

## CHAPTER EIGHT

### INTRODUCTION

The land use plan is a guide for the physical development of the city and adjacent unincorporated areas within the Columbia planning 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 life in Columbia to be 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 the preceding chapters. Specific application of the guidelines to new development in the city will occur through amended zoning and subdivision regulations and through the 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

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occurring in Columbia portend change in the unincorporated areas of Adair County adjacent to city limits.

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 Columbia 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 four categories: rural residential, low density, medium density and high density. The rural residential land use category refers to large lot residential uses that are typically situated along existing county roadways or large lot subdivisions just beyond city limits. However, residences typically associated with agricultural operations are accounted for under agricultural and open space land uses. The low density residential land use category generally 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 the land use categories are purposefully broad. It is not the intention of this plan to automatically allow residential development to occur at the upper end of density ranges as allowed in the Columbia Zoning Ordinance. Rather, the density of development should be consistent with the planning commission's goals and objectives, residential development policies in the future land use section of this plan, and should be appropriately served with adequate infrastructure. The specific listing of uses permitted in each of the residential districts and to what densities, are determined by the Columbia Planning Commission and City Council in the adopted Zoning Ordinance.

**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 the like.

*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.

**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.

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**PUBLIC/INSTITUTIONAL/RECREATIONAL LAND USES**-Public and semi-public land uses are defined here to include three 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, 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. 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 or within the floodplain). 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. Areas that are environmentally sensitive have been identified on the future land use map.

## **COLUMBIA PLANNING AREA EXISTING LAND USE**

The land use of the Columbia planning area is structured by the location of several creeks (Russell, Sulphur and Petty Fork and respective floodplains), major transportation routes (Louie B. Cumberland Parkway, KY 55, KY 61, KY 80) and topography consisting of moderately sloping areas. The majority of commercial, industrial and high density residential development is located within city limits, although strip commercial areas have extended along KY 55 (toward Campbellsville) and KY 80 (toward Russell Springs). Unincorporated areas just beyond city limits have experienced low to moderate density single-family residential construction and some strip commercial development. In Columbia, strip commercial areas extend along several main routes (KY 55, KY 80 and KY 61) and have created traffic congestion in these areas.

Beyond the City of Columbia 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.

The following paragraphs detail existing development patterns within each land use category.

**AGRICULTURAL USE & OPEN SPACE**--There are very few scattered areas of agricultural use within the city. The majority of agricultural parcels are located beyond city limits. Some of the agricultural parcels within city limits are typically remnants of residential or commercial development. Land within the planning area that is currently being used for agricultural purposes is located to the rear of the industrial park, along south KY 55, Vaughn Street, Walker Road, KY 767, along KY 55 toward Campbellsville and KY 439, just beyond the Adair County High School.

The majority of open space within city limits are those areas which remain undeveloped due to the environmental constraints of steep slopes and creek floodplains. Although moderate slopes in these areas limit development, the views and vistas created by this type of topography allow for scenic residential development and help the city to maintain its rural character.

**RESIDENTIAL LAND USES**- The first residential development within the City of Columbia occurred near the city's civic and commercial core along the earliest established streets. 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 central business district, 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 outside of city limits along KY 6178 (Conover Road), KY

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61 adjacent to the Columbia-Adair County Airport, KY 767 just north of city limits and KY 3491 to the east of city limits. In addition, a limited amount of rural residential development has occurred along existing county roadways.

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 are located on Carrie-Bolin Drive, KY 61, Frazier Street, KY 439 and Trabue Street. Newer higher density land uses include the development of townhomes along Jamestown Street.

The other type of high density housing located within the planning area are mobile home parks. The largest mobile home park is located behind the fairgrounds along Russell Creek. This park contains numerous dilapidated mobile homes in floodprone areas in a development with little or no amenities. In addition, to this large mobile home park, there are several small concentrations of mobile homes on Bomar Heights Road, Sexton Drive and Tutt Street. Located to the north of city limits, there is one large mobile home park situated off of KY 55. This large concentration of mobile homes is not adequately served with water or sewer and is also located near the floodplain of Russell Creek. In addition, there are only gravel roads serving the area.

**COMMERCIAL LAND USES**-Commercial development of Columbia began with its historic central business district. Today, uses located within the central business district include the county courthouse, city hall, churches, fire station, 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 the central business district along major transportation routes. The most concentrated area of commercial development is located to the south of the central business district along KY 55. This development has occurred due to its proximity to the Louie B. Nunn Cumberland Parkway, available land, convenient access and readily available parking opportunities. Commercial development in this area, and the KY 61 and KY 55 corridors is mostly strip commercial in nature. Uses along these routes include gas stations, fast food restaurants, banks, car dealerships, grocery stores and retail shops. Some residences along these strip commercial routes have been replaced or converted to commercial uses, office space or home businesses. It is important to note that development along these corridors, without the use

of frontage roads and other access management techniques, has resulted in a highly congested area that facilitates numerous traffic accidents. In addition, the lack of landscaping and buffering contributes in making this area aesthetically unappealing.

**PUBLIC, INSTITUTIONAL, AND RECREATIONAL-** Public land uses within the city limits include but are not limited to the Adair County Courthouse, Columbia City Hall, Columbia Fire Station, schools within the Adair County School District, Lindsey Wilson College, Adair County Youth Development Center, Westlake Hospital, Summit Manor Nursing Home, water and sewer treatment plant sites and several churches scattered throughout city limits. These areas are shown in blue on the future land use map.

Open space and recreational uses currently existing within the planning area include the Christian Life Center, Little League Fields located at the industrial park, Sportsman Club, Columbia Fairgrounds and cemeteries. These areas are shown in green on the map.

**INDUSTRIAL USE-** There are several industrial developments within the Columbia planning area. The largest and most concentrated area of heavy industrial development is located within the industrial park on Industrial Park Road. Light industrial uses scattered within the planning area include several printing firms, lumber companies, animal feed and fertilizer producers. The most significant change in this land use category since the 1992 comprehensive plan update, is the closing of Osh Kosh which employed approximately 500 people in the region.

A smaller, more noxious industrial development consisting of an automobile recycling yard (junkyard) is located on KY 61 just beyond city limits. In addition, there several scattered industries along KY 55 toward Campbellsville and a concrete mixing industry south of city limits on KY 704. The county's transfer station is also located beyond city limits on a frontage road adjacent to the Louie B. Nunn Cumberland Parkway.

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## **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 compliment 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. Figure 8-1 is the future land use map for the City of Columbia 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 to ten years due to unpredictable economic and other factors. Rezoning of various areas consistent with future land use designations may therefore become appropriate at various times throughout or beyond the five to ten year planning period as conditions warrant. Nevertheless, 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 map by providing a framework for managing and directing the changes that will 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:

1. Economic growth will continue in the county as a result of infrastructure improvements and existing development pressures. Current growth rates are likely to slow, as national and regional growth rates slow.
2. Population growth will continue in response to economic opportunities, location near transportation routes and cost-of-living factors. Some of this growth will result from a natural increase in population with most population shifts resulting from immigration. 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.
3. 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. Therefore, the provision of a functional, efficient, multi-modal transportation system will become increasingly important.
4. 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.
5. 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.
6. 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.
7. Pressure for residential and commercial development will continue in conjunction with regional economic development, transportation, and infrastructure improvements (especially the KY-55 By-Pass and improvement of KY 61. The quality of these developments will continue to be a major issue as the community strives to maintain its unique characters and heritage

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## **FUTURE LAND USE IN THE COLUMBIA PLANNING AREA**

Figure 8-1 is the Future Land Use Map for the Columbia planning area. The most significant change that is anticipated within Columbia's planning area over the next five years is the proposed construction of a by-pass. Land use around the by-pass and KY 61 is addressed in more detail in the small area plan in Chapter 10. In many cases land uses shown outside of Columbia may be shown at higher densities than normally allowed beyond city limits because it is anticipated that development of the road will be accompanied by infrastructure improvements and annexation by the city. If these areas are not annexed or are developed without infrastructure improvements, a lower density of development would be appropriate. The planning commission should determine the appropriateness of the use by using the development policies specified in this chapter and Chapter 10 of the comprehensive plan.

Other major developments that will impact the future land use of the city will be continuing infrastructure improvements (Columbia/Adair County Regional Waste Water Treatment Plant and water system improvements) as well as strip commercial development along the major transportation corridors leading into the courthouse square (KY 55, KY 80 and KY 61). Along these corridors it is anticipated that development proposals may include existing homes to be converted to commercial uses as strip commercial areas extend from the downtown beyond city limits. This type of development should be discouraged in historic areas and where the conversion of a residential use will impact adjacent residential neighborhoods.

Newer housing development will also continue to occur just beyond city limits along KY 206 (east), 3941 (east) and KY 61 (southwest). More intense residential development is anticipated in the western sector of the planning area as the by-pass is constructed, while less intense rural residential development is expected to continue in the eastern portions of the planning area in anticipation of future infrastructure improvements (proposed phase II of the by-pass). However, improvements to the infrastructure will occur at a slower pace in the eastern sector, thus the timing and intensity of development should be less intense than that of the western sector of the planning area. Additional multi-family development is also anticipated as the population ages and new areas for development become possible with road and infrastructure

improvements. These multi-family developments are expected to locate along the major transportation corridors where adequate infrastructure is available and to serve as buffers between commercial development and lower density residential uses.

Additional industrial development is also anticipated in the existing industrial park near the Louie B. Nunn Cumberland Parkway, along KY 55 (north) and the industrial park on KY 55 as industries are actively recruited to and existing industries expand their operations.

## **FUTURE LAND USE OBJECTIVES**

The principle objective of the land use plan for the City of Columbia planning area is to contain urban development into areas where urban services are either presently existing or to areas 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.

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## **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 Columbia and its planning area. Principles for the major types of land uses are provided below as guidelines for the consideration of zone change requests. These policies and the land use map should be utilized together in consideration of these 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 the development plan to ensure conformance with the comprehensive plan and determine the appropriate district classification.

### **GENERAL PRINCIPLES FOR ALL NEW DEVELOPMENT**

1. All new development shall meet all applicable federal, state and local standards regulating the impact of development on land, air, water, historic resources 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. 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 activity on land to conform to any 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 utilize and retain natural topography and vegetation in the development design and layout to the extent practicable.
6. 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.

7. No development should be allowed to be built in designated 100-year floodplain areas, sinkholes or other environmentally sensitive areas.

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

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

10. 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 only a small amount of agricultural land within the city, significant agricultural operations reside within the city's planning area. Therefore, as part of the planning process, policies must be established for the conversion of agricultural land to other uses as the city continues to expand and annex.

The following criteria should be considered when development in agricultural areas 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 related to agriculture. Many areas exist within the Columbia planning area where prime soils are not located. Development of a residential nature in these areas will not greatly impact agricultural production.

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2. *Previous Land Use.* A good method for determining which lands are no longer agriculturally viable is by looking at 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 years may have lost its utility.

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 discouraged 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, 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 piano key 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, airports 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 unit per acre must be served by central water and public sanitary sewer systems.

7. Within the range of allowable residential densities (as specified in the Columbia 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 if 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

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## *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 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).
- Infill housing development should be compatible (in size, design, construction materials, etc.) with existing homes and neighborhoods.

## **COMMERCIAL/PROFESSIONAL OFFICE DEVELOPMENT POLICIES**

1. Commercial areas should be convenient to and separate from other use areas unless the proposed development is part of a Planned Unit Development where project design is carefully reviewed.
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).



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 next 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 people.
7. Commercial signs should not be a visual nuisance or safety hazard to vehicular traffic.
8. Commercial design shall include adequate, landscaped 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.
10. All commercial development proposals shall include an assessment of impacts 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. Typical Big-Box Design shall be discouraged.

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2. There should be a smooth transition between the commercial area and adjacent land uses. This transition should reflect existing architectural and residential character.

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. Use of landscaping in Vehicular Use Areas
- f. Adequate setback from the street right-of-way.

## **CENTRAL BUSINESS DISTRICT (CBD) 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 CBD in Columbia 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 parking facilities.

2. The downtown area 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 the CBD shall be encouraged.

3. Infill development or redevelopment of an area within CBD should be compatible with the historic context of the area and consistent with existing structures in scale, mass, design and streetscape. Any plans for development should focus on the preservation and revitalization of the area, and retaining a similar mixture of land uses.

4. The development of a variety of activities within the central business district shall be encouraged to enhance its appeal for human interaction and increase the vitality of this areas beyond normal business hours.

#### Additional Recommendations:

It is recommended that the planning commission conduct a study to: 1) determine the unique characteristics of the CBD; 2) to establish 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.

### **INDUSTRIAL DEVELOPMENT POLICIES**

All future industrial development should be located in or adjacent to planned industrial areas with industrial development outside of the planning area being discouraged unless access to adequate infrastructure is provided. Some small industrial type home-occupations and agricultural accessory uses should be permitted as conditional uses. These small industries should include services related to agricultural activities such as farm implement repair, ham curing, limited warehousing, etc. The following are specific industrial development policies:

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.

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

## **KY 55, 61 AND 80 CORRIDOR DEVELOPMENT POLICIES**

The following development guidelines should be established for these areas:

1. All new development shall 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, and ability of the developer to 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.

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3. Extension of sidewalks (or alternative pedestrian routes or bikeways) shall be mandatory for all developments along these corridors.

4. The planning commission in an attempt to mitigate traffic congestion in these corridors 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. All vehicular use areas shall be landscaped.

5. Smaller, non-obtrusive 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.

## **BY-PASS RECOMMENDATIONS AND FUTURE LAND USE DEVELOPMENT POLICIES**

It is anticipated that the construction of a by-pass will occur within the planning period. At this time, the by-pass is to be located within the Columbia planning area but is 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 the planning commission. For this reason, a more detailed small area plan has been developed for the land around the by-pass and the reconstructed portions of KY 61 including the new interchange at the Cumberland Parkway. This plan has been incorporated into this Comprehensive Plan in Chapter 10.

Should annexation occur, the implementation of a By-pass Overlay Zone is suggested. For planning purposes all properties adjacent to the by-pass would be delineated as the By-pass Overlay District. The purpose and intent of creating an overlay district in this area is the following:

- a. The provision of a permissive and alternative zoning procedure for innova-

tive, mixed use, residential, commercial, industrial or other types of developments.

b. To implement the coordination of transportation planning and development in order to maintain the functionality of the by-pass.

c. To facilitate the planned development of the area which is consistent and compatible with local and regional demographic and socio-economic trends, existing land uses as well as the enhancement of the city's economic and service capacity.

d. To minimize the visual impact of development upon viewsheds from the public roadway.

e. Allow the planning commission flexibility to determine the types and location of uses that are compatible in the by-pass corridor as market conditions change.

f. To encourage the development of multi-modal transportation facilities (walkways and bikeways) in conjunction with development of this area.

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