upon these areas being annexed into the city.
3. No lot shall be created by any subdivision of property that will result in a failure of any lot, existing structure or ability to conform to applicable city regulations.
4. Where land conditions are in doubt, it shall be the responsibility of the developer to prove the feasibility of development upon the land in compliance with federal, state and local regulations and/or standards.

5. All development shall be designed to utilize and retain natural topography and vegetation to the greatest extent practicable. Development of hillside areas at flat land densities and standards create problems of unstable cuts and fills due to excessive grading. In general, development of this type creates potential problems of erosion, slippage, street design, storm water drainage, sewage disposal, water supply and access for fire fighting. In order to reduce these problems, the over development of slope areas should be avoided unless specific evidence or a geotechnical report is issued to the contrary. In addition, no principal structure should be proposed or constructed on a hillside fill area unless such areas meet compaction standards.

6. No development should be allowed to be built in designated floodplain areas, sinkholes or other environmentally sensitive areas. In addition, development impacts along blueline streams should be identified and mitigated in accordance with federal, state, and local standards.

7. The protection of structures and sites that have historical value is encouraged in the development process.

8. Areas of critical environmental importance, high ecological sensitivity and those containing unique features shall be preserved in the development process.

9. Compatibility standards as specified in the following land use development policies and zoning ordinance shall be followed. These standards shall require more intensive uses, locating next to less intense uses, to provide buffering to protect the less intense use from the impacts of noise, glare, dust, vibration, odors, traffic or other vehicular use and visual appearance. Acceptable buffers may include any combination of fencing, deciduous and/or evergreen plantings, open space, earthen mounding, etc. as accepted and approved by the planning commission in the development plan process.



AGRICULTURAL DEVELOPMENT POLICIES

Although there is little agricultural land within the city, some agricultural operations reside within the city's planning area **with some being included as part of established Agricultural Districts**. Therefore, as part of the planning process, policies must be **established for the review of development proposals that involve the conversion of agricultural land to other uses**.

The following criteria should be considered when development in an agricultural area is proposed:

1. **Soils.** Soils considered to be prime farmland by the U.S. Department of Agriculture are of major importance in providing food and fiber. They have properties favorable for economic production of high yields of crops with minimal inputs of economic resources. Farming these soils results in the least damage to the environment. Deterring urban development from areas with prime soils should be encouraged to be consistent with the goals and objectives related to agricultural uses. Many areas exist within the Alexandria planning area where prime soils are not located. Development of a residential nature in these areas will not greatly impact agricultural production.

2. **Previous Land Use.** A good method for determining whether or not properties are no longer agriculturally viable is by determining when the land was most recently farmed. Land currently being farmed or farmed within the last year may still be economically productive while land not farmed for the last five (5) years may have lost its utility. **In addition, properties located within established Agricultural Districts should be preserved and protected.**

3. **Surrounding Land Use.** Reducing conflict between various land uses is a central concern. Farming requires use of heavy noisy machinery and produces dust that can be disturbing to non-farm rural residents. On the other hand, farmers may be disturbed by vandalism to crops and fences that may occur when large numbers of people live near their operations. Residential developments should be discour-

aged in areas where little previous residential development has occurred.

4. **Availability of Urban Services.** This indicator is concerned with the costs of providing additional public services to previously undeveloped areas. Development in areas located great distances from existing city services, police and fire protection is not only inefficient but cause the cost of providing the services to increase.

5. **Type and Width of Road.** This is another indicator of public service costs. New development on narrow, unpaved roads will eventually require road improvements. An orderly plan for road improvements is the most desirable and cost efficient method of managing public road systems. Consequently, rural residential development should be located near or along already improved roads. Although, it is important to note that lots for residential development should not front directly on collector or arterial roads.

RESIDENTIAL DEVELOPMENT POLICIES

The following are general principles that apply to all residential development:

1. The increase or decrease of density can function as a transition between incompatible land uses.
2. Residential development should be of a very low density, rural character in areas where urban services (especially public sewers) cannot economically be provided and are not anticipated to be provided within the planning period.
3. Permitted residential densities shall be calculated on the basis of net developable land, excluding street rights-of-way, steeped sloped areas, other public land dedication, and shall be compatible with adjacent land uses.
4. In areas where residential development occurs along ridge tops or valleys with adjacent steep sloped areas, lot frontages should be wide enough to prevent the formation of long narrow lots with little room between houses. This ribbon type of development should be avoided as it results in higher densities of housing than



planned for the area.

5. Residential areas shall generally be located away from incompatible land uses such as large commercial or industrial sites, railroad tracks or other uses characterized by high traffic volumes, odor, noise, dust or dirt, inappropriately intense lighting, and any other nuisance created by these types of uses.

6. Residential subdivisions at densities greater than one (1) unit per acre must be served by central water and public sanitary sewer systems. The use of package treatment plants as an alternate to public sewer shall be strongly discouraged by the planning commission.

7. Within the range of allowable residential densities (as specified in the Alexandria Zoning Ordinance) for a given residential zone, the maximum permitted density for a zone change request shall be determined by referring to the Comprehensive Plan Future Land Use Map and by using the following criteria:

Soils and Slope Assessment

- Acreage in different soil groups.
- Acreage in slopes of varying degrees
- Other physical limitations of the site (floodplain, karst topography, etc.)

Characteristics of road network serving the development

- Distance from the nearest state or federal highway with available capacity to absorb projected increases in traffic due to proposed new development. Traffic analysis is suggested for higher density developments and should be provided by the developer upon request from the planning commission prior to the approval of the development proposal.
- Distance from a publicly maintained road of at least 18 feet in width with available capacity to absorb the projected increases in traffic due to the proposed development.
- Characteristics of the access road:
 - a. Hard surfaced, state maintained road
 - b. Hard surfaced, city/county maintained road
 - c. Gravel surfaced, city/county maintained through road
 - d. Gravel surfaced, city/county maintained dead-end road
 - e. Public or private road not publicly maintained

Community Services/Public Facilities Assessment

- Percent of adjacent and surrounding area developed
- Distance to nearest development within an unincorporated area
- Compatibility with adjacent or surrounding development, in terms of type, intensity and nature or existing or planned land uses.
- Access to central water supply with available capacity to serve the proposed development
- Access to central wastewater treatment facility with available capacity to serve the proposed development
- Distance to 1) a fire department and/or 2) a fire hydrant.
- Distance to a public school facility with capacity to accommodate additional students at the projected date of project completion.
- Distance to nearest neighborhood shopping center

Design

- Residential units should not be located facing directly on or have access directly to arterial or major collector roads.
- Adequate buffering and/or building setbacks shall be required where residential uses abut arterial or major collector roads or existing industrial or commercial uses.
- Each residential area or neighborhood should be served internally only by minor streets that discourage through traffic. These minor streets should channel local traffic into collector streets that serve to connect several neighborhoods with major thoroughfares.
- Residential developments should offer amenities in the form of greenspace/recreation areas, varied topography, attractive vegetation and good views, avoiding sites that are low, poorly drained or with slopes exceeding 12 percent.
- All residential development shall be required to provide adequate off-street parking, street lighting, sidewalks (or other alternative pedestrian routes). In addition, new residential development should be compatible (in size, design, construction materials, etc.) with existing homes and neighborhoods.

COMMERCIAL/PROFESSIONAL OFFICE DEVELOPMENT POLICIES

1. Commercial development should be convenient to and separate from other use areas unless developed in a designated Planned Development Area and in accordance with the standards for Planned Unit Development contained in the City of



Alexandria Zoning Ordinance.

2. Existing commercial activities, which are presently located in areas that are not desirable for commercial development or expansion, should either be redeveloped or stabilized (not expanded); especially those that contribute to the strip commercial nature of U.S. 27. Where appropriate, these areas should be redeveloped into office or retail clusters with shared access drives, etc.
3. Commercial areas should be accessible to major traffic arteries; however, new curb-cuts should be kept to a minimum by requiring commercial facilities to share frontage roads, service access areas, or parking lots.
4. Concentrated clusters of stores, as opposed to linear developments along major thoroughfares should be encouraged, as they are more convenient and tend to protect overall property values.
5. Buffering or screening shall be required when a commercial area is proposed adjacent to existing residential areas. Trees, landscaping, benches and other site amenities should be incorporated into the design.
6. Commercial development should be designed to include sidewalks or other alternative routes for pedestrians, bicycles and disabled citizens.
7. Commercial signs should not be a visual nuisance or safety hazard to vehicular traffic.
8. Commercial design shall include adequate parking facilities with entrances and exits from major streets that minimize interference with traffic flow.
9. In certain cases, some limited mixing of commercial and residential uses may be desirable, such as second floor apartments above first floor commercial uses. Such mixing should be well planned and well regulated in accordance with the Planned Unit Development standards established in the City of Alexandria Zoning Ordinance.
10. All commercial development proposals shall include an assessment of im-

pacts on the environment, on existing service systems, traffic patterns and on adjacent properties.

NEIGHBORHOOD SHOPPING CENTER DEVELOPMENT POLICIES

In addition to the general commercial development policies, the following issues should be addressed in the development of neighborhood shopping centers:

1. Development of neighborhood shopping centers should be allowed when it can be proved that the need clearly exists.
2. There should be a smooth transition between the commercial area and adjacent land uses. This transition should reflect existing architectural and residential character. Typical big box uses or design should be discouraged through the implementation of regulations to mitigate the impacts of this type of development.
3. Neighborhood shopping centers should be developed according to appropriate shopping center standards in order to ensure attractive, stable, convenient places to shop and to permit maximum benefit and support of shopping centers from compatible uses and community facilities. Appropriate standards include the following:
 - a. Internal traffic circulation and adequate parking.
 - b. Loading and unloading areas.
 - c. Pedestrian circulation within the proposed development and between the commercial area and adjacent neighborhoods and other public facilities.
 - d. Buffering from less intense adjacent uses
 - e. Adequate setback from the street right-of-way.

OLD TOWN DEVELOPMENT POLICIES

The central business district of each city typically functions as the historic focal point of the community as well as serving a variety of functions including retailing, entertainment, administration and government. In addition to the general commercial development policies, development policies for the Old Town District in



Alexandria should encourage:

1. An efficient and compact place in which to move about and conduct business. The central business district functions more efficiently if shopping and other activities are oriented to the pedestrian. Convenient parking lots and sidewalks are a necessity. Therefore, any development or redevelopment of properties in this area shall provide adequate sidewalks and attractive, safe parking facilities located to the side or rear of the lot.
2. Old Town should be an attractive place in which to shop in order to provide shoppers with facilities that are pleasant and convenient. The development of a safe and attractive pedestrian environment in Old Town shall be encouraged.
3. Infill development or redevelopment of a property in Old Town should be compatible with the historic context of the area and consistent with existing structures in terms of scale, mass, design and streetscape. Any plans for development should focus on the preservation and revitalization of the area while keeping a similar mixture of land uses.
4. The development of a variety of activities within the Old Town area shall be encouraged to enhance its appeal for human interaction.

Additional Recommendations:

It is recommended that the planning commission conduct a study to: 1) determine the unique characteristics of the Old Town area; 2) to establish more specific design guidelines in order to maintain the area's scale, streetscape, building orientation and mass; 3) ways in which to increase the diversity of commercial activities and services in order to encourage use of the downtown at times other than standard business hours, and 4) methods by which to increase parking opportunities in this area. In order to accomplish these tasks it is recommended that the city consider participating in the Renaissance Kentucky Program.

INDUSTRIAL DEVELOPMENT POLICIES

Although the City of Alexandria does not currently have industrial areas

within city limits, it is necessary to generally describe industrial development policies should the city annex potential sites in the future and/or review a zone change application for a industrial use. General industrial development policies are as follows:

1. Industries should be located in planned industrial parks or adjacent to an existing industry to form industrial clusters.
2. 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.
3. Industrial sites should have good access to highways and when required, rail facilities.
4. Industrial areas should be located in areas served by or capable of being served by water, public sewer, gas and electricity within the planning period. The availability and sufficient size must be a prerequisite for an industrial use.
5. Industrial developments shall provide adequate buffering between proposed uses and adjacent existing or zoned commercial and residential uses. These sites should also be separated from other areas by such buffers as major highways, rail-road lines, parks, greenways or natural geological features. In addition, landscaping and beautification of all industrial sites shall be required.
6. Enough land should be provided for industrial operations, future expansions, off-street parking, loading and unloading.
7. All applications for new or expanded industrial development shall include an assessment of impacts on the environment, existing service systems and adjacent properties. This assessment shall include:
 - a. Impacts on land, air quality, surface and ground water, historic resources, and natural areas.
 - b. Impacts on community service systems, including water, wastewater, traffic, schools, police, fire, and recreation.
 - c. Impacts on adjacent land uses, including noise, traffic, glare, dust, odors, vibrations and visual appearance at the property line of the proposed use.



PUBLIC AND SEMI-PUBLIC DEVELOPMENT POLICIES

Public facilities such as schools, city and/or county administrative buildings, fire stations, etc. should be designed so as to compliment the areas in which they are located. They should be convenient to the population served while at the same time creating the least possible conflict with adjoining uses. Particular importance is attached, therefore, to adequate site size to accommodate future as well as existing needs. Buildings should be properly related to parking and service areas and the streets must have adequate capacity to handle the circulation requirements of the facility.

Utility development policies are an important part of a land use plan. These policies can be used to control and guide development by encouraging development where utility services are available. Due to extreme topographical conditions, sparse population, and/or remoteness of many areas of the county, it is often cost prohibitive and impractical to extend public utilities to those areas. The following policies are recommended to guide future utility extensions:

1. Adequate utilities should be extended on a priority basis to all areas within the planning area that are urban in character (and within the service areas of the respective utility providers). Those sites within the city that are currently unserved shall be the first priority. The utilities extended into urban or urbanizing areas should meet health and safety standards, including fire-fighting capability.
2. All new developments whether they are residential, commercial, industrial, or recreational in character should have the proper utilities installed by the developer whether private or public. The use of package treatment plants is discouraged.
3. The extension of utilities of proper capacity in designated growth areas should precede development or be installed at the time development occurs.
4. The use of underground utilities should be encouraged where feasible.
5. When utility construction equipment, materials or hardware are stored out

doors, the site shall be screened and landscaped in such a manner as not to detract from the surrounding area.

US 27 CORRIDOR DEVELOPMENT POLICIES

The following development guidelines are established for the U.S. 27 area in addition to the general commercial development policies:

1. All new development shall be clustered and generally conform to the adopted Comprehensive Plan with respect to type, character, intensity of use and impact upon community facilities. Deviation from the Comprehensive Plan is dependent upon whether the site is part of an urban service area for public infrastructure and upon the provision of public facilities. In addition, the developer must mitigate the impact of the proposed development on these infrastructure systems.
2. Buffering or screening of more intensive uses from less intensive ones shall be required when a commercial or high density residential area is proposed to existing single family uses. Trees, landscaping, benches and other site amenities should be incorporated into the design.
3. Extension of sidewalks (or alternative pedestrian routes or bikeways) shall be mandatory for all developments along this corridor.
4. The planning commission in an attempt to mitigate traffic congestion in this corridor shall require that a developer keep the number of curb cuts to a minimum. Therefore, the development of frontage roads, shared parking and loading areas shall be required.
5. Smaller, non-obtrusive, monument-style signage shall be encouraged for all properties in this area.
6. All applications for new or expanded development shall include an assessment of impacts on the environment, on existing service systems and on adjacent properties. This assessment shall include:



- a. Impacts on land, air quality, surface and ground water, historic resources, and natural areas.
- b. Impacts on community service systems, including water, wastewater, traffic, schools, police, fire, and recreation.
- c. Impacts on adjacent land uses, including noise, traffic, glare, dust, odors, vibrations and visual appearance at the property line of the proposed use.

“AA” HIGHWAY & KY 536 RECOMMENDATIONS AND FUTURE LAND USE DEVELOPMENT POLICIES

The “AA” Highway and proposed KY 536 extension are located within the Alexandria planning area but are not within the city limits. This situation has the potential to create development directly adjacent to city limits which may not be consistent or compatible with development in the city and without much input from the public and planning commission. For this reason, the following general recommendations should be considered by the city:

- Annexation by the City of Alexandria to the outer “AA” Highway and KY 536 right-of-ways.
- Creation of gateways into Alexandria from the “AA” Highway and KY 536.
- Implementation of general land use policies similar to the U.S. 27 Corridor Development Policies should be considered in these areas.
- Implementation of a “AA” Highway and KY 536 Overlay Zones are suggested with the following requirements: .
 1. Buffers and landscaping shall be required for all new developments surrounding the by-pass in order to minimize the visual impact of development upon viewsheds from the public roadway.
 2. New street intersections should be limited and require the use of shared service and frontage roads. The use of street trees in these areas should also be required.
 3. Centralized and monument style signage shall be required along the KY 536 extension.
 4. Extensions of, or connections to, identified walk/bike ways as shown in Figure 6-4, or any future transportation/recreational studies, shall be dedicated and provided as development occurs in these area.