

City of Columbia

C o m p r e h e n s i v e
P l a n



November 9th
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City of Columbia

C o m p r e h e n s i v e
P l a n



Prepared For:
City of Columbia
Planning Commission
116 Campbellsville Street
Columbia, KY 42728

Prepared By:



Kriss Lowry & Associates, Inc.
227 South Rays Fork Road
Corinth, KY 41010-3027
www.krisslowry.com

November 9th
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Columbia Comprehensive Plan 2006

WE ARE LOOKING BACK TO FORGE AHEAD

Columbia Planning Commission:

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Sue Stivers – Vice Chairman
Lloyd French – Secretary
George Kolbenschlager

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Carolyn Edwards

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Columbia’s reputation as the “Gem of Kentucky” is priceless and will be maintained as a result of our community vision and thoughtful planning. As a community, we value our small college town atmosphere settled among the rich, rural landscape and regional lakes. To preserve our heritage, we seek to encourage diversified opportunities for growth while enhancing community character and the quality of life for our citizens. We also seek to establish a strong, well-integrated city that fosters local businesses and industries, while striving to maintain a clean, safe, well-governed, fiscally sound and environmentally pleasant community. This strong sense of community and vision will be achieved through the will and vested interest of our citizens. As the historic, civic and commercial heart of Adair County, *WE ARE LOOKING BACK TO FORGE AHEAD.*

City of Columbia



CHAPTER ONE

INTRODUCTION

Kentucky Planning and Zoning Statutes (KRS 100) require that the Planning Commission of each planning unit prepare a Comprehensive Plan. This plan serves as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. A principal element of the Comprehensive Plan is the establishment of the statement of goals and objectives. This chapter serves as a guide for the preparation of the remaining elements of the plan. In addition, the goals and objectives provide the Planning Commission and its staff with the direction necessary to prepare a plan that accurately and faithfully represents the wishes of the community.

The following statement of goals and objectives is intended to provide direct guidance for decisions made by the Planning Commission and local government bodies as related to future physical development. These statements are presented in two levels of specificity. Goals are very broad and abstract ideals that the community desires. Objectives are more specific and concrete concepts which when achieved contribute to goal attainment. KRS 100.193 requires the Planning Commission to adopt the goals and objectives and to submit them to the legislative bodies of each governmental unit in the planning area for their adoption. The City of Columbia Planning Commission and Columbia City Council have officially adopted the following goals and objectives.

Planning Commission Adoption: February 17, 2005

City Council Adoption: March 7, 2005

City of Columbia



Goals & Objectives

OVERALL GOAL:

Promote a sustainable natural and man-made environment that balances environmental protection and preservation with the physical, social and economic needs of the population for the long-term benefit of both.

ENVIRONMENT

GOAL: To protect and enhance the quality of the natural environment while permitting appropriate development on suitable lands. Also, to promote the most efficient and reasonable use of the area's physical resources by ensuring that short-term use of our environment will be to the long-range benefit of all.

OBJECTIVES:

1. Require appropriate drainage facilities for all new development in order to avoid flooding, erosion and additional post-development runoff.
2. Reduce soil erosion by requiring and enforcing erosion control measures during construction.
3. Minimize air, water, soil, light and noise pollution by encouraging the preservation of open spaces, green areas and requiring adequate landscape buffers and berms. When appropriate, request the dedication of park areas.
4. Develop a planting manual and list of suitable street trees for Columbia and encourage their use.
5. Prevent pollution by upgrading and providing appropriate collection and distribution facilities for the proper treatment and handling of water, sewage and solid waste.
6. Require all developers to identify and map developmentally sensitive areas, or lands containing wetlands, karst topography, steep slopes, endangered

habitats and scenic areas during the site planning process. Minimum standards shall be established for the creation of open space/greenway corridors and the preservation and restoration of these areas.

7. Encourage conservation through the reduction, reuse, recycling and composting of solid waste.

8. Encourage preservation of prime farmlands.

9. Recognize and support Federal and State regulation of the environment.

ECONOMIC DEVELOPMENT

GOAL: To encourage and promote the development of a stable and diversified economic base that fosters employment opportunities for all citizens of the City of Columbia.

OBJECTIVES:

1. Adopt an economic development strategy to retain existing industry, increase economic diversity and create better employment opportunities in order to ensure that the city is a vital part of a strong local and regional economy.

2. Participate in local and regional economic efforts by encouraging the recruitment of nonpolluting, self-supported and diversified industry in designated areas where adequate infrastructure is available.

3. Encourage the development of aesthetic entrances to the City of Columbia, in order to promote economic development and enhance the city as a tourist destination.

4. Coordinate and cooperate with the Industrial Authority to reserve suitable lands for industrial development equipped with adequate infrastructure.

City of Columbia



Goals & Objectives

5. Capitalize on the area located within Adair County and the City of Columbia by fostering small businesses and encouraging the continuation of investment.
6. In order to enhance commercial development activities within downtown Columbia, encourage the creation of additional parking opportunities' and study ways to mitigate problematic traffic circulation.
7. Promote the development of a pedestrian friendly atmosphere within the City of Columbia by requiring the maintenance of existing walkways, benches and green spaces and requiring these amenities in all new development.
8. Encourage small business development, entrepreneurship and growth by providing adequate areas for commercial development and professional offices.
9. Encourage the provision of support services and technical assistance for small businesses through the Chamber of Commerce, Lindsey Wilson College and other non-profit agencies.
10. Facilitate condensed, high quality commercial development by discouraging sprawl created by linear shopping areas.
11. Promote Adair County and the City of Columbia as a tourist destination by developing a tourism plan and increasing marketing activities, for the area.
12. Encourage reinvestment in the community.
13. Continue to promote and actively participate in the Renaissance On Main (formerly Renaissance Kentucky) Program.

HISTORIC PRESERVATION

GOAL. To recognize and preserve the historic and cultural resources of the City of Columbia.

OBJECTIVES:

1. Encourage the identification, maintenance and protection of all significant historic buildings, structures, fences, archeological resources and other features through education and where appropriate designation of local historic districts and/or historic overlay zones.
2. Support the efforts of the city, local organizations, and the Kentucky Heritage Council to inform residents and visitors of the unique historic and cultural features of the community through promotional and interpretive activities.
3. Promote the City of Columbia as a regional historic attraction through the revitalization and the preservation of historic features, architecture and heritage.
4. Support the efforts of the city to maintain and promote the Trabue House.

HOUSING

GOAL: To maintain decent, safe and sanitary housing for the citizens of Columbia in existing and new development.

OBJECTIVES:

1. Encourage rehabilitation of substandard housing through redevelopment projects and all available private and public funding sources.
2. Maintain and rehabilitate the community's existing housing stock and neighborhoods while preserving structures of architectural significance.

City of Columbia



Goals & Objectives

3. Adopt and enforce city policies and applicable regulations to address littered lots, substandard and dilapidated structures to improve the utility and appearance of such structures and lots.
4. Encourage and support efforts to construct and maintain affordable housing for elderly, disabled and other disadvantaged persons in areas where there is convenient access to recreation, commercial activity and other services.
5. Encourage development of retirement community housing and assisted living facilities with appropriate services for the elderly;
6. Encourage quality and diversity of design by developing subdivisions and housing which is compatible with existing land uses, transportation patterns, and the spatial arrangement of existing housing and neighborhoods while avoiding “cookie-cutter” subdivisions.
7. In order to provide a more livable community; promote residential development with amenities, such as street lighting, sidewalks, green space and recreational facilities (for example; golf courses, ball fields, tennis courts and swimming pools).
8. Adopt and provide for the fair, equal and uniform enforcement of building codes.

COMMUNITY FACILITIES AND SERVICES

GOAL: *To ensure that adequate community facilities and services are available and provided in an efficient manner to conserve human and natural resources.*

OBJECTIVES:

1. Coordinate the rehabilitation, development and expansion of community facilities with land development activities by requiring, at the time of development, infrastructure sufficient to accommodate projected growth.
2. Encourage inter-local and regional cooperation and coordination in the provision of regional community services.
3. Creative ways of funding the expansion and improvement of public services and facilities shall be sought to ensure that costs are fairly distributed. Cooperative funding agreements between the private and public sectors shall be encouraged to fund future utility extensions.
4. The City of Columbia shall seek an overall combination of land uses (residential, commercial, industrial, public, etc.) that yields a balance between the public revenues generated from those uses and the public expenditures required to support those uses.
5. Provide and upgrade as necessary, adequate water, sewer, solid waste services and other utilities in an efficient, safe and environmentally sound manner.
6. Require the dedication of easements and rights-of-way to meet future infrastructure needs when development or redevelopment occurs.
7. Redevelop and encourage the extension of existing sidewalks and alternative pedestrian systems to create linkages between existing and proposed developments.

City of Columbia



Goals & Objectives

8. Require developers to conduct impact studies where existing infrastructure, services and the public school system are not adequate. Developers shall be encouraged to phase construction to ensure that the provisions of these available services are adequate to support their developments.

9. Require developers to provide adequate facilities such as sidewalks, proper drainage, utilities and landscaping in new developments.

10. Encourage efficient public safety services including police, fire and ambulance by coordinating the addressing of all new development with the Adair County 911 Center during the subdivision review process.

11. Maintain the low crime rate of the city through education, enforcement and other social programs.

12. Encourage and support affordable local health facilities, nursing homes and child care establishments.

13. Encourage the elimination of overhead utilities in the downtown area of Columbia and require the installation of underground utilities in all new developments where economically feasible.

14. Encourage the establishment of a Parks and Recreational Board to assess existing recreational resources, develop a community recreational plan, pursue funding for the development and maintenance of new facilities, and promote active living.

15. Actively pursue opportunities to partner with Lindsey Wilson College in order to further community redevelopment efforts and other civic projects.

16. The City of Columbia, while recognizing the need to provide essential utilities to its citizens, shall require that all proposed cellular towers, antennas and other wireless facilities (wireless facilities) be developed in a manner which retains the integrity of neighborhoods and the overall character, property values and aesthetic quality of life of the community at large. Future development policies for the location of wireless facilities within the city shall:

- a. Ensure that wireless facilities are constructed in practical locations by encouraging facilities that minimize the impact to residential neighborhoods,
- b. Minimize the number of wireless facilities by requiring the use of existing structures and co-location when feasible,
- c. Ensure that there is a minimal impact upon the visual environment by requiring adequate screening and/or aesthetically pleasing design,
- d. Protect the public health, safety and welfare by requiring that the wireless facilities are adequately secured and encouraging the timely maintenance of the structures. In addition, require provisions for the removal of abandoned facilities.
- e. Establish an administrative process for the approval/disapproval of wireless facilities.

TRANSPORTATION

GOAL: To develop and maintain an accessible, safe and efficient multi-modal transportation system that effectively addresses regional and local development patterns.

OBJECTIVES:

1. Promote the coordination between city, county and state government for transportation improvements.
2. Provide a balanced multi-modal transportation system by encouraging citizens to walk or bicycle whenever possible by providing safe sidewalks, street crossings, bike paths and other alternatives to vehicular transportation.
3. Study and implement ways to improve traffic flow in the commercial areas and along all streets within the City of Columbia.

City of Columbia



Goals & Objectives

4. Encourage the provision of additional parking within downtown Columbia with appropriate locational signage.
5. Require all developers to provide adequate off street parking, rights of way and paved travel surfaces that meet city specifications.
6. Limit the number of direct access points along arterial streets by encouraging the use of frontage roads and other access management techniques.
7. Highway commercial uses shall be in close proximity to highway interchanges for maximum convenience and economy to the travelling public, while minimizing the impact to the community in terms of traffic congestion, local commuting patterns and access.
8. The interior street system of new residential developments shall insure continuity with adjacent built or planned neighboring areas. Residential developments shall be encouraged to provide interconnections between sections of their developments and with adjacent developments to promote safe and easy transportation access and a sense of neighborhood interaction. Street extensions shall be developed where needed and feasible. The interior street system shall also coordinate with and continue the evolving multi-modal transportation system (pedestrian and bicycle facilities).
9. Strongly encourage and actively pursue funding for the construction of a Columbia KY 55 by-pass to improve traffic flow and congestion within the city.

LAND USE

GOAL: To provide adequate land in appropriate locations for all planned land uses while minimizing the adverse impacts of development and encouraging quality design.

OBJECTIVES:

1. Promote a new development pattern that follows guidelines for planned growth, respects urban service areas and frames development with open space.
2. Identify, establish and maintain open space and green way corridors to enhance the natural environment, increase linkages between various recreational opportunities and protect environmentally sensitive areas.
3. Provide new guidelines for residential development that stresses flexibility and creativity in neighborhood design, focuses on neighborhood character, landscaped streets, open spaces, the human scale and walkability.
4. Development issues shall be viewed in terms of promoting the overall quality of life. Mixing of residential and other land uses shall be encouraged, but only in appropriately planned and designed neighborhood developments.
5. Balance developmental needs with the preservation and protection of the city's existing assets and character.
6. Prohibit development in physically restrictive areas.
7. Require adequate preventive measures to minimize environmental degradation during construction in all areas.
8. Require adequate storm drainage, sewer and water systems for all new developments.

City of Columbia



Goals & Objectives

9. Require quality development and land use through fair, equal, and uniform review processes, land use designations, subdivision regulations and other activities relating to planning.

10. Keep existing infrastructure efficient by promoting restoration and re-development of property already in commercial areas. New commercial, multi-family housing and other high-density land uses should be near similar existing uses.

11. Promote aesthetically pleasing commercial development with appropriate access, signage and landscaping.

12. Effective site placement, architectural and landscape design for commercial and industrial uses shall be encouraged to enable aesthetically pleasing developments while eliminating adverse impacts to adjacent land uses. Nuisances such as smoke, dust, noise, light and odor shall be kept at a minimum. Site development and enforcement of such nuisances shall be carefully coordinated and require the necessary approvals of other regulatory agencies.

13. Adopt and enforce ordinances that require signs that enhance the natural environment and minimize visual clutter.

14. Clustering of dwelling units on portions of an overall site shall be encouraged in order to preserve green space, scenic views, other identified significant site features, and land for public facilities or recreation.

15. Encourage coordination and cooperation between the Planning Commission and various other governmental entities.

16. Establish an inter-agency site review process for land use changes, grading, drainage, erosion control, landscape and greenspace requirements.

17. Identify potential areas for annexation to ensure adequate land for growth and various land uses, and actively work with the city to achieve this objective.

CHAPTER TWO

The analysis of current and future population trends serves as a fundamental basis for many planning decisions. The size of the population, its composition, and spatial distribution can significantly impact future social, economic, and physical land use needs. An examination of the current and future population size as well as composition also serves as a reference point to predict the future demand for additional facilities and services.

PAST POPULATION TRENDS

It is necessary to examine past population trends for an area in order to understand future projections. In order to put these trends into context it is important to understand population shifts as they have affected the state as a whole. As documented in the *Atlas of Kentucky*, the mean center of population in the United States has shifted westward since the first national census in 1790. In fact, the mean population center for the United States was located in extreme Northern Kentucky in 1880. Since the first census, the population of Kentucky has never declined but has experienced periods of slow growth as shown in Figure 2-1.

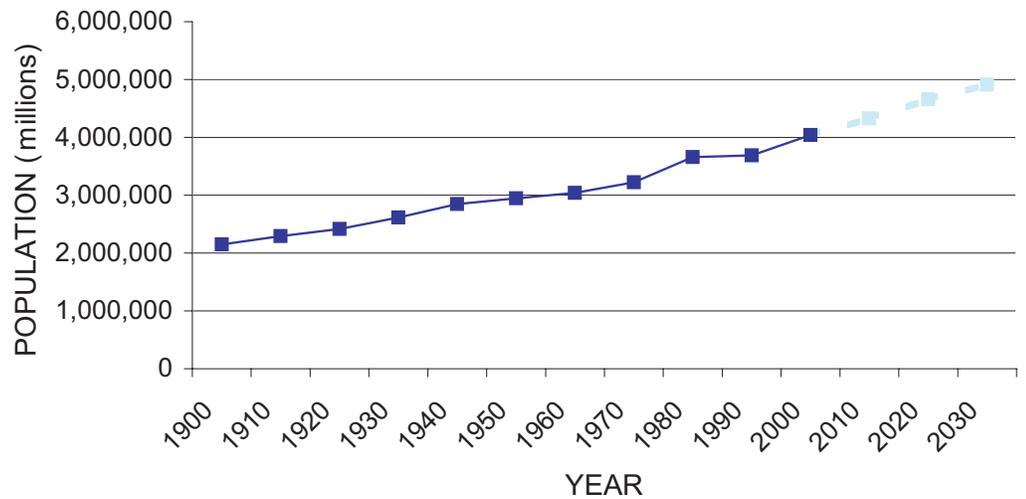
One of the most significant trends affecting population growth in Kentucky occurred between 1980 and 1990. During this time, the state's population increased by less than one percent (0.8%). This increase was extremely low compared to the national average increase of 10% during this same period. Lack of economic opportunities in the state relative to other states in the 1980's contributed to Kentucky's slow growth. During this period, many people sought employment in other states, mostly in the Sun Belt.

In 2000, the state's population totaled 4,041,769 which was a 9.63% increase from the year 1990. As of July 1, 2004, the Kentucky State Data Center estimated that the state had a population of 4,145,922, an increase of 2.3% since 2000. KSDC also estimates that Kentucky will continue to grow between 5.4%-7.8% through the year 2030. According to KSDC these projections, it is estimated that Kentucky will have a total population of 4,912,621 by 2030.

City of Columbia



FIGURE 2-1
Kentucky Population Trends



YEAR	POPULATION	% CHANGE
1900	2,147,174	-
1910	2,289,905	6.65%
1920	2,416,630	5.53%
1930	2,614,589	8.19%
1940	2,845,627	8.84%
1950	2,944,806	3.49%
1960	3,038,156	3.17%
1970	3,220,711	6.01%
1980	3,660,324	13.65%
1990	3,686,891	0.73%
2000	4,041,769	9.63%
2010	4,326,490	7.04%
2020	4,660,703	7.72%
2030	4,912,621	5.41%

Source: U.S. Census Data and University of Louisville, Urban Research Institute, Kentucky State Data Center, Population Forecasts (10/17/05)

Figures 2-2 and 2-3 depict the change in population for Adair County and the City of Columbia. The changes in population in Adair County from the year 1950 projected into the year 2030 are shown in Figure 2-2. From reviewing the chart it can be seen that Adair County has experienced moderate fluctuations in its population. These fluctuations stabilized in 1980 with the population consistently growing since this time. The period of greatest population growth (16.8%) occurred between 1970 and 1980. From 1990 to 2000, the population increased by 1,884 or 12.27% since the year 2000. As of July 1, 2005, the Kentucky State Data Center (KSDC) estimates that the population of Adair County had increased to 17,573 or 1.9%. In 2000 and 2005, Adair County ranked 63rd out of 120 counties in terms of population size.

Figure 2-3 shows the census population for City of Columbia from the years 1960 to 2000. The chart also depicts moderate growth projections for the city through the year 2030. From reviewing Figure 2-3, it can be seen that the population of Columbia has consistently increased over the past forty years, while the population of Adair County has fluctuated and even lost population during this time. The population trend for the City of Columbia, the county seat, has been steadily increasing at various growth rates. Over the past forty years, the period of most rapid growth occurred from 1960 to 1970 when the city experienced a 43.4% increase in population. From 1990 to 2000, the city experienced a 4.4% increase in population. As of July 1, 2005, the Kentucky State Data Center estimated the population of the city to be 4,174. This is a 4.0% increase from 2000. According to the KSDC estimate, the City of Columbia ranks 83nd out of 421 cities in Kentucky in terms of population size.

FUTURE PROJECTIONS

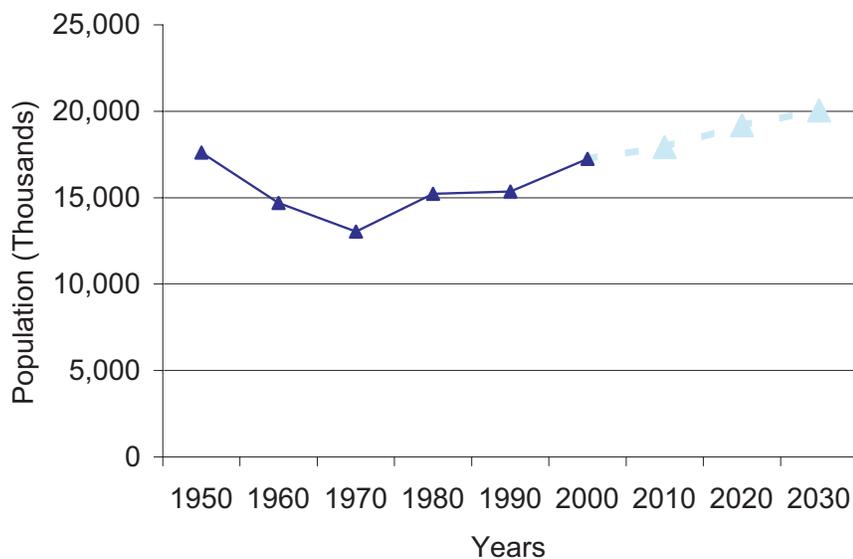
Population projections are derived from statistical analysis that considers both recent and historic population trends. Population forecasts for counties such as Adair are generally accurate while those for cities like Columbia are generally considered less accurate due to the possibility of annexations. Such possibilities could significantly alter the population of an area in a short period of time.

City of Columbia



Population

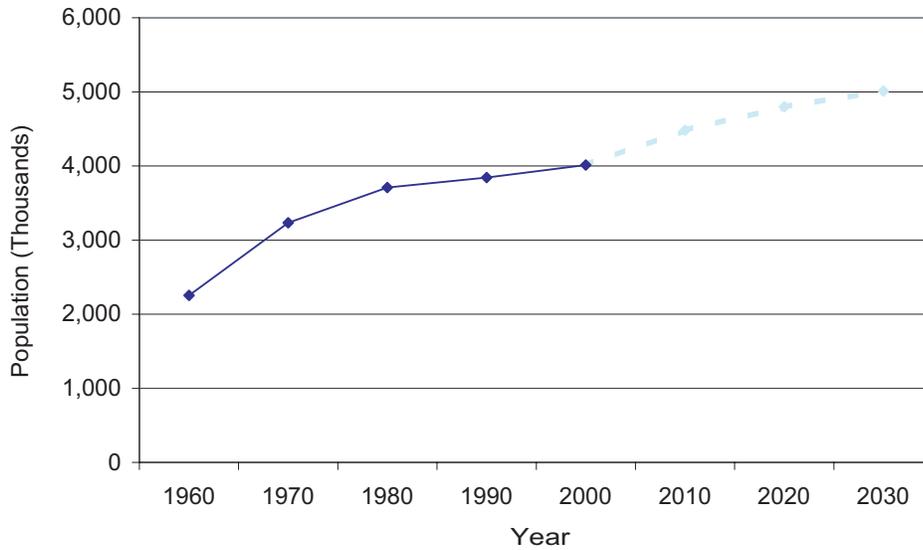
Figure 2-2
Adair County Population



YEAR	POPULATION	% CHANGE
1950	17,603	
1960	14,699	-16.50%
1970	13,037	-11.31%
1980	15,233	16.84%
1990	15,360	0.83%
2000	17,244	12.27%
2010	17,925	3.95%
2020	19,187	7.04%
2030	20,045	4.47%

Source: 1950-2000 Census, University of Louisville Urban Research Institute, Kentucky State Data Center, Population Forecasts, Middle Growth Series (October 17, 2005)

Figure 2-3
City of Columbia Population



Year	Population	% Change
1960	2,255	
1970	3,234	43.4%
1980	3,710	14.7%
1990	3,845	3.6%
2000	4,014	4.4%
2010	4,481	11.6%
2020	4,797	7.1%
2030	5,011	4.5%

Source: 1960-2000 Census, University of Louisville, Urban Studies Institute, County Population Forecasts (October 17, 2005)

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Population

Population projections for Adair County are shown on Figure 2-2. These projections are obtained from the University of Louisville Urban Studies Institute which produces projections of Kentucky state and county resident populations by age and sex. The projections used for the development of the comprehensive plan were current as of October 17, 2005 and replace all previous forecasts produced by the Institute. They are the latest official population forecasts since the 2000 U.S. Census and are revised periodically.

Forecast assumptions for future fertility, survivorship, and migration are derived from the range of cohort rates shown for the components during the 1990-1995 and 1995-2000 periods. For each series there are county migration rates by age and sex. Fertility assumptions, measured by age specific birth rates, were derived for each county. Lower birth rates were used in the low projections, and higher birth rates were used in both the middle and high projections. Projections of future population growth were derived from detailed analysis of county level demographic components of change such as births, deaths, and migration and are based on a cohort-component method. State projections are obtained by summing the county projections. For each county, resident population birth cohorts by sex and five-year age groups through the age of 85 and above are projected forward in five-year age intervals. Age-sex cohorts are aged forward from a beginning age (x) to an ending age (x+5) by adjusting for migration and survivorship. Resident live births over the five-year period are derived from the projected size of the female population and county-level-age-specific birth rates.

As can be seen on Figure 2-2, the Kentucky State Data Center projects Adair County's population to moderately increase over the next 30 years at a rate of approximately 5.41% to 7.72% percent for each ten year period from 2000 to 2030. By the year 2030, the Middle Growth series projects the Adair County population to reach 23,113.

It is important to note that Adair County is being influenced by the same population trends as the United States overall as well as much of western civilization which is entering a period of little or no growth. The birth rate is substantially lower than in earlier periods. Although the death rate has declined, more deaths are occurring, as there are more elderly persons in the popula-

tion. In essence, the number of deaths is approaching the number of births. In Kentucky, the rate of natural increase of the population has decreased by 70% since 1960 and is currently below the U.S. rate. Migration is now the key component of growth in the state's population and the determinant of major swings in population growth rates over the last four decades. From 1995 to 2000, Adair County had 1,055 births, 897 deaths and a net migration of 897 or five percent. KSDC estimates that the number of deaths will exceed the number of births in Adair County by the year 2025.

The Kentucky State Data Center does not issue population projections for cities. City populations can be projected as a proportion of the county population. Figure 2-3 shows population projections for the City of Columbia based on the projections for Adair County. Since 1970, the number of persons within the City of Columbia has consistently accounted for 23% to 25% of the county's population. Due to numerous transportation improvements in the area and city plans to annex additional land, future projections (as shown in Figure 2-3) assume that the city will account for 25% of the county's population in the future. Using this method, the projections suggest that the population of the city will steadily increase at the same rate as the county over the next 20 years. This means that the city's population is projected to reach 4,481 by the year 2010 and 4,797 by the year 2020. By 2030, the population of Columbia is expected to reach 5,011 persons.

RURAL TO URBAN SHIFT

Prior to the year 2000, the U.S. Census classified a county's population as either "urban", "rural farm" or "rural non-farm" (suburban). These classification's were based upon the location of an individual's home and the amount of income that is earned from agricultural activities. Using this method and 1990 Census information it was estimated that Adair County was 25% Urban, 55% Rural Non-Farm and 20% Rural Farm. Obviously, the City of Columbia was considered to have a 100% urban population. Therefore the majority of the residences for the population of Adair County (with the exception of the City of Columbia) was concentrated in rural areas just beyond city limits.

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In the year 2000, the U.S. Census reduced the number of population distribution classifications to two: “urban” and “rural”. Under this classification system, the State of Kentucky was considered to have a population that was 55.7% “urban” and 44.3% “rural”. As of 2000, Adair County’s population was considered to be 25.4% “urban” and 74.6% “rural” , or approximately the same as in 1990.

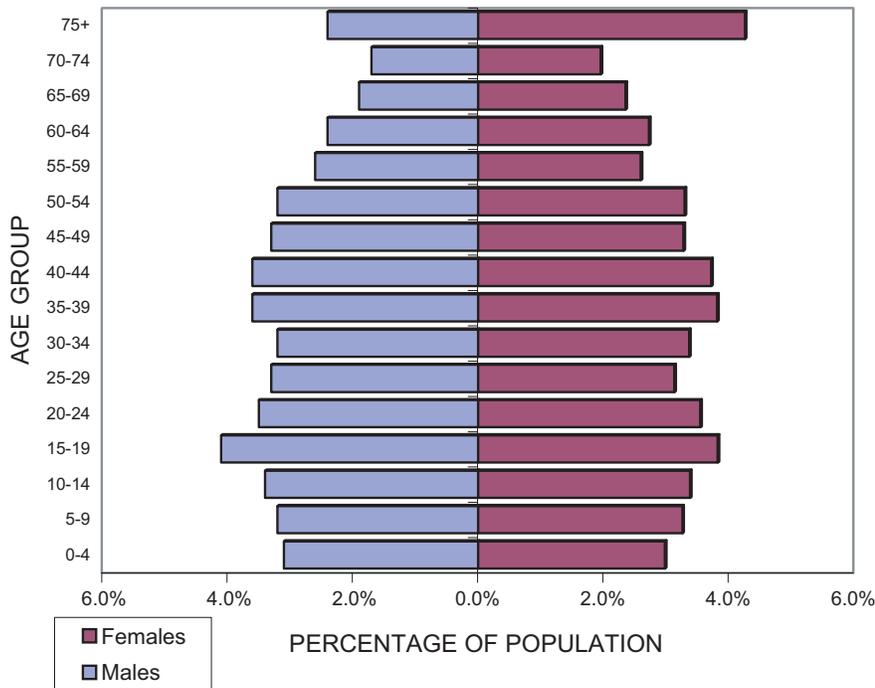
AGE AND SEX CHARACTERISTICS

A population pyramid shows the proportion of a population by sex and age group. Age groups are broken into five year increments up to the age of 75. Those 75 and older are typically shown as one group. A population pyramid for a growing population is in the shape of a true pyramid, wide on the bottom and tapering smaller at the top. A large base of young and working aged persons support a smaller number of elderly persons. An inverted pyramid, with fewer younger persons than older persons, indicates that a population is declining.

Figures 2-4 and 2-5, shown on the next two pages, show the population pyramids for Adair County for the years 2000 and 2030 as developed by the University of Louisville Urban Studies Institute (released July 2004). These figures depict changes in the population composition in Adair County from 2000 to 2030. During this time period, the number of school aged children and elderly persons increase slightly while those in the workforce (35-60) age toward retirement. By the year 2030 the pyramid is becoming more inverted and it is anticipated that the median age of Adair County residents will gradually increase from 36.9 to 42 years of age. At this time it is anticipated that the majority of workers will be nearing retirement age. The pyramid also shows that females account for the majority of elderly persons in the population. This shift may indicate a greater need for empty-nesters or retirement housing over the next 15 years. These trends are also reflected in Figure 2-6 that shows the Adair County population by age group.

There are slightly more females than males in the population overall. In 2000, Adair County’s population distribution was 48.5% male and 51.5% female. In the year 2030, projections show the Adair County population growing to 20,045 people; however, the percentage females to males will slightly increase with 51.7% being female and 48.2% of the population being male.

FIGURE 2-4
ADAIR COUNTY POPULATION PYRAMID 2000

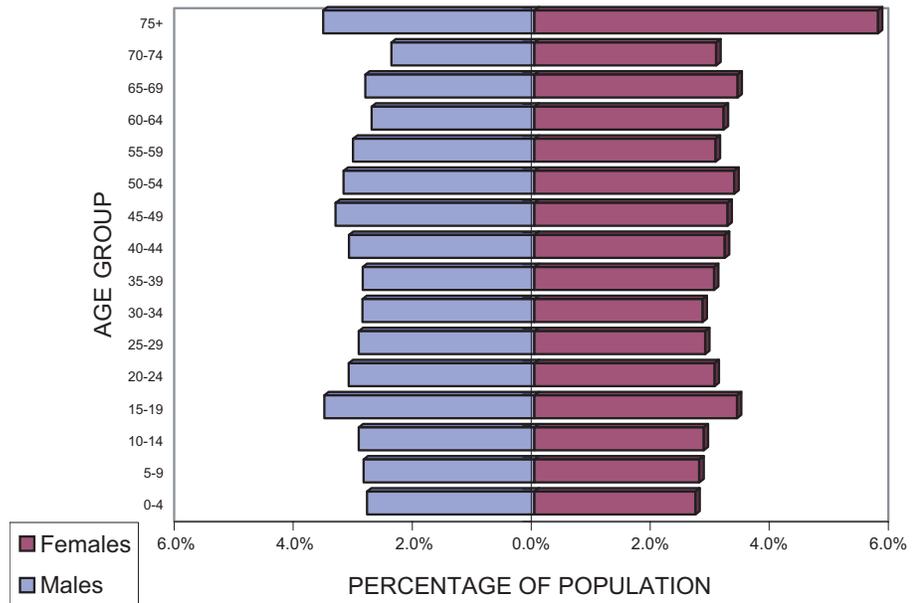


AGE GROUP	%FEMALE	%MALE	FEMALE	MALE	TOTAL
0-4	3.0%	3.1%	515	532	1,047
5-9	3.3%	3.2%	563	546	1,109
10-14	3.4%	3.4%	584	580	1,164
15-19	3.8%	4.1%	660	701	1,361
20-24	3.5%	3.5%	612	611	1,223
25-29	3.1%	3.3%	541	574	1,115
30-34	3.4%	3.2%	581	544	1,125
35-39	3.8%	3.6%	658	624	1,282
40-44	3.7%	3.6%	642	620	1,262
45-49	3.3%	3.3%	566	572	1,138
50-54	3.3%	3.2%	569	560	1,129
55-59	2.6%	2.6%	448	445	893
60-64	2.7%	2.4%	471	412	883
65-69	2.4%	1.9%	406	327	733
70-74	2.0%	1.7%	338	289	627
75+	4.3%	2.4%	735	418	1,153
TOTALS	51.5%	48.5%	8,889	8,355	17,244

City of Columbia

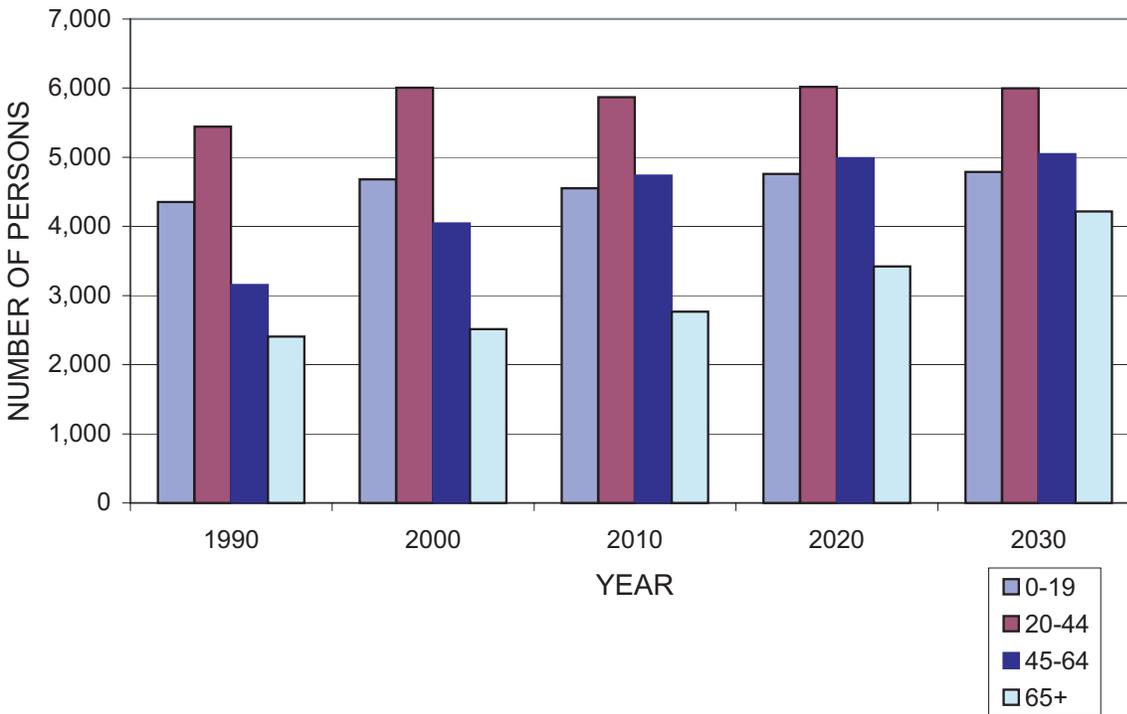


Figure 2-5
ADAIR COUNTY POPULATION PYRAMID 2030



AGE GROUP	%FEMALE	% MALE	FEMALE	MALE	TOTAL
0-4	2.7%	2.8%	542	564	1,106
5-9	2.8%	2.9%	555	576	1,131
10-14	2.8%	3.0%	570	592	1,162
15-19	3.4%	3.5%	682	708	1,390
20-24	3.0%	3.1%	607	626	1,233
25-29	2.9%	3.0%	575	592	1,167
30-34	2.8%	2.9%	566	580	1,146
35-39	3.0%	2.9%	605	579	1,184
40-44	3.2%	3.1%	641	625	1,266
45-49	3.2%	3.3%	650	670	1,320
50-54	3.4%	3.2%	673	643	1,316
55-59	3.0%	3.0%	610	611	1,221
60-64	3.2%	2.7%	637	549	1,186
65-69	3.4%	2.8%	684	570	1,254
70-74	3.1%	2.4%	612	482	1,094
75+	5.8%	3.6%	1,157	712	1,869
TOTALS	51.7%	48.3%	10,366	9,679	20,045

**FIGURE 2-6
ADAIR COUNTY POPULATION BY AGE GROUP**



AGE	1990	2000	2010	2020	2030
0-19	4,355	4,681	4,554	4,759	4,789
20-44	5,444	6,007	5,871	6,018	5,996
45-64	3,154	4,043	4,734	4,988	5,043
65+	2,407	2,513	2,766	3,422	4,217
Total	15,360	17,244	17,925	19,187	20,045

Source: University of Louisville, Urban Studies Institute, Projections of Total Resident Populations by Age and Sex and Components of Change (July 2004)

City of Columbia



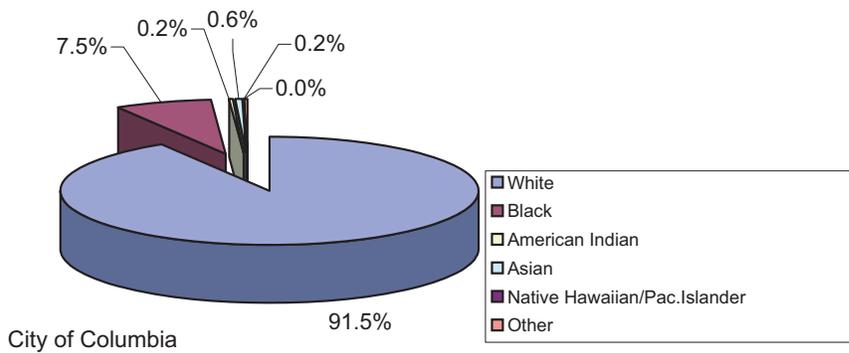
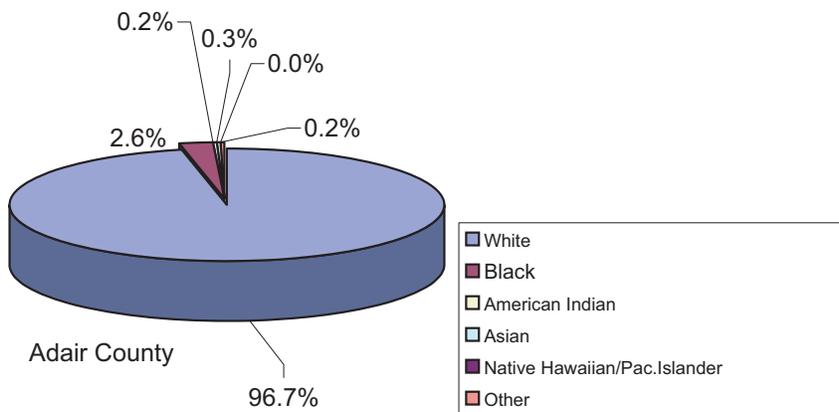
RACIAL CHARACTERISTICS

Although the population has grown over the past ten years, Adair County and the City of Columbia continue to have a relatively homogeneous racial composition with the majority of the population defined as “White” as shown in Figure 2-7. In 2000, Adair County had a total population of 17,244 with 17,113 persons (99.2%) considering themselves as one race with 131 (0.8%) considering themselves as two or more races. Of the persons considering themselves as one race, 16,555 (96%) of the total population were White. Black or African American persons accounted for 2.6% of the population. A very small percentage of the population (0.2%) was categorized as American Indian and Alaska Native, .3% were Asian, and less than 1% were considered to be Native Hawaiian and Other Pacific Islander. The number of persons categorized as “some other race” was 32 or 0.2%. Persons considering themselves Hispanic accounted for .8% of Adair County’s Population.

In 2000, the City of Columbia had a total population of 4,014 with 3,996 (99.8%) considering themselves to be one race and 48 persons (1.2%) considering themselves as two or more races. Of the persons considering themselves one race, 3,628 of the total population were White. Persons considering themselves Black or African American accounted for 7.4% of the city’s population. Of the remaining population, .2% were American Indians and Alaska Natives and .6% Asian. Less than one percent was Native Hawaiian or Other Pacific Islander. The number of persons categorized as “some other race” was .2%. Persons considering themselves to be Hispanic comprised 1% of city residents.

Minority populations are expected to increase as a percentage of the United States population overall. As a higher level of migration into Adair County is anticipated, it can be expected that minority populations in Adair County and the City of Columbia will continue to increase somewhat in the future.

FIGURE 2-7
ADAIR COUNTY POPULATION BY RACE 2000



OF ONE RACE	ADAIR COUNTY		CITY OF COLUMBIA	
	NUMBER	%	NUMBER	%
White	16,555	96.0%	3,628	90.4%
Black	440	2.6%	296	7.4%
American Indian	38	0.2%	9	0.2%
Asian	45	0.3%	24	0.6%
Native Hawaiian/Pac. Islander	3	0.0%	1	0.0%
Other	32	0.2%	8	0.2%
Total	17,113		3,966	

Source: 2000 U.S. Census

City of Columbia



HOUSEHOLDS AND FAMILY

The basic reporting unit, in terms of demographic data is the household. The household is also the most prevalent living arrangement in American Society. A household can either be classified as a family household or non-family household. A family household is comprised of two persons or more who are related by blood, legal adoption or marriage.

In 1980, Kentucky had 2.82 persons per household. However, by 1990 the number of persons per household had declined to 2.60. The number of persons per household in Adair County also declined during this same period. The number of persons per household in the county in 1980 was 2.76. This number decreased to 2.57 persons per household by 1990.

In 2000, there were 2.59 persons per household in the United States with slightly less persons per household (2.47) for the state of Kentucky. While Adair County was close to the state average of number of persons per household at 2.44, the number of persons per household was significantly lower in the City of Columbia at 2.12.

Adair County and the City of Columbia are experiencing the same trend as Kentucky and the United States overall as household sizes continue to shrink. However, the Kentucky State Data Center has projected that the number of persons per household in Adair County will be 2.37 in the year 2015 and remain the same through the year 2030.

EDUCATIONAL LEVEL

The educational level of an area's population must be considered when analyzing the ability of those in the local workforce to obtain and sustain meaningful and well-paying employment in the future. In today's economy the fastest growing professional occupations require at least a bachelor's degree

and are concentrated heavily on professional specialty groups or technology oriented. The following table compares the educational level of the U.S., Kentucky, Adair County and City of Columbia residents.

TABLE 2-1

Location	% High School Graduates or Above	% of 25+ with Bachelors or Above
USA	80.4%	24.4%
Kentucky	74.1%	17.1%
Adair County	60.1%	10.9%
Columbia	65.4%	16.4%

In 2000, 80.4% of persons 25 and older in the U.S. were high school graduates or above with 24.4% having a Bachelor’s Degree or higher. These numbers were slightly lower for Kentucky and moderately lower for Adair County and the City of Columbia.

SUMMARY

The following statements summarize the findings of the population chapter:

1. Adair County’s population growth is anticipated to continue through the year 2020 when it is estimated that approximately 19,187 people will live in Adair County. This is a 11.26% increase from the 2000 U.S. Census. By the year 2030, it is estimated that over 20,000 people will be residents of the county.
2. The City of Columbia will continue to experience moderate growth into the year 2020 when it is estimated that the population will be 4,797 a 19.5% increase from 2000. By the year 2030, it is estimated that the population of Columbia will exceed 5,000.

City of Columbia



Population

3. The population within Adair County and the City of Columbia is expected to become more diverse as in-migration into the region continues during the planning period. This is important as the population characteristics of in-migrants are often different from those of out-migrants. Young workers may leave and be replaced by older workers and families who may choose to retire in the area.

4. Adair County's population will increasingly be characterized as urban in nature due to anticipated transportation improvements and annexation efforts by the City of Columbia.

CHAPTER THREE

An analysis of the structure and vitality of a community's economy is fundamental to develop a strategic plan for economic development and for future land use planning. Studies of the structure of the existing local economy identify the important economic activities within the community. The extent of economic activity and the population supported by such activity influences future economic development. The health and growth of the local economy is a key determinant of how rapidly land will be converted to various land uses and can be gauged by its stability and balance. Stability is the ability to withstand fluctuations in the regional and national economies. Balance is the degree to which diversification allows the local economy to withstand fluctuations in a particular sector of the economy.

This chapter of the comprehensive plan focuses upon Adair County and the City of Columbia but also contains information on the Adair County Labor Market for comparative purposes. The Adair County Labor Market includes the 11 Kentucky Counties of Adair, Barren, Casey, Clinton, Cumberland, Green, Marion, Metcalfe, Pulaski, Russell, and Taylor.



City of Columbia



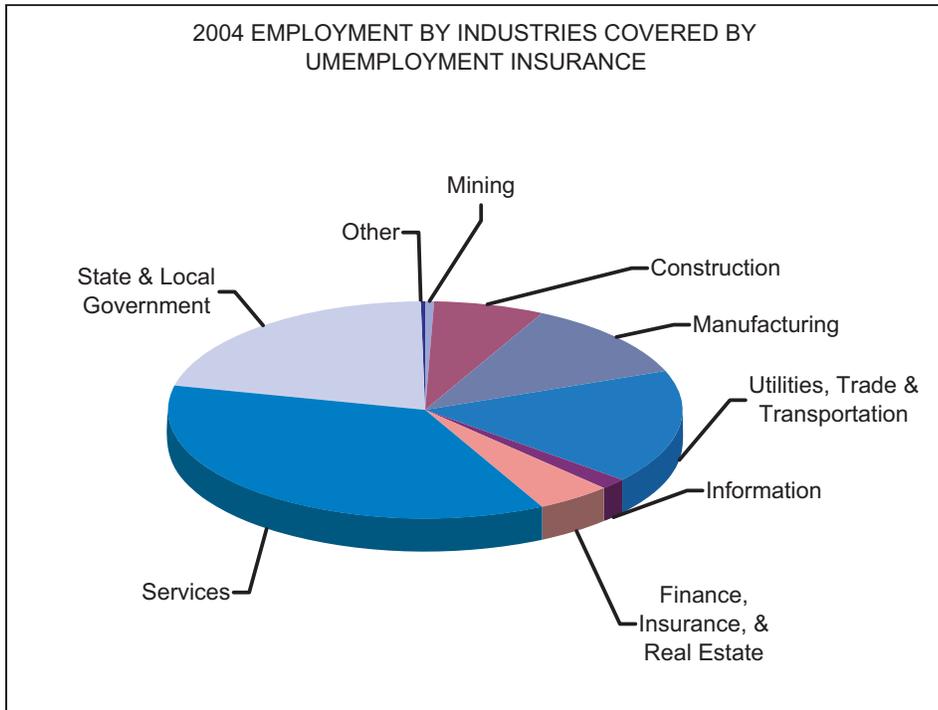
EMPLOYMENT BY INDUSTRY

Employment information at the county level is available for industries covered by unemployment insurance. This generally includes all workers except self-employed individuals, unpaid family members, some student workers, agricultural workers, domestic workers, rail workers, employees of certain religious organizations and certain government employees. A summary of employment in industries covered by unemployment insurance for the period of 2001 to 2004 is shown in Figure 3-1.

Adair County had a net decrease of 204 jobs (-4.65%) from 2001 to 2004. As of 2004, the “Services” sector provided the largest number of jobs in Adair County accounting for 36.2% of the jobs in the county covered by unemployment insurance. The sector providing the second largest number of jobs was “State and Local Government”. Decreases in employment occurred in the “Construction”, “Utilities, Trade & Transportation”, “Finance, Insurance, & Real Estate”, and “Other” sectors of the local economy. The “Service” industry experienced the largest decrease (281 employees) in employment during this same time period.

Figure 3-2 shows the average weekly wages for industries in Adair County covered by unemployment insurance from 2001 to 2004. According to these statistics, “State and Local Government” jobs are the highest paying with jobs with the “Finance, Insurance, Real Estate” sector ranking a close second. In 2004, jobs classified as “Information” were the lowest paying with weekly wages averaging only \$333.33. The second lowest paying jobs were in the “Mining” sector with average weekly wages of \$383.60. Figure 3-2 also shows that the overall average weekly from 2001 to 2004 increased by \$60.40 or 14.63%. However it is also important to note that the overall average weekly wages (\$473) in Adair County for all industries was significantly lower than the average for the state overall (\$631.23) in 2004.

FIGURE 3-1
EMPLOYMENT TRENDS IN ADAIR COUNTY 2001-2004



INDUSTRY			% CHANGE
	2001	2004	2001-2004
Mining	0	29	0.00%
Construction	294	287	-2.38%
Manufacturing	452	482	6.64%
Utilities, Trade & Transportation	737	710	-3.66%
Information	53	68	28.30%
Finance, Insurance, & Real Estate	155	199	28.39%
Services	1,797	1,516	-15.64%
State & Local Government	879	888	1.02%
Other	14	7	-50.00%
TOTAL	4,390	4,186	-4.65%

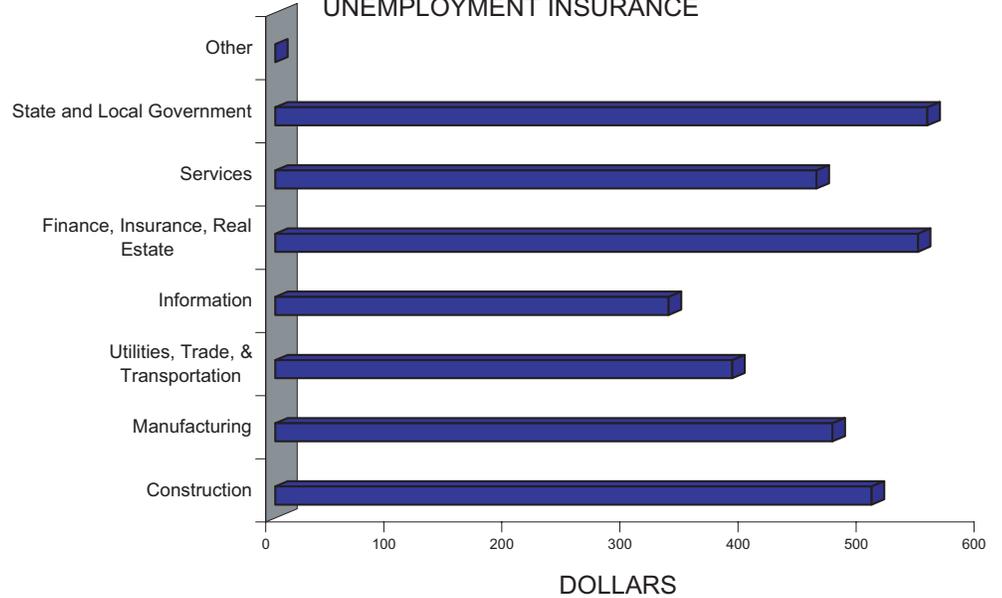
Source: 2000, 2004 Kentucky Deskbook of Economic Statistics, Kentucky Cabinet for Economic Development.

City of Columbia



FIGURE 3-2
AVERAGE WEEKLY WAGES IN ADAIR COUNTY 2001-2004

2004 AVERAGE WEEKLY WAGES IN INDUSTRIES COVERED BY
UNEMPLOYMENT INSURANCE



INDUSTRY			% CHANGE
	2001	2004	2001-2004
Mining	*	383.60	*
Construction	461.31	505.22	9.52%
Manufacturing	477.94	472.09	-1.22%
Utilities, Trade, & Transportation	340.45	387.13	13.71%
Information	357.47	333.33	-6.75%
Finance, Insurance, Real Estate	491.73	544.46	10.72%
Services	365.79	458.52	25.35%
State and Local Government	512.60	552.43	7.77%
Other	199.22	*	*
All industries	412.97	473.37	14.63%

Source: 2002, 2004 Kentucky Deskbook of Economic Statistics, Kentucky Cabinet for Economic Development.

MANUFACTURING

In Kentucky, there are two main sources that document major manufacturing firms, their products, and employment rates. The first source is the Kentucky Cabinet for Economic Development, Division of Research, which publishes its list on their website by community. This list was last updated on October 14, 2005. The second source for information on manufacturing firms is the *Kentucky Directory of Manufacturers* which was last released March 4, 2005. Table 3-1 lists the manufacturing firms in Columbia using a combination of both sources. All information provided in bold lettering was generated from the *2005 Kentucky Directory of Manufacturers*. From reviewing these two sources, it is estimated that there are a total of 18 manufacturing firms in Adair County, all of which are in Columbia with total employment of approximately 479. It is important to note that several locally identified firms, Printing Creations and Ballou's, were not mentioned in either source. The reason for these omissions may be that the firms did not qualify as a manufacturing firm under the standard definition, or that they are not normally associated with Cabinet programs and do not complete annual survey forms. It is also important to note that the *Kentucky Directory of Manufacturers* does not list firms with less than ten employees.

It is important to note that the manufacturing sector of the economy has declined in some areas of Kentucky. This trend was reflected as part of the last comprehensive plan update when Columbia lost its largest manufacturer, Oshkosh B-Gosh, in 1996. From 2001 to 2004, employment in the manufacturing sector has slightly increased by 30 jobs or 6.64%. According to the U.S. Department of Labor, Bureau of Labor Statistics, this sector accounted for 11.5% of all jobs in Adair County in 2004, which is significantly lower than the labor market area where manufacturing accounts for 25% of all jobs. Manufacturing jobs are some of the highest paying in Adair County with an average weekly wage of \$472.09 (2004). However, it is important to note that the average weekly wage for the manufacturing sector in Adair County is significantly lower than the state average of \$732 and U.S. average of \$827 (2004).

City of Columbia



Economic Conditions

TABLE 3-1
ADAIR COUNTY MANUFACTURING FIRMS 2004

LOCATION/ FIRM & ADDRESS	PRODUCT	DATE ESTABLISHED	EMPLOYMENT
COLUMBIA			
Adair Progress 98 Grant Lane Columbia, KY 42728	Newspaper publishing	1987	26
FABCO Inc. 505 Fairgrounds Street Columbia, KY 42728	Machine shop: arc & gas welding, drilling, boring, cutting, honing; structural steel fabricating	1980	9
Farmland Publications 316 Public Square Columbia, KY 42728	Newspaper publishing	1989	5
Gaddie-Shamrock LLC U.S. Hwy. 55 South Columbia, KY 42728	Crushed limestone and asphalt products	1938	87
Green River Window & Door Company 504 Fairgrounds Street Columbia, KY 42728	Wooden windows & doors for log homes	1991	12
Hancock Furniture Inc. 109 Fairgrounds Street Columbia, KY 42728	Wooden bedroom & dining room furniture. Custom furniture-designing and building.	1979	4
Garry Humphress & Sons Inc. 2153 Hovious Ridge Rd. Columbia, KY 42728	Antique reproduction furniture	1974	2
Image Analysis Inc. 1380 Burkesville Road Columbia, KY 42728	Medical devices	1992	10
Imo Pump Inc. 211 Industrial Park Rd. Columbia, KY 42728	Hydraulic pumps, fuel system pumps.	1974	91
J Downey & Son Lumber 1301 Greensburg Road Columbia, KY 42728	Heading: hardwood, rough & dimension lumber sawing	1975	45
Kentucky Tile & Lumber US Hwy. 80 E. Columbia, KY 42728	Hardwood lumber & pallet materials	1958	70

Economic Conditions

Long's Precision Die Machining 584 C Long Road Columbia, KY 42728	Machine shop: surface, centerless, & cylindrical grinding, MIG welding, drilling, boring, cutting, honing, mill and lathe work.	1988	2
McCammich Manufacturing Co. 132 Industrial Park Road Columbia, KY 42728	Furniture	1997	43
Northeastern Products Corp. Highway 61 S Columbia, KY 42728	Sawdust processing: animal bedding and smoking sawdust	1986	14
Old Craftsman Furniture Shop 3511 Holmes Bend Road Columbia, KY 42728	Cherry bedroom furniture	1980	3
Pyles Concrete Inc. 2576 Campbellsville Rd. Columbia, KY 42728	Precast & ready-mixed concrete	1962	20
South Central Printing Inc 426 Wain Street Columbia, KY 42728	Offset & letterpress printing: calendars, book composing, business forms and cards, tags & labels, side & saddle stitch binding, process color printing	1979	21
WH Sandusky & Son Inc 178 Joe R. Barbee St. Columbia, KY 42728	Sawing, planing mill: hardwood, rough, dimension, grade lumber & millwork	1925	15
		TOTAL	479

Source: Kentucky Cabinet for Economic Development (10/14/05)
Source: Kentucky Directory of Manufacturers, 2005

City of Columbia



Comprehensive Plan

WHOLESALE AND RETAIL TRADE

The U.S. Department of Commerce periodically conducts a census of sales of retail and service industries, manufacturing, and wholesale trade sectors of the economy. The latest available census was conducted in 2002 and was published mid-2005. It is important to note that prior to 1997, the U.S. Standard Industrial Classification (SIC) was used for reporting and delineating business types. However, in 1997 the U.S. Census Bureau adopted the North American Industry Classification System (NAICS). The NAICS was developed jointly by the U.S., Canada, and Mexico in order to provide new comparability in statistics about business activity in North America. The adoption of this new classification system breaks time series since the data collected using the new definitions and codes are not identical to those used in previous economic censuses. While some categories under NAICS correlate to the previously used SIC codes, many have no direct correlation. Although, time series data needs to be maintained for comparability, the U.S. Census Bureau has determined that accurate comparisons cannot be made until previous census data are reclassified. As of the writing of the comprehensive plan, this reclassification has not occurred and is not available. Therefore, this section only compares data summarized in the 1997 and 2002 Economic Censuses as shown in detail on Table 3-2.

In 1997, it was reported that there were 16 wholesale establishments in Adair County with sales of \$29,385,000 and 131 paid employees. By the year 2002, the number of wholesale establishments had decreased to 12 with specific sales and employment data being withheld to avoid the disclosure of individual companies. The number of paid employees was given a range of 20-99.

In 1997, there were 65 retail establishments in Adair County with total sales of \$83,024,000 and 525 paid employees with an annual payroll of \$6,271,000. As of 2002, the number of retail establishments was reported to be 67, with an increase of total sales to \$106,552,000. The number of employees also increased to 570 with an annual payroll of \$8,146,000.

OTHER U.S. ECONOMIC CENSUS CATEGORIES

As described in previous sections the Department of Commerce conducted a Census of the Service Industry as a whole with several category listings using SIC codes until recently. In 1997, the classification of this sector of the economy was broken down into separate categories (NAICS codes) as shown in Table 3-2. Although this reclassification makes it difficult to compare with earlier 1987 or 1992 Census Data, the 2002 U.S. Economic Census data has recently been released. Therefore, the 1997 and 2002 census information on the separate sectors can be compared for the remaining sectors, most of which were previously listed under the “Service” Industry. It is important to note that Economic Census information is not available at the county level for the following sectors: Mining, Manufacturing, Utilities, Construction, Transportation and Warehousing, Finance and Insurance, and Management of Companies and Enterprises.

Table 3-2 shows data for all sectors of the Adair County economy for which the 1997 and 2002 U.S. Census Information is available at the county level. From reviewing the chart it can be seen that the number of establishments for each separate sector have increased except in the areas of “Wholesale Trade”, and “Administrative & Support, Waste Management and Remediation”. However where information is available, it can be seen that “Accommodation, & Food Service” industry has decreased in Sales, Receipts and Annual Payroll and the number of employees. The only other sector that declined in the number of paid employees was “Wholesale Trade”.

City of Columbia



TABLE 3-2
SUMMARY OF U.S. ECONOMIC CENSUS
FOR ADAIR COUNTY

	# of Establishments		Sales, Receipts, Etc. (\$1,000)		Annual Payroll (\$1,000)		Paid Employees	
	1997	2002	1997	2002	1997	2002	1997	2002
Manufacturing	NA	NA	NA	NA	NA	NA	NA	NA
Wholesale Trade	16	12	29,385	D	3,635	D	131	(20-99)
Retail Trade	65	67	83,024	106,552	6,271	8,146	525	570
Information	N	6	N	N	N	970	N	62
Real Estate & Rental & Leasing	10	12	1,529	2,056	223	419	31	41
Professional, Scientific, & Technical Services	16	18	1,948	3,294	630	1,074	28	53
Administrative & Support & Waste Management & Remediation	5	4	104	430	39	233	9	21
Educational Services (Taxable & Exempt listed together)	1	2	D	D	D	D	(1-19)	(20-99)
Health Care & Social Assistance (Taxable & Exempt listed together)	23	36	14,727	42,998	7,597	21,349	353	900
Arts, Entertainment & Recreation (Taxable & Exempt listed together)	2	3	D	D	D	D	(1-19)	(1-19)
Accommodation & Food Services	19	22	7,269	7,143	2,006	1,793	221	200
Other Services (except public administration)	13	17	2,294	D	616	D	31	(20-99)

Sources: 1997 and 2002 U.S. Economic Census*

D - Withheld to avoid disclosing data of individual companies; data are included in higher level totals

N - Not available

AGRICULTURE

According to estimates released by the Kentucky Workforce Development Cabinet, Department for Employment Services, there were approximately 694 persons employed in the Adair County agricultural industry in 2004. This represents approximately 14% of the total available labor in the county but higher than reported in 1994 when there were 652 persons employed in this industry. Although agricultural activity and employment have declined somewhat as the county becomes more urbanized, agriculture continues to be important to the county's economy and rural character.

Table 3-4 presents agricultural statistics for Adair County. According to the Kentucky Agricultural Statistics Service, there were 210 (13.1%) less farms in Adair County in 2002 as compared to 1982. Over this same time period, the number of acres in farms has also slightly decreased from 173,510 acres in 1982 to 170,407 acres in 2002. However, it is important to note that the number of harvested cropland actually increased by 6,386 acres (15.3%) from 1982 to 2002. These numbers can be attributed to the fact that many farm operations are consolidating as farmers sell out to other farmers or developers. Therefore, active agricultural operations are declining in number but harvesting more crops. Table 3-4 also presents statistics on major crop and livestock production in the county for 2003-2004. In 2003, Adair County ranked second in the state out of 120 counties for milk production, tenth for all cattle and calves, and eleventh for beef cows.

The 2002 Census of Agriculture currently reports that there were 1,395 farms in Adair County with 170,407 acres of land in farms. In 2002, the average estimated value of all land and building per farm is \$191,623 with an estimated average value of all machinery and equipment being \$32,367. The total market value of agricultural products sold are \$31,288,000 with a \$22,429 average per farm. Farm size and value of sales varied as follows:

TABLE 3-3 - FARMS BY SIZE IN 2002

ACREAGE	NUMBER
1 to 9 acres	67
10 to 49 acres	373
50 to 179 acres	693
180 to 499 acres	221
500 to 999 acres	37
1,000 acres or more	4

City of Columbia



Economic Conditions

FARMS BY VALUE OF SALES IN 2002

	NUMBER
Less than \$2,500	497
\$2,500 to \$4,999	189
\$5,000 to \$9,999	243
\$10,000 to \$24,999	263
\$25,000 to \$49,999	93
\$50,000 to \$99,999	43
\$100,000 or more	67

As can be seen from the information presented above, most farms in Adair County are between 50 and 179 acres. In addition, many farms have sales less than \$2,500 with most ranging from \$5,000 to \$25,000. In 2002 there were approximately 67 farms that had sales over \$100,000.

TABLE 3-4
ADAIR COUNTY AGRICULTURAL INFORMATION

YEAR	# OF FARMS	# OF FARM ACRES	HARVESTED CROPLAND
1982	1,605	173,510	41,704
1987	1,491	174,127	44,223
1992	1,482	177,858	45,175
1997	1,486	165,725	45,108
2002	1,395	170,407	48,090

2003 CROPS	ACRES HARVESTED	YIELD	PRODUCTION	KY RANK
CORN FOR GRAIN (BU)	4,500	83	373,500	45
SOYBEANS (BU)	1,900	40	76,000	58
WHEAT FOR GRAIN (BU)	*	*	*	*
GRAIN SORGHUM (BU)	*	*	*	*
BURLEY TOBACCO (LBS)	1,150	1,725	1,985,000	39
DK FIRED TOBACCO (LBS)	*	*	*	*
DK AIR TOBACCO (LBS)	*	*	*	*
ALFALFA HAY (TONS)	2,600	5.3	13,780	22
ALL OTHER HAY (TONS)	41,000	2.7	110,700	7
BARLEY FOR GRAIN (BU)	*	*	*	*

LIVESTOCK & MILK	NUMBER	KY RANK
JANUARY 1, 2004: ALL CATTLE & CALVES	47,000	10
JANUARY 1, 2003=4: BEEF COWS	21,000	11
2003 MILK PRODUCTION (000) lbs	90,000	2

2003 CASH RECIEPTS	DOLLARS	KY RANK
CROPS	\$6,585,000	65
LIVESTOCK	\$25,851,000	19
TOTAL CASH RECIEPTS	\$32,436,000	33

* None or no estimate available

Source: 2003-2004 Kentucky Agricultural Statistics, Kentucky Agricultural Statistics Service.
December 2004

TOURISM

The Kentucky Department of Travel Development analyzes the economic impact of Kentucky's tourism and travel industry. Two key areas analyzed at the county level are travel expenditures and tourism industry employment. Tourism and travel industry employment for Adair County, the Southern Kentucky Lakes and the State of Kentucky are shown in Figure 3-3 for the years 1993, 1998, and 2003. Over the last ten years, tourism and travel industry employment has significantly increased (55.5%) in Adair County while the increases for the Southern Lakes Region, and Kentucky have only moderately increased.

Figure 3-4 shows travel expenditures for the same period. Travel expenditures in Adair County and Southern Lakes Region has also significantly increased despite a statewide decrease of -16.40% over this same period. From 1993 to 2003 travel expenditures increased by 86.49% for Adair County and 58.25% for the Southern Lakes Region.

CIVILIAN LABOR FORCE

The civilian labor force is defined as the sum of both employed and unemployed persons 16 years of age and older, excluding armed forces personnel and persons in penal and mental institutions, sanitariums and homes for the aged, infirm, and needy. Persons "not in the labor force" include those not classified as employed or unemployed and include:

- retired persons,
- persons engaged in their own housework,
- persons not working while attending school,
- persons unable to work because of a long term illness
- persons discouraged from seeking work because of personal or job market factors, and
- persons who are voluntarily idle.

City of Columbia

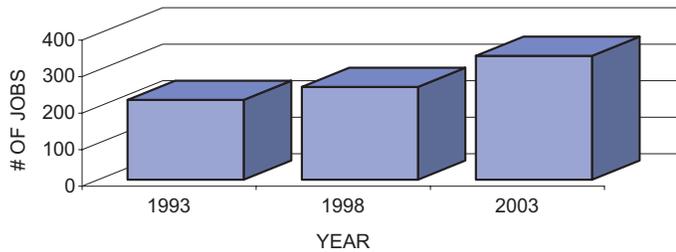


The Adair County labor market includes the adjoining counties of Barren, Casey, Clinton, Cumberland, Green, Marion, Metcalfe, Pulaski, Russell, and Taylor. The labor force characteristics of Adair County and the labor market area as a whole are shown in Table 3-5. In 2004, Adair County had a civilian labor force of 8,509 with 8,081 persons being employed and 428 being unemployed. At this time the unemployment rate was 5.1%. By August of 2005, the U.S. Department of Labor Statistics show that there were 8,591 persons in the civilian labor force with a lowered unemployed rate of 4.4% for the county. This trend is also seen in the labor market area. In 2004, there was a civilian labor force of 108,491 persons, Of this number, 103,425 were employed and 5,526 were unemployed with an unemployment rate of 5.1%. However, by August of 2005, the number of persons in labor market area labor force had also increased by 1,264 or 1.2% with a reduction in unemployed persons of 337 or 6%, From 2004 to August 2005, the unemployment rate also decreased from 5.1% to 4.7% in the labor market area.

UNEMPLOYMENT

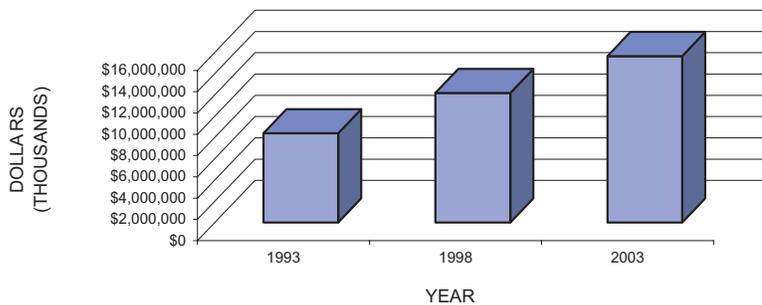
Figure 3-5 shows the annual unemployment rates for the U.S., Kentucky, Labor Market Area, and Adair County over the past five years. From this chart it can be seen that unemployment rates for Adair County and its labor market area have typically been higher than the U.S. and state of Kentucky. However, while the unemployment rates for the nation and state have been increasing since 2000, they have been fluctuating for Adair County and the labor market. While Adair County's unemployment rate has been slightly above the U.S. and the state of Kentucky in the past, it has always been lower than the labor market area. As of 2004, the unemployment rate for Adair County was lower than the U.S., Kentucky, and Labor Market Area. It is important to note the unemployment rate for Adair County has significantly decreased since the update of the last plan when unemployment had reached 15.7% due to the closing of several major manufacturers in the region.

**FIGURE 3-3
TOURISM AND TRAVEL INDUSTRY EMPLOYMENT
ADAIR COUNTY 1993-2003**



	1993	1998	2003	% CHANGE 1993-2003
ADAIR COUNTY	218	254	339	55.50%
S. LAKES REGION	6,686	7,470	7,973	19.25%
KENTUCKY	142,518	148,041	162,000	13.67%

**FIGURE 3-4
DIRECT TRAVEL EXPENDITURES
ADAIR COUNTY 1993-2003**



	1993	1998	2003	%CHANGE 1993-2003
ADAIR COUNTY	\$8,394,240	\$12,185,508	\$15,654,513	86.49%
S. LAKES REGION	\$234,058,920	\$308,897,927	\$370,401,785	58.25%
KENTUCKY	\$6,787,945,251	\$4,861,286,073	\$5,674,778,799	-16.40%

Source: Kentucky Department of Travel, Development Division of Marketing and Advertising
"Economic Impact of Kentucky's Tourism and Travel Industry"

City of Columbia



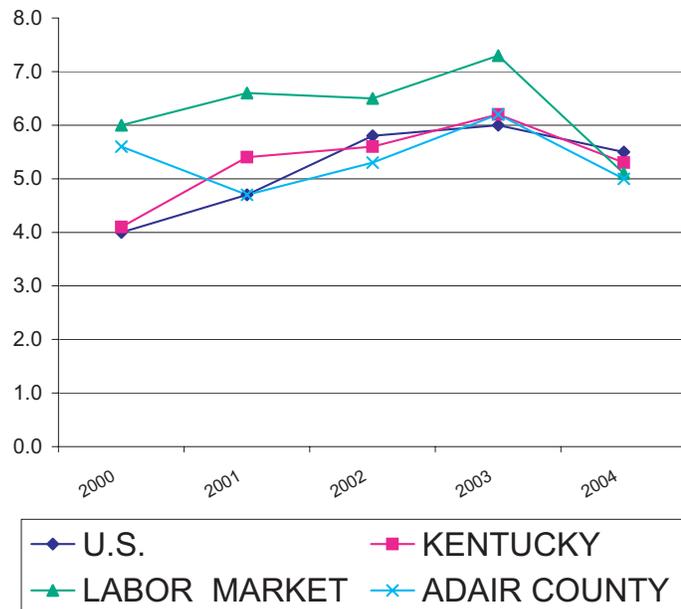
Economic Conditions

TABLE 3-5
CIVILIAN LABOR FORCE ESTIMATES
ADAIR COUNTY LABOR MARKET
2004

COUNTY	CIVILIAN LABOR FORCE	EMPLOYED	UNEMPLOYED	UNEMPLOYMENT RATE
Adair	8,509	8,081	428	5.0%
Labor Market Area Totals	108,951	105,026	5,189	5.1%

Source: U.S. Department of Labor, Bureau of Labor Statistics

FIGURE 3-5
ANNUAL UNEMPLOYMENT RATES



Source: U.S. Department of Commerce, Bureau of Labor Statistics

YEAR	U.S.	KENTUCKY	LABOR MARKET	ADAIR COUNTY
2000	4.0	4.1	6.0	5.6
2001	4.7	5.4	6.6	4.7
2002	5.8	5.6	6.5	5.3
2003	6.0	6.2	7.3	6.2
2004	5.5	5.3	5.1	5.0

TABLE 3-6
EMPLOYED PERSONS 16 AND OVER BY INDUSTRY, 2000
FOR ADAIR COUNTY AND THE CITY OF COLUMBIA

INDUSTRY	ADAIR COUNTY	PERCENTAGE	CITY OF COLUMBIA	PERCENTAGE
Agriculture, forestry, fishing and hunting, mining	625	8.5%	16	1.0%
Construction	641	8.7%	130	8.3%
Manufacturing	1,393	19.0%	198	12.7%
Wholesale Trade	224	3.1%	50	3.2%
Retail Trade	715	9.8%	158	10.1%
Transportation and warehousing, and utilities	328	4.5%	71	4.5%
Information	121	1.7%	40	2.6%
Finance, insurance, real estate, and rental and leasing	347	4.7%	130	8.3%
Professional, scientific, management, administrative	192	2.6%	0	0.0%
Educational, health and social services	1,813	24.7%	574	36.7%
Arts,entertainment,recreation,accommodation,foodsvc	299	4.1%	75	4.8%
Other services (except public administration)	373	5.1%	76	4.9%
Public Administration	260	3.5%	46	2.9%
TOTAL EMPLOYED	7,331	100.0%	1,564	100.0%

Source: 2000 U.S. Census

City of Columbia



EMPLOYMENT OF ADAIR COUNTY RESIDENTS

The civilian labor force of Adair County and the City of Columbia is employed in a wide range of industries as shown in Table 3-6. This information is obtained from the U.S. Census and does not reflect the location of employment. As of 2000, more residents (24.7%) of Adair County were employed in the “Educational, Health, and Social Services” sector of the economy. Manufacturing employment ranked second with 19% of Adair County residents being employed in this sector. Retail Trade was the third largest sector of employment with 9.8% of county residents being employed in this sector. The civilian labor force in the City of Columbia is very similar to that of Adair County with the most residents (36.7%) also being employed in “Educational, Health, and Social Services”. Manufacturing ranked second in terms of employment of city residents with Retail trade being ranked third.

The employment of Adair County and Columbia residents has changed somewhat since the 1990 U.S. Census. At that time, the majority of county residents were employed in Manufacturing (35%), Retail Trade (13%) and Agriculture, Forestry and Fisheries (11%). In Columbia, residents were employed in Manufacturing (24%), Retail Trade (21%) and Educational Services (13%).

COMMUTING PATTERNS

Table 3-7 details the commuting patterns of Adair County residents in 2000 according to the U.S. Census. As of the year 2000, there were 7,222 workers who lived in Adair County. Of this number, the majority (62.3%) of workers lived and worked in the county. Of the 5,431 workers who work in the county, 17.1% commute into the county from elsewhere.

**TABLE 3-7
ADAIR COUNTY
COMMUTING PATTERNES**

WORKERS WHO LIVE IN THE COUNTY

4,500	62.3% Live and work in the County
2,722	37.7% Live in the county, work elsewhere
7,222	Total workers who live in the county

WORKERS WHO WORK IN THE COUNTY

4,500	82.9% Work and live in the county
931	17.1% Work in the county, live elsewhere
5,431	Total workers who work in the county

Table 3-8 examines the commuting patterns of workers residing in Adair County. The majority of Adair County residents commute into other counties in Kentucky while only 52 commute out-of-state. It is interesting to note that the Kentucky State Data Center ranked counties by the percent of workers commuting to work outside of their resident County. Out of 120 Kentucky Counties, Spencer County was ranked number 1 with 77.9% of its residents commuting out of the county to work. Jefferson County was ranked 120th with only 7.7% of its residents commuting out the county to work. By comparison, Adair County ranked 69th with 37.7% of its residents commuting elsewhere.

**TABLE 3-8
PRIMARY AREAS THAT ADAIR COUNTY
RESIDENTS COMMUTE TO:**

KENTUCKY	TOTAL 7,170
Taylor County	688 workers
Russell County	605 workers
Metcalf County	231 workers
Barren County	230 workers
Casey County	148 workers
Cumberland County	112 workers
Green County	105 workers
Jefferson County	102 workers

City of Columbia



Economic Conditions

OTHER STATES	TOTAL 52
Davidson, TN	14 workers
White, IN	9 workers
Franklin, OH	9 workers
Clark, OH	8 workers
Oklahoma, OK	7 workers
Guilford, NC	5 workers

**TABLE 3-9
PRIMARY AREAS THAT ADAIR COUNTY
WORKERS COMMUTE FROM:**

KENTUCKY	TOTAL 5,417
Russell County	272 workers
Taylor County	265 workers
Green County	136 workers
Metcalf County	30 workers
Pulaski County	30 workers
Casey County	29 workers

OTHER STATES	TOTAL 14
San Francisco, CA	7 workers
Wayne, WV	5 workers
Sumner, TN	2 workers

Table 3-9 shows the primary areas that Adair County workers, not living in the county, commute from. As can be seen from reviewing the table the largest number of workers come from adjacent counties in the Adair County Labor Market area. Only 14 workers commute from other states.

As reported by the 2000 U.S. Census for Adair County, the preferred method of transportation to work is by car, truck, or van with 5,603 residents (77.6%) driving alone and 887 (12.3%) residents carpooling. A total of 97 residents used public transportation. Approximately 189 residents (2.6%) indicated that they walked to work. A total of 75 (1%) used other means to get to work. In 2000, the mean travel time to work was for county residents as 25 minutes. Residents working at home accounted for 5.1%.

Commuting statistics for the residents of the City of Columbia were similar to that of Adair County. In Columbia, the preferred method of transportation to work is by car, truck, or van with 1,256 residents (80.5%) driving to work alone and 113 (7.2%) carpooling. A total of 2 (0.4%) of Columbia residents used public transportation. An additional 80 (5.1%) indicated that they walked to work. A total of 8 (0.5%) persons indicated that they use other means to commute to work. In 2000, the mean travel time to work was 19.2 minutes. Residents working at home accounted for 6.2% of workers.

MONETARY INCOME

There are two methods of determining per capita income. The first is on the basis of monetary income alone. This is the method used by the U.S. Census Bureau. Total monetary income includes wages and salaries, net farm and non-farm self-employment, interest dividends, net rental income, social security and all other regularly received income such as pensions, unemployment compensation and alimony. Receipts not counted include various “lump sum” payments such as capital gains and inheritance. The total represents the amount of income received before deductions. Table 3-10 shows the per capita income and median household incomes for Kentucky, Adair County, and the City of Columbia according to the U.S. Census Bureau based on monetary income.

**TABLE 3-10
CENSUS INCOME DATA 1999**

Jurisdiction	1989 Per Capita Income	1999 Per Capita Income	% Change
Kentucky	\$11,153	\$18,093	62.3%
Adair County	\$ 8,596	\$14,937	73.8%
City of Columbia	\$10,614	\$17,836	68.0%

Jurisdiction	1989 Median Household	1999 Median Household Income	% Change
Kentucky	\$22,534	\$33,672	49.4%
Adair County	\$15,809	\$24,055	52.2%
City of Columbia	\$13,396	\$22,861	70.7%

In both 1989 and 1999, the per capita income and median household income of the City of Columbia was higher than Adair County but slightly less than that of the State of Kentucky. However, the median household income for Columbia was lower than that of county and state. Between 1989 and 1999, the per capita income for Columbia residents increased by 68%. The median household income also rose significantly during this same time period. In 1999, the median household income had increased from \$13,396 to \$22,861 or 70.7% for those residing in the city.

City of Columbia



Economic Conditions

PERSONAL INCOME

The second method of calculating per capita income is more inclusive and is termed per capital income. Personal per capita income includes income received from all sources such as wages and salaries, other labor income (employer contributions to private pension funds, jury and witness fees, etc.) proprietor's income, rental income, dividend and interest earnings by individuals and transfer payments not for services rendered (such as food stamps and welfare payments). Personal contributions for social security are deducted. Personal per capita incomes for Kentucky, Adair County and the Labor Market Area are shown below:

**TABLE 3-11
PERSONAL PER CAPITA INCOME**

	1992	2002	% Change
KENTUCKY	\$17,278	\$25,494	47.6%
Adair County	\$13,552	\$19,192	41.6%
Barren County	\$16,252	\$22,491	38.4%
Casey County	\$11,881	\$18,276	53.8%
Clinton County	\$11,205	\$19,031	69.8%
Cumberland County	\$13,394	\$18,328	36.8%
Green County	\$13,053	\$18,091	38.6%
Marion County	\$14,074	\$21,105	49.9%
Metcalfe County	\$12,626	\$17,761	40.7%
Pulaski County	\$14,557	\$21,986	51.0%
Russell County	\$14,249	\$19,139	34.3%
Taylor County	\$15,444	\$20,391	32.0%

Source: U.S. Bureau of Economic Analysis, Regional Accounts Data, Local Area Personal Income

Table 3-11 shows that the personal per capita income for Adair County and its labor market area have been moderately lower than the state overall. In 1992 and 2002, Barren County had the highest personal per capital incomes in the labor market area with Pulaski County ranking second in 2002. However, Clinton County had the highest percentage increase (69.8) during this ten year period with Casey County ranking second (53.3%). It is important to note that the personal per capita income for the state of Kentucky was significantly higher than all counties within the market area in 1992 and 2002.

POVERTY RATE

Poverty level is considered to be the minimum level of monetary income adequate for families of different sizes in consideration of American consumption patterns. These levels are determined by comparing individual or family income with annual income thresholds. The poverty levels are adjusted annually by the U.S. Government. The poverty rate is the percentage of individuals or families with incomes below the poverty level. Table 3-12 shows the percent of persons, children, and seniors in poverty for Kentucky, Adair County and the labor market area.

**TABLE 3-12
POVERTY RATES FOR PERSONS, CHILDREN, & SENIORS**

PERCENT PERSONS IN POVERTY			
	1989	1999	% Change
KENTUCKY	19.0	15.8	-16.8%
Adair County	25.1	24.0	- 4.4%
Barren County	21.5	15.6	-27.4%
Casey County	29.4	25.5	-13.3 %
Clinton County	38.1	23.8	-32.3%
Cumberland County	31.6	23.8	-24.7%
Green County	21.6	18.4	-14.8%
Marion County	25.6	18.6	-27.3%
Metcalf County	27.9	23.6	-15.4%
Pulaski County	22.7	19.1	-15.9%
Russell County	25.6	24.3	- 5.1%
Taylor County	19.5	17.5	-10.3%

City of Columbia



Economic Conditions

PERCENT OF RELATED CHILDREN IN POVERTY

	1989	1999	% Change
KENTUCKY	24.5	20.4	-16.7%
Adair County	31.4	29.6	- 5.7%
Barren County	26.1	20.3	-22.2%
Casey County	33.1	32.1	- 3.0 %
Clinton County	45.0	31.8	-29.3%
Cumberland County	36.0	30.3	-15.8%
Green County	23.1	23.1	0.0%
Marion County	28.9	21.8	-24.6%
Metcalf County	36.1	29.2	-19.1%
Pulaski County	28.5	26.9	-5.6%
Russell County	30.0	30.8	2.7%
Taylor County	22.4	23.7	5.8%

PERCENT OF SENIORS (65+) IN POVERTY

	1989	1999	% Change
KENTUCKY	20.6	14.2	-31.1%
Adair County	35.4	21.7	- 38.7%
Barren County	28.9	19.1	-33.9%
Casey County	37.9	29.6	- 21.9%
Clinton County	41.0	29.9	-27.1%
Cumberland County	42.5	33.0	- 22.4%
Green County	35.5	18.5	-47.9%
Marion County	35.8	17.9	-50.0%
Metcalf County	33.2	27.9	-16.0%
Pulaski County	29.7	16.6	-44.1%
Russell County	35.2	27.3	-22.4%
Taylor County	27.2	18.3	-32.7%

Source: 1990 Census of Population and Housing, Summary Tape File 3, and 2000 Demographic Profiles from the 2000 Census of Population and Housing

From reviewing Table 3-12 it can be seen that all counties, with the exception of Barren County, within the Adair County Labor Market Area had

a higher percentage of persons in poverty than the state overall. Of the labor market area, Casey County has the highest percentage (25.5%) of persons in poverty and Barren County the lowest at 15.6%. The percent of persons in poverty in Adair County decreased from 25.1% in 1989 to 24.0% in 1999. This was the lowest percentage decrease in the labor market area.

In 1999, the percent of related children in poverty for all counties, with the exception of Barren County, in the labor market area exceeded the state. Casey County had the highest percentage (32.1%) of children in poverty while Barren County had the lowest (20.3%). It is important to note that the percentage of children in poverty for Green County remained unchanged from 1989 while this percentage actually increased for Russell and Taylor Counties; 2.7% and 5.8% respectively. In Adair County, the percentage of children in poverty decreased from 31.4% in 1989 to 29.6% in 1999.

The most significant changes in poverty levels for the state and the labor market area occurred in the senior (aged 65 or over) demographic. The percentage of seniors in poverty significantly declined from 1989 to 1999. In the state overall, the percent of seniors in poverty declined by 31.1%. In the labor market area, the highest percentage decrease occurred in Marion County where the number of seniors in poverty decreased by 50.0% from 1989 to 1999. In Adair County the percentage of seniors in poverty decreased by 38.7% during this same time period.

LOCAL COMMUNITY ECONOMIC DEVELOPMENT ACTIVITIES

A component to the overall economic condition of an area or region is the extent to which the community engages in economic development activities in order to promote the area and maintain a diversified economy. The following organizations are dedicated to assisting Adair County and the City of Columbia in local economic development activities.

City of Columbia



COLUMBIA/ADAIR COUNTY INDUSTRIAL DEVELOPMENT AUTHORITY

The Columbia-Adair County Industrial Development Authority, Inc. is a non-profit organization dedicated to economic development. The Industrial Development Authority is run by a six member board. All board members are volunteers. The Industrial Development Authority employs a Director of Economic Development to oversee daily operations. The primary goals of this organization are business retention, business recruitment and workforce development. The Authority actively pursues these goals by working in cooperation with various state, regional and local agencies, as well as directly contacting suppliers and distributing promotional materials about the area.

The Columbia-Adair County Industrial Development Authority is actively marketing the Green River Commerce Park located on highway 55 north of Columbia. The park consists of 327 acres within the limits of the City of Columbia. The current infrastructure includes a 300,000 gallon capacity elevated water storage tank, 4 inch twin sewer lines, a 12 inch water line, a gas regulator station, and a 6 inch gas line. Electricity is served to the park through Taylor County RECC. The Authority is currently working with Alltel to provide high-speed internet access to the site.

The Industrial Development Authority continually works with Adair County Adult Education, the Cumberland Workforce Investment Network and the Columbia-Adair County Chamber of Commerce among other organizations to provide training programs for the unemployed and underemployed. The Authority is also currently working on a wage and benefit survey for industries.

COLUMBIA-ADAIR COUNTY CHAMBER OF COMMERCE

The Columbia-Adair County Chamber of Commerce is a volunteer organization consisting of individuals and businesses that seek to advance the commercial, financial, industrial, and civic interests of the community. The organization is governed by a Board of Directors who are elected by the Chamber membership. For the first time in several years, the Chamber has an Executive Director who is hired by the Board of Directors. The President of the Chamber is elected by the Board of Directors and works cooperatively

with the Executive Director.

The Board of Directors meets every second Tuesday and the full Chamber meets every third Tuesday. The Chamber of Commerce currently has over 200 members. The stated purpose of the organization is, “To promote and enhance the business, cultural, educational, and civic well being of Columbia, Adair County, and the Region.” More specifically, Chamber of Commerce goals are as follows:

- Promote business and community growth and development by sponsoring economic programs which are designed to strengthen and expand the income potential of all businesses within the City of Columbia and Adair County.
- Provide opportunities for the local business community to participate in all retail businesses within the City of Columbia and Adair County.
- Work with and support the efforts of agricultural agencies and groups within the county that support the expansion and diversification of agricultural products and marketing.
- Provide opportunities within the Chamber that create an atmosphere for networking, leadership, and outreach for Chamber members.
- Promote cooperative efforts between business and education and continue to promote improvement of the community’s public education.
- Promote an improved understanding of the health care system in our community and its importance as an economic asset.
- Assist the Industrial Foundation, where appropriate, in recruitment to develop a positive labor climate in the community.
- Recruit and maintain an active membership base that provides needed resources for undertaking a program of work that meets the needs of our community.
- Assist the Tourism Commission, where appropriate, in promoting the City and County, attracting tourism to our area, and stressing the importance of tourism as an economic asset.
- Promote public policy development relative to issues of importance to the County and City and encourage unity of purpose of public organizations in guiding the future development of Columbia and Adair County.

City of Columbia



Economic Conditions

In addition to achieving these goals, the Chamber of Commerce facilitates a variety of other programs and events in the community. A major project of the Chamber was the completion of the new Training and Development Center in 2000. The Center houses the Chamber of Commerce, Tourism Commission, and the Industrial Authority. Within the Center is a computer lab and meeting rooms which are available to the public. A variety of computer classes are held for local businesses to meet the training needs of their employees along with computer training for other interested adults. The Chamber also conducts workshops and training programs for businesses and other persons in a wide range of subjects such as small business seminars, training for frontline workers, how to start your own business, home based businesses, CPR, First Aid, leadership development, management, etc. In addition, 221 community groups have used the Chamber's facilities for meetings, workshops, training, and other various events.

A website has been developed and can be found at www.columbia-adaircounty.com. A brochure entitled, "Discover Columbia-Adair County" was also published for the purpose of providing information to people who want to relocate to Adair County.

In addition to economic development activities, the Chamber also actively sponsors social and cultural events within the community. Such events include "Folklore of the Old West Festival" held in June, "Christmas in Columbia" with the parade "Under The Lights", "Buy, Swap, Sell, and Trade Day", a big flea market held on Labor Day, and a golf tournament held in April at the Pinewood County Club.

COLUMBIA-ADAIR COUNTY TOURISM COMMISSION

The Columbia Tourism Commission became the Columbia-Adair County Tourism Commission in July 2002 as a result of an Adair County Fiscal Court Meeting. The Columbia-Adair County Tourism Commission consists

of seven commissioners appointed by the Mayor and County Judge Executive. The following is a breakdown of the appointed membership:

- Three commissioners shall be appointed from a list of six or more names submitted by the local hotel and motel association.
- One commissioner from a list of three or more submitted from the local restaurants association.
- One commissioner from the Chamber of Commerce.
- One commissioner from the Mayor.
- One commissioner selected by the County Judge/Executive.

The Commission now produces its own brochures, advertising, promotion of tourist attractions and cooperates with the Southern and Eastern Kentucky Tourism Association (SEKTDA) in hosting journalists and other activities in the promotion of Columbia and Adair County. In the past three years, the Commission has hosted over 100 journalists from throughout the United States who have written articles about the tourist attractions in Adair County and appeared in magazines throughout the Country.

SUMMARY

While the number of manufacturing jobs has recently decreased in the region, these jobs are still an important sector of the economy to residents and the community overall. In contrast to the recent change in the manufacturing sector of the local economy, the service industry and retail sectors are growing rapidly. While the need for these services is high, the jobs created in these sectors tend to be lowest paying. The increase in retail and service industries is due in large part to the increase in population and the growth in the tourism related business. For this reason tourism has also become increasingly important to the local economy. The travel and tourism sector is also considered to be an area of potential growth for the county and the city due to their location to the rivers, numerous historic resources, and higher educational facilities.

City of Columbia



Economic Conditions

In consideration of these factors, the City of Columbia and Adair County should continue to implement its current overall economic development plan and develop a strategic approach to replacing manufacturing jobs recently lost in the region. Several recommendations to enhance the local economy are as follows:

1. Continue to work with the Columbia/Adair County Industrial Authority, Chamber of Commerce, and Tourism Commission to develop programs to assist in the retention of existing businesses and industry.
2. Upgrade infrastructure (including basic and advanced technology infrastructure) to facilitate the development of professional offices, industrial properties, and high tech businesses as recruited.
3. Study ways in which to maximize the benefit of the travel and tourism industry in Adair County. Develop and implement a long range marketing plan to market Columbia's local resources.
4. Cultivate and promote cultural and historic attractions of the region.

CHAPTER FOUR

INTRODUCTION

The physical geography of an area affects the amount, type, and direction of development. Natural factors such as climate, topography, geology, hydrology and soils are important because they influence the costs of construction and are determining factors in assessing an area's suitability for a given type of development or use. The purpose of this comprehensive plan element is the identification of environmental resources and the assessment of developmental impacts on these resources.

Rapid growth and development can have dramatic and long term adverse effects on the physical and social environment. As Adair County and the City of Columbia continue to grow, many environmental issues will continue to arise. Issues such as water quality, air quality, noise and light pollution, increased storm water runoff, and decreased open space can combine to affect the overall quality of life for residents. The depletion of natural features such as wooded hillsides, scenic valleys, rivers, creeks, and open fields will become increasingly important as residents realize that these elements contribute to the unique character of an area and are unrecoverable once a parcel of land is developed. In addition, these type of amenities also provide less visible qualities, such as cleaner air, recreational areas and wildlife habitat all of which are equally important to the community.

LOCATION

The City of Columbia is located near the center of Adair County in South Central Kentucky. The city is situated at the intersection of the Cumberland Parkway, KY 80, KY 61, and KY 55. In addition, Columbia is located between two major man-made lakes, Green River Lake and Lake Cumberland. Green River Lake (8,200 acres) is located northern Adair County, approximately eight miles north of Columbia. Lake Cumberland (50,250 acres) is located approximately 21 miles south of Columbia.

City of Columbia



Environmental Considerations

CLIMATE

The climate in the vicinity of the City of Columbia is temperate and humid. Southerly winds predominate bringing moist warm air. The most common severe weather conditions are in the form of mild droughts or thunderstorms. Tornadoes are the most devastating severe weather condition which occur in the area. Tornadoes can occur almost anywhere in Kentucky and in any terrain, hilltop or valley bottom. Severe storms can occur in any month but are most frequent from March to July.

Long term climatological data for the vicinity of Columbia is available from the Greensburg Weather Station. The following discussion is based on the period from 1961 to 1990 for averages and 1932 to 1995 for extremes. The coldest days occur in January when the average monthly temperature is 32.1 degrees F. The warmest days occur in July with an average monthly temperature of 77.2 degrees F. During the period from May to September, an average of 46 days will have a maximum temperature of 90 degrees F or higher. The minimum temperature is expected to be 32 degrees F or less for an average of 105 days from October through April. The coldest temperature on record is -25 degrees F on January 24, 1943. The hottest recorded temperature was 108 degrees F on July 10, 1936 and August 21, 1936.

Precipitation averages 52.9 inches annually. Records indicate that May tends to be the wettest month and October the driest. Precipitation is generally evenly distributed throughout the year. An average of fourteen (13.7) days per year will have precipitation of one inch or more.

AIR QUALITY

Air quality is monitored by the Division of Air Quality Control of the Kentucky Natural Resources and Environmental Protection Cabinet, Department for Environmental Protection. The "Kentucky Ambient Air Quality Report" which is produced by the Technical Services Branch of the Kentucky Division of Air Quality is issued annually. The last report issued summarizes statistical results of monitoring conducted during the year 2003 to measure

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outdoor concentrations of air pollutants in the Commonwealth. The primary source of data for the report is the Air Quality Surveillance Network operated by the Kentucky Division for Air Quality which has operated an air quality monitoring network since July 1967. The 2003 network included 101 monitors in 33 counties (this total includes monitors operated by the Louisville Metro Air Pollution Control District and the National Parks Service at Mammoth Cave). The monitoring station locations are selected with U.S. Environmental Protection Agency guidance and, in general, are established near high population areas of air pollution sources. Each year the sites are reviewed to ensure that adequate coverage is being provided. Overall, the division monitors compliance of six criteria pollutants including carbon monoxide, sulfur oxides, nitrogen dioxide, lead, ozone, and particulate matter. In 2003, all Kentucky counties were in attainment for carbon monoxide, sulfur oxides, nitrogen dioxide, and particulate matter. However, there were 25 exceedances of the 8-hour ozone standard in the counties of Boone, Boyd, Campbell, Carter, Edmondson, Fayette, Graves, Greenup, Jefferson, Jessamine, Kenton, Livingston, McCracken, McLean and Oldham.

Adair County is located within the South Central Air Quality Control Region which includes 20 counties in south-central Kentucky. In this area the Air Quality Surveillance Network has four monitors as follows:

LOCATION	AIRS ID
Somerset Gas Company (Pulaski County)	21-199-0003
KY DOT Garage, Franklin (Simpson County)	21-213-0004
Kereiakes Park, Bowling Green (Warren County)	21-227-0007
Oakland School, Oakland (Warren County)	21-227-0008

The closest air monitor, established in 1992, to Adair County and the City of Columbia is located in Somerset. This special purpose ozone monitor operates continuously using the UV photometric method of analysis. A special purpose Particulate Matter sampler operates for 24 hours every sixth day.

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NOISE

High noise levels can impact the health and safety of residents. Excess noise can cause impacts ranging from the nuisance of interrupting a conversation to causing physical and psychological harm. The primary consideration for noise in terms of new development is community noise level.

According to, “The Noise Guidebook”, issued by the Department of Housing and Urban Development, the main contributors to a community noise problem are transportation noises such as highways, railroads, and airports. These sources are the most pervasive and continuing of the noise sources. The main issues involved in any noise analysis are how much noise a site is exposed to, what types of activities are affected and what design or attenuation measures can be used to keep noise to an acceptable level. Outdoor noise levels are of greatest concern in residential areas especially at night when sleep is disrupted.

The easiest way to mitigate noise is to separate noise sources from noise receptors. This can be accomplished by requiring buffer zones around airports and requiring greater minimum setbacks from major highways and railroads. For example, HUD recommends that no occupiable building be constructed within 100 feet of a railroad due to the impact of noise and vibration. Noise levels can also be attenuated by noise barriers, site design, and soundproofing buildings. It is recommended that a noise analysis be conducted when noise sensitive uses such as residential development or hospitals are proposed near railroads, airports, or highways with considerable truck traffic. In Adair County, the major facilities of concern are the Cumberland Parkway, KY 80, KY 55, KY 61, KY 206, KY 551, the Columbia-Adair County Airport, the Columbia central business district, and strip commercial areas.

PHYSIOGRAPHY AND GEOLOGY

Adair County and the City of Columbia are located in the Highland Rim section of the Interior Plateau Province physiographic region. In Ken-

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tucky, the Highland Rim is commonly referred to as the Pennyroyal Plain of the Mississippian Plateau. It is underlain by sedimentary rocks of Devonian and Mississippian age.

In the extreme northeastern part of the county, there is a small deposit of sandstone of unknown age which appears to be composed of debris from Pennsylvanian sandstone. A mantle of silt covers the uplands throughout the county with Chattanooga black shale of the Devonian system being exposed along the streams. Also predominate is the New Providence gray clay shale which ranges in thickness from 3 feet in the southern part of the county to 35 feet at points along the Green River. The Fort Payne formation, just above the New Province bed, is gray limestone with abundant chert and is typically 100 to 150 feet thick. Immediately above the Fort Payne Formation is Warsaw limestone which is typically 50 feet to 100 feet thick in places. Cherty limestone of the St. Louis formation is located on the high ridge tops. The St. Louis formation is most extensive in the southern and western parts of Adair County.

The topography in Adair County ranges from nearly level to very steep. The county is mainly located on a dissected plateau. In most dissected parts the ridges rise from 400 to 490 feet above the valley floors. The highest point, located three-fourths of a mile north of Breeding, is 1,214 feet above sea level. The lowest points in the county are along the Green River. The elevations in the City of Columbia range from 720 feet along Russell Creek to 920 feet at the water tower. The elevation at the city square is 790 feet. There are a moderate amount of sinkholes and subsurface-drained depressions in and around Columbia. Some sinkholes open into underground drainage systems. Others are clogged by debris and soil. Surface water collects in clogged sinkholes and forms wet weather ponds. Although 85% of drainage occurs by surface drains, there is some subterranean drainage made up of karst topography underlain by cavernous limestone.

Karst topography is an area which is underlain by limestone that has been dissolved by groundwater percolation through rock forming solution channels. These channels increase in size over extended periods of time to form caves and other cavities. As these cavities expand, it is common for them to

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form depressions known as sinkholes at the surface. An area with karst topography is characterized by extensive development of sinkholes, underground drainage, lack of surface streams, caverns, solution sculptured rock and large springs. Karst topography is common in Adair County due to the underlying limestone. According to *Caves and Karst of Kentucky*, published in 1985 by the Kentucky Geological Survey, there are 35 known caves in Adair County with six of them mapped.

The major concerns with karst topography in developed areas are sinkhole flooding, overburden collapses and groundwater contamination. Sinkhole flooding occurs when stormwater runoff exceeds the drainage capacity of the sinkhole. Flooding problems may increase when sinkholes are filled in with debris or soil when an area is graded. Development in a sinkhole drainage area which increases the amount of impervious surface such as roofs or paving can result in increased rates of runoff which then results in flooding problems. While blasting or construction sometimes causes overburden collapses over a cavity, groundwater fluctuations are the most common cause. In karst areas, the water table provides buoyant support for overburden arches. Droughts, high volume groundwater pumping, and sometimes land use changes that affect water storage can result in a lowered water table and overburden slumping or collapse. Groundwater contamination is also of particular concern in karst areas. Surface water normally percolates slowly through the soil before entering the groundwater allowing removal or containment of contaminants. However, in karst areas, surface water may become groundwater in a matter of minutes. Underground streams may flow as much as five miles per day. This can cause rapid and extensive contamination of wells and springs that may be a source of water supply for homes and livestock.

As a matter of policy, the city should therefore, strictly prohibit the dumping of garbage or other waste materials, especially those containing hazardous waste into sinkholes. Construction sites that have sinkholes should provide for adequate surface drainage. The planning commission may request that storm water calculations be submitted prior to approving preliminary plats or improvement plans. In addition, the submission of geotechnical reports may be necessary in some of the environmentally sensitive areas prior to approval of a development.

SOILS

Detailed soil information and soil maps can be found in the Soil Survey of Adair County, Kentucky published by the U.S. Department of Agriculture, Soil Conservation Service. The general soil map found in the Soil Survey shows that there are five soil associations in Adair County with one primary association within the City of Columbia planning area. It is important to note that the area within the 1964 city limits of Columbia was not mapped by detailed soil type. The general soils map for Adair County is shown on page 4-9.

Soil associations are generalized groupings of similar soils with common relief and drainage patterns. While specific soil information must be consulted to determine the suitability of a particular site for various land uses, the associations can provide information for general planning purposes. The following paragraphs summarize the five associations found within the Soil Survey of Adair County, Kentucky.

WESTMORELAND-CANEYVILLE BAXTER ASSOCIATION

This soil association is typically located on narrow, sloping ridge tops and narrow valleys that have steep walls. The association is characterized as dominantly steep, well-drained or somewhat excessively drained soils that have a clayey subsoil and are on dissected uplands. The soils on the steep walls of valleys are predominately Westmoreland soils. These soils are shallow over limestone and calcareous shale. The Caneyville soils occupy positions above and adjacent to the Westmoreland soils. They are moderately deep, well-drained, very rocky soils that have a red clayey, plastic subsoil. The Baxter soils, which are cherty and deep over bedrock, are predominant on the ridge tops and on the upper parts of the valley walls. These soils are well-drained and have a red, clayey subsoil. Minor soils on the uplands in this association are the well-drained Christian, Mountainview, Bewleyville, Needmore and Talbott soils and the moderately well-drained Dickson and Sango soils. Minor soils on the foot slopes and in narrow strips along the streams are the well-drained Humphreys, Huntington and Staser soils, the moderately well drained

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Landisburg and Lindside soils, and the somewhat poorly drained Newark and Taft soils. The Westmoreland-Caneyville-Baxter association occupies about 28% of the county and extends along the southern and western boundaries. The Westmoreland soils make up about 30% of the association, the Caneyville soils about 24% and the Baxter soils about 16%. The Christian soils are less extensive, but comprise about 11% of this association.

Approximately 63% of this association remains in forest. About three-fifths of the cleared acreage is in hay and pasture, and nearly one-fifth is used for row crops. One-fourth of the acreage is suited to cultivated crops. Fair to good yields are obtained of tobacco, corn and other row crops grown on the soils of the floodplains and gently sloping uplands.

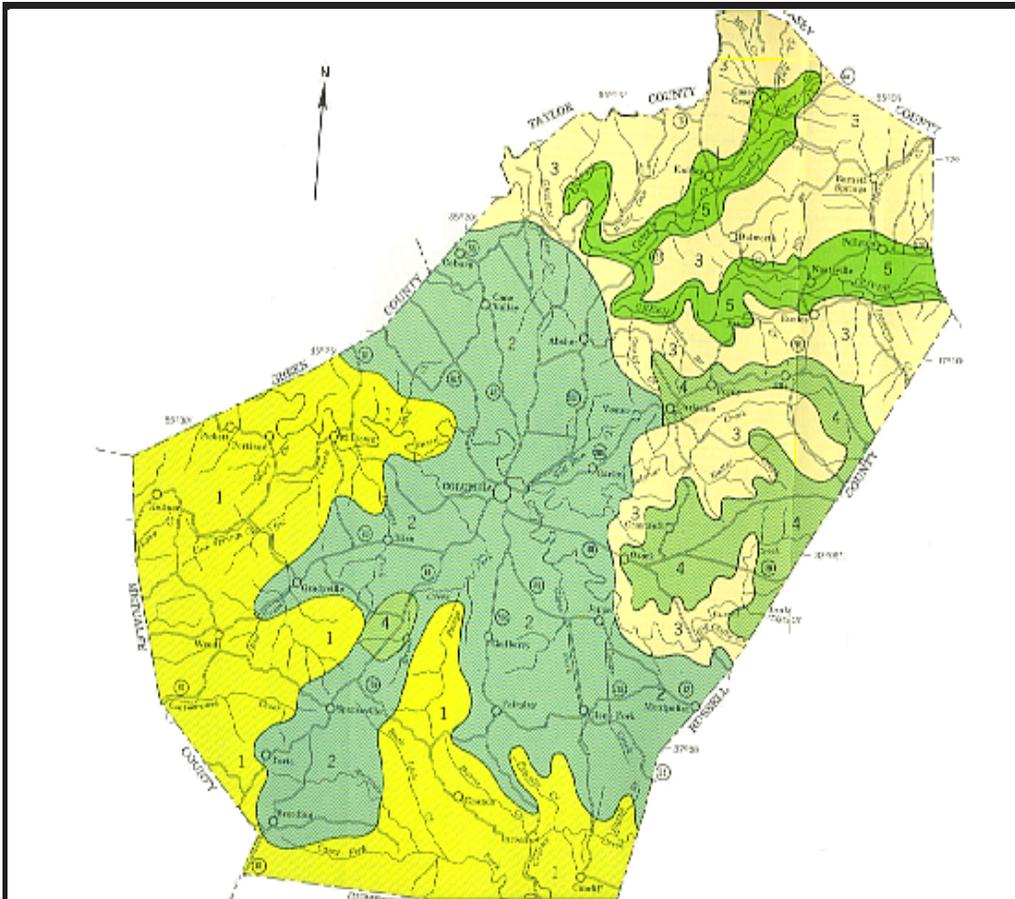
BAXTER-CHRISTIAN- BEWLEYVILLE ASSOCIATION

This association is characterized as rolling with dominantly well-drained soils that have a deep root zone and a clayey subsoil. The association occupies about 32% of the county and extends in a northwesterly direction through Glens Fork, Columbia, and Cane Valley.

The topography associated with this soil association is irregular. In many places there is karst topography which ranges from nearly level to steep. Sinkholes and depressions are common in these areas. Many of the creeks that flow through the county originate in this area. Russell Creek, the largest, flows from east to west. The soils along the creek and its tributaries are among the most productive of the soils located within the floodplains.

The soils of the Baxter, Christian and Bewleyville series' are the most extensive soils in this association and are gently to strongly sloping. The Baxter soils were formed in material weathered from cherty limestone and have a red, clayey subsoil with chert throughout their profile. The Christian soils were formed in weathered products of mixed limestone, sandstone and shale. These soils contain more sand and less chert than the Baxter soils. The Bewleyville soils formed partly in loess and partly in the underlying material weathered from limestone, have a yellowish red subsoil of silty clay loam.

Figure 7-1
Adair County Soil Map



- 1** Westmoreland-Caneyville-Baxter Association
- 2** Baxter-Christian-Bewleyville Association
- 3** Frankstown-Bodine-Westmoreland Association
- 4** Sango-Mountainview-Lawrence Association
- 5** Staser-Taft-Landisburg Association

Map produced by the U.S. Department of Agriculture
Soil Conservation Service. May 1963

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The Baxter soils account for approximately 30% of the association; the Christian soils, 15%; and the Bewleyville soils about 11%. Minor soils account for the remaining acreage in this association.

Approximately 28% of this association is in trees, usually along the steeper slopes above creeks and in wooded areas on farms. A large part of the association is in hay and pasture or is used to grow corn, tobacco and small grains. Nearly two-thirds the acreage that has been cleared is used for hay and pasture. The remainder of the acreage is used mostly for row crops, although some acreage is idle.

FRANKSTOWN-BODINE- WESTMORELAND ASSOCIATION

The soil association of Frankstown-Bodine-Westmoreland is typically located on sloping ridge tops separated by narrow valleys that have steep walls. The largest area of this soil association extends from south of Green River north toward the boundaries of Taylor and Casey Counties. A smaller area, located in the east central part of the county extends along Big Clifty Creek to the Russell County line.

Some of the broad ridge tops are occupied by the Frankstown soils. Bodine and Westmoreland soils are located on the steep walls of the valleys. The composition of the Frankstown- Bodine-Westmoreland soil association is described as deep, sloping, well-drained, cherty soils on ridge tops and shallow, steep, somewhat excessively drained or excessively drained soils on hillsides.

The Frankstown soils are deep, well drained, cherty and have a subsoil of yellowish brown silty clay loam. The Bodine soils are also cherty but are shallow and excessively drained. The Westmoreland soils, which lie below the Bodine soils, are shallow over calcareous shale. They partly contain weathered fragments of shale. These soils are almost neutral.

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This soil association occupies approximately 26% of the county. The Frankstown soils comprise 29% of the association; the Bodine soils, 22%; and the Westmoreland soils, 21%. Minor soils account for the remainder of the association.

Approximately 65%, mainly in the steep areas of this association, remain in trees. Three-fourths of the acreage, located on ridge tops, has been cleared and is used chiefly for corn, tobacco, hay and pasture. Almost two-thirds of the acreage has been cleared and is used for row crops. The rest of the land in this association is idle.

SANGO-MOUNTAINVIEW-LAWRENCE ASSOCIATION

This association consists of large flats and gentle slopes in the uplands. Generally, the association is described as being comprised of soils that are nearly level to sloping on broad ridge tops, are somewhat poorly drained or moderately well drained soils with a pan or as deep well-drained soils. The somewhat poorly drained Lawrence soils and the moderately well drained Sango soils are dominant in the flat areas, and the well drained Mountainview Soils are practically free of the gray mottles that are typical of the Sango and Lawrence soils, and they lack a fragipan. The fragipan in the lower part of the subsoil in the Sango and Lawrence soils causes water to move slowly through the profile and as a result, these soils are wet in rainy seasons. The Sango, Mountainview and Lawrence soils were formed partly in loess and partly in the underlying material weathered from cherty limestone. They are strongly acidic.

This association occupies approximately 8% of the county. It is located in the east-central part of the county and extends from the small communities of Ozark and Purdy to the Russell County line. Another small concentrated area of this association, known as Flatwoods, is south of Columbia. The Sango soils make up about 32% of the association; the Mountainview soils, 21%; and the Lawrence soils, 12%. The remainder of the soil association consists of minor soils.

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Approximately 53% of this association is in trees. The wet flats and the steeper slopes are mostly covered in hardwoods, chiefly oak, gum, maple, poplar, and hickory. These soils are strongly acidic and are low in natural fertilizer. It is for this reason that only low to fair yields of the commonly grown crops are obtained on the soils in this association.

STASER-TAFT-LANDISBURG ASSOCIATION

The Staser-Taft-Landisburg Association is generally characterized as somewhat poorly drained to well drained soils on nearly level floodplains and gently sloping to sloping stream terraces and foot slopes. This association can be found along the Green River and Casey Creek in the northern part of the county.

The association is prevalent in approximately 6% of the total acreage in the county. About 28% of the association consist of Staser soils; about 16% are Taft soils; and 15% are Landisburg soils. The well-drained Staser soils, which have a surface layer of grayish-brown silt loam, loam or gravelly loam, are dominant on the first bottoms. The somewhat poorly drained Taft Soils are extensive on the stream terraces. The Taft soils have a surface layer of grayish-brown silt loam and the lower part of their subsoil is mottled and compact. The moderately drained Landisburg soils are on the nearly level to strongly sloping stream terraces to foot slopes. They have a surface layer of grayish-brown silt loam that is cherty in places. Their subsoil is light yellowish brown silty clay loam to silt loam and has a compact pan in the lower-part

Approximately 24% of this association is in trees. Almost half of the acreage, that has been cleared, is used for row crops; about 45% is used for hay and pasture with the remainder being idle. Almost all of the acreage in this association is suited to cultivated crops. However, 35% of the soils in this association are poorly drained and wetness becomes the major management problem.

HYDRIC SOILS

Hydric soils are those soils which are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper part. The presence of hydric soils is an indication that wetlands may exist in an area. Under currently accepted definitions, an area is considered a wetland if it has hydric soils, hydrophytic vegetation (plants that are adapted to growing in wet conditions) and wetlands hydrology. Wetland hydrology means that the area is either permanently or periodically inundated or the soil is saturated to the surface at some time during the growing season. There are four hydric soils in Adair County; Dunning silt loam (Du), Gutherie silt loam (Gu), Melvin silt loam (Me) and is Robertsville silt loam (Rb). All of these soils have been classified as hydric due to saturation. In addition, there is one other soil, Newark gravelly silt loam (Ng), which may have inclusions of hydric soils. This means that an area mapped as this soil type may include small areas of hydric soils in poorly drained low spots. In Adair County, these hydric soils support or would have supported woody vegetation under natural conditions except those as identified as swamp or ponded phases.

PRIME FARMLAND SOILS

According to the U.S. Department of Agriculture, Soil Conservation Service, prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and is also available for these uses. Prime farmland can be cropland, pastureland, rangeland, forest land or land other than those used for urban purposes or covered with water. Prime farmland has the soil quality, growing season and moisture supply needed to economically produce sustained high yields of crops when treated and managed according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content and few or no rocks. They are permeable to water and air. Prime farmlands are not

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excessively erodible or saturated with water for a long period of time. They either do not flood frequently or are protected from flooding. The following soils found in Adair County are considered to be potential prime farmland soils:

- BaB -Baxter cherty silt loam, 2-6% slopes
- BeB -Bewleyville silt loam, 2-6% slopes
- CbB -Captina silt loam, 2-6% slopes
- ChB -Christian silt loam, 2-6% slopes
- DcB -Dickson silt loam, 2-6% slopes
- Du -Dunning silt loam
- EtB -Etowah silt loam, 2-6% slopes
- FtB -Frankstown cherty silt loam, 2-6% slopes
- HcB -Humphreys cherty silt loam, 2-6% slopes
- Hf -Huntington fine sandy loam
- Hg -Huntington gravelly loam,
- Hu -Huntington silt loam
- LaA -Landisburg cherty silt loam, 0-2% slopes
- LaB - Landisburg cherty silt loam, 2-6% slopes
- LdA - Landisburg silt loam, 0-2% slopes
- LdB - Landisburg silt loam, 2-6% slopes
- Lr - Lawrence silt loam
- Ls - Lindside silt loam, 0-6%
- Me - Melvin silt loam
- MoB - Mountainview silt loam, 2-6%
- MsB - Mountainview silt loam, shallow 2-6% slopes
- NAB - Needmore silt loam, 2-6% slopes
- Ng - Newark gravelly silt loam
- Nk - Newark silt loam
- Rb - Robertsville silt loam
- SaA - Sango silt loam, 0-2% slopes
- SaB - Sango silt loam, 2-6% slopes
- SeB -Sequatchie silt loam, 0-4% slopes
- Sg -Staser gravelly loam
- Sm -Staser loam
- St -Staser silt loam
- Ta -Taft silt loam
- Wt -Whitwell silt loam
- Wv -Wolftever silt loam

In addition to prime farmland, the Soil Conservation Service has also identified farmlands of statewide importance. This is land, in addition to prime farmland, that is of statewide importance for the production of food, feed, fiber, forage and oilseed crops. Generally, farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high of a yield as prime farmlands when conditions are favorable. The following soils found in Adair County may indicate farmland of statewide importance:

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- BaC -Baxter cherty silt loam, 6-12% slopes
- BaC2 -Baxter cherty silt loam, 6-12% slopes, eroded
- BeC -Bewleyville silt loam, 6-12% slopes
- BeC2 -Bewleyville silt loam, 6-12% slopes, eroded
- CfC2 -Christian fine sandy loam, 6-12% slopes, eroded
- ChC -Christian silt loam, 6-12% slopes
- ChC2 -Christian silt loam, 6-12% slopes, eroded
- CsC2 -Christian-Baxter cherty loams, 6-12% slopes, eroded
- CvC2 -Cookeville silt loam, 6-12% slopes, eroded
- EtC -Etowah silt loam, 6-12% slopes
- FtC -Frankstown cherty silt loam, 6-12% slopes
- FtC2 -Frankstown cherty silt loam, 6-12% slopes, eroded
- HcC -Humphreys cherty silt loam, 6-12% slopes
- HcC2 -Humphreys cherty silt loam, 6-12% slopes, eroded
- HdC -Humphreys silt loam, 6-12% slopes
- LaC -Landisburg cherty silt loam, 6-12% slopes
- LaC2 -Landisburg cherty silt loam, 6-12% slopes, eroded
- LdC -Landisburg silt loam, 6-12% slopes
- LdC2 -Landisburg silt loam, 6-12% slopes, eroded
- MoC -Mountainview silt loam, 6-12% slopes
- MoC2 -Mountainview silt loam, 6-12% slopes, eroded
- MsC -Mountainview silt loam, shallow, 6-12% slopes
- MsC2 -Mountainview silt loam, shallow, 6-12% slopes, eroded
- NdC -Needmore silt loam, 6-12% slopes
- NfB2 -Needmore silty clay loam, 2-6% slopes, eroded
- NfC2 -Needmore silty clay loam, 6-12% slopes, eroded
- PmC -Pembroke silt loam, 6-12% slopes
- TbC2 -Talbot silt loam, 6-12% slopes, eroded
- WeB -Westmoreland shaly silt loam, 2-6% slopes
- WeC -Westmoreland shaly silt loam, 6-12% slopes

SLOPES

Land uses vary in their sensitivity to slope. Virtually flat land can be used for intensive activity, while slopes in excess of 20 percent present limitations so great that development is not feasible, both practically and financially. Residential development can take place on small scattered sites utilizing land that industrial development, that industrial development must forego. In addition, the location and concentration of slopes in the form of hills, ridges, valleys and plains can force development into large clusters or break it up into dispersed patterns. The variation in topography that characterizes Adair County has structured the form of its small communities and guided the location of major transportation routes. The suitability of different degrees of

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slope for development is shown in Table 4-1. In addition, a map showing the topography of the City of Columbia and its planning area has been included on the following page.

Visual indications of unstable slopes include previous slides or slumps, cracking of the top of the slope, tilting of fences, retaining walls, utility poles or trees, new cracks in foundations and sidewalks and slowly developing and widening cracks in the ground or paved areas.

Development of steep slopes can accelerate erosion, increase runoff, and decrease the volume of water absorbed and filtered as groundwater. Damage to buildings and other man made structures can occur on unstable slopes. Commercial and industrial development should be restricted on slopes steeper than twelve percent. Developers of residential property on such slopes should be required to prove that the construction techniques used can overcome a site's limitations. In certain instances, the planning commission should consider requiring the submittal of geotechnical reports prior to approving a site plan or subdivision plat.

To date, most development in Adair County has occurred on land with minimal slope. Within the City of Columbia, areas that include steeper slopes have been included within residential subdivisions. These steep sloped areas are typically used as the undeveloped rear portions of house lots or as common open space.

**TABLE 4-1
SLOPE SUITABILITY FOR
URBAN DEVELOPMENT**

Limitations	Suitability Rating	Residential	Commercial	Industrial Park
Slight	Optimum	0-6%	0-6%	0-2%
Moderate	Satisfactory	6-12%	6-12%	2-6%
Severe	Marginal	12-18%	12-18%	6-12%
Very Severe	Unsatisfactory	18%+	18%+	12%+

Source: Kiefer, Ralph W., "Terrain Analysis for Metropolitan Area Planning," Journal of the Urban Planning Division, Proceedings of the American Society of Civil Engineers, Dec. 1967

Figure 4-2
City of Columbia Steep Sloped Areas



 = Steep slopes

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FLOODPLAINS

Floodplains are low lying areas that are susceptible to flooding. The Columbia planning areas does not contain any land that has been officially designated by the Federal Emergency Management Agency (FEMA) as a flood hazard area. However, there are areas within Adair County that experience flooding. These lands are primarily located along Russell Creek, Sulfur Creek and Petty's Fork. Areas that are subject to flooding are shown on the future land use map as environmentally sensitive areas.

ENDANGERED SPECIES

The primary concern for the impacts of development on plant and animal life are the effects on rare and endangered species. There are a total of 25 species of potential concern listed in Adair County according to the Kentucky Department of Fish and Wildlife Resources. Of this number, 13 are birds, four are fish, three are bats, two are mollusks. The remainder are a bear, a snake, and a salamander. The species are listed as follows:

American Black Bear (*Ursus Americanus*)

Status: Federal Partial Status
State Special Concern

American Coot (*Fulica Americana*)

Status: No Federal Status
State Historic

Bald Eagle (*Haliaeetus Leucocephalus*)

Status: Federal Partial Status, Listed Threatened, Proposed for de-listing
State Endangered

Black Crowned Night-Heron (*Nycticorax Nycticorax*)

Status: No Federal Status
State Threatened

Blue Winged Teal (*Anas Discors*)

Status: No Federal Status
State Endangered

Dark-Eyed Junco (*Junco Hyemalis*)

Status: No Federal Status
State Special Concern

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Double-Crested Cormorant (*Phalacrocorax Auritus*)

Status: No Federal Status
State Historic

Eastern Hellbender (*Cryptobranchus Alleganiensis Alleganiensis*)

Status: No Federal Status
State Special Concern

Gray Myotis (*Myotis Grisescens*)

Status: Federal Endangered
State Endangered

Great Blue Heron (*Ardea Herodias*)

Status: No Federal Status
State Special Concern

Great Egret (*Ardea Alba*)

Status: No Federal Status
State Endangered

Hooded Merganser (*Lophodytes Cucullatus*)

Status: No Federal Status
State Threatened

Indiana Bat (*Myotis Sodalis*)

Status: Federal Endangered
State Endangered

Kentucky Creekshell (*Villosa Ortmanni*)

Status: No Federal Status
State Threatened

Little Spectaclecase (*Villosa Lienosa*)

Status: No Federal Status
State Special Concern

Longhead Darter (*Percina Macrocephala*)

Status: No Federal Status
State Threatened

Mountain Brook Lamprey (*Ichthyomyzon Greeleyi*)

Status: No Federal Status
State Threatened

Osprey (*Pandion Haliaetus*)

Status: No Federal Status
State Threatened

Pied-Billed Grebe (*Podilymbus Podiceps*)

Status: No Federal Status
State Endangered

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Rafinesque's Big-Eared Bat (*Corynorhinus Rafinesquii*)

Status: No Federal Status
State Special Concern

Scarlet Kingsnake (*Lampropeltis Triangulum Elapsoides*)

Status: No Federal Status
State Special Concern

Spotted Darter (*Etheostoma Maclatum*)

Status: No Federal Status
State Threatened

Stargazing Minnow (*Phenacobius Uranops*)

Status: No Federal Status
State Special Concern

Whooping Crane (*Grus Americana*)

Status: Federal Listed Endangered, Nonessential experimental population
State Extirpated

Yellow-Crowned Night-Heron (*Nyctanassa Violacea*)

Status: No Federal Status
State Threatened

SUMMARY

The purpose of this chapter is to identify development impacts on the environment within the planning period and to determine how the City of Columbia can continue to develop without destroying its natural resources and quality of life. The following paragraph summarizes recommendations that are a product of this chapter and the goals and objectives.

As the City of Columbia continues to grow it can be expected that physical changes to the environment will occur if the need for additional housing and commercial areas continue to increase and as the city annexes additional land. As part of this process, areas that are categorized as environmentally sensitive or scenic should be identified and mapped within the City of Columbia planning area. Once these areas are identified and mapped, development standards should be created that outline the procedures and methods necessary to protect the environment and mitigate the creation of additional environmental hazards. In addition, it is recommended that an inter-agency site plan and subdivision review process be established. The creation of this inter-agency review process would enable the planning commission to more accurately identify potential

Environmental Considerations

environmental concerns when considering land use changes, subdivision plats, proposed drainage facilities, erosion control methods, landscape and greenspace requirements. In addition to establishing procedures for the protection of environmentally sensitive and scenic areas, the planning commission may want to evaluate existing requirements for the control of noise, dust, and dirt on public rights-of-way. Erosion control requirements and inspection methods for all public and private construction activities should also be reviewed and revised as needed.

City of Columbia



CHAPTER FIVE

INTRODUCTION

The quality of life in any region is integrally related to the quality of its housing stock. Goals for the improvement of housing must focus simultaneously on issues of supply and demand. Demand factors include population growth, demographic patterns of household formation, income factors, and economic opportunities in the county and region. Additional local factors affecting demand include transportation, education, commercial and recreational facilities, and proximity to jobs. Housing supply factors include the availability of land, capital, financing, and appropriate infrastructure including road access and required utilities.

In a market economy, the role of government in housing may not be well understood. Housing supply is typically considered a market matter, except where housing for the economically disadvantaged is concerned. However, government provision or withholding of designated areas for residential development or services, such as water and sewer availability, can affect housing supply in an area. On the demand side, homebuyers' perceptions of local and regional amenities influence private decisions to locate in an area. Government actions affecting the transportation system, schools, parks, recreational facilities, and other local amenities can affect these perceptions and, in turn, the desirability of an area as a place to live. Housing decisions, whether a result of deliberate policy orientation or an accumulation of private choices, in turn carry long-term consequences affecting community growth patterns and lifestyles. The potential benefits of a concerted, coordinated housing policy should therefore be clear.

In the City of Columbia, population growth has been continuous and is projected to continue at a moderate pace. Housing construction will have to keep pace if decent, safe, and sanitary housing is to be made available to the expanding population. The city must be concerned with the housing needs of the current and projected population in terms of location and affordability.

City of Columbia



Housing & Historic Preservation

**TABLE 5-1
HOUSING UNITS BY TENURE**

AREA	TOTAL UNITS	PERSONS PER HOUSEHOLD	OWNER OCCUPIED HOUSING UNITS		RENTER OCCUPIED HOUSING UNITS		VACANCY RATE
			TOTAL	%	TOTAL	%	
Adair County	7,792	2.44	5,408	80.2%	1,339	19.8%	13.4%
City of Columbia	1,789	2.12	971	62.5%	583	37.5%	13.1%

Source: 2000 U.S. Census

**TABLE 5-2
HOUSING UNITS BY STRUCTURE**

AREA	TOTAL UNITS	SINGLE FAMILY HOUSING UNITS		DUPLEX HOUSING UNITS		3 TO 4 UNITS PER STRUCTURE		5 OR MORE UNITS		MOBILE HOMES	
		#	%	#	%	#	%	#	%	#	%
Adair County	7,792	5,486	70.4%	108	1.4%	105	1.3%	301	3.9%	1,724	22.1%
City of Columbia	1,802	1,242	68.9%	77	4.3%	48	2.7%	301	16.7%	134	7.4%

Source: 2000 U.S. Census

In addition, an appropriate mix of housing types must be encouraged and maintained to ensure that local fiscal revenues will be sufficient to provide necessary services in an efficient manner. These two sides of the housing equation must be kept in balance if the city is to maintain a decent standard of public health, safety, and welfare for its citizens.

Apart from the use of public money to build or rehabilitate low and moderate income housing or to subsidize housing costs, the major tools that local governments have to influence the quantity, quality, type and location of housing are: (1) direct regulatory means such as building code enforcement, zoning, and aesthetic regulations; and (2) indirect means such as provision of services and amenities.

HOUSING TENURE

Overall, Adair County's housing stock grew by 1,358 units or 21.1% between 1990 and 2000. Table 5-1 shows comparative 2000 Census Data for Adair County and the City of Columbia. The City of Columbia's housing stock also grew from 1,648 in 1990 to 1,789 in 2000. This is an increase of 141 units or 8.5%. In the year 2000, Columbia accounted for 22.9% of the total number of housing units in the county.

In 2000, there were 6,747 occupied housing units in Adair County. Of this number, 80.2% were owner occupied and 19.8% were renter occupied. Therefore there has been a slight increase in homeownership rates in the county since 1990. Columbia had a total of 1,789 housing units in 2000. Of the units that were occupied (1,554), 62.5% were owner occupied and 37.5% were renter occupied.

The overall vacancy rate for Adair County in 2000 was 13.4%. This is a moderate increase from 1990 when the vacancy rate was 9.85%. In 1990, the vacancy rate for Columbia was 7.83%. This rate was significantly higher in 2000 at 13.1%.

City of Columbia



Housing & Historic Preservation

TABLE 5-3
SUMMARY OF HOUSING UNITS FOR ADAIR COUNTY

HOUSING TYPE	1990		2000		% CHANGE 1990-2000
	#	%	#	%	
SINGLE FAMILY	4,940	76.8%	5,486	71.0%	11.1%
DUPLEXES	132	2.1%	108	1.4%	-18.2%
3-4 UNITS	78	1.2%	105	1.4%	34.6%
MULTI-FAMILY	195	3.0%	301	3.9%	54.4%
MOBILE HOME	1,009	15.7%	1,724	22.3%	70.9%
OTHER (Boat, RV, Van, etc.)	80	1.2%	8	0.1%	-90.0%
TOTAL	6,434	100.0%	7,732	100.0%	20.2%

Source: U.S. Census Bureau, 1990, 2000

TABLE 5-4
SUMMARY OF HOUSING UNITS FOR THE CITY OF COLUMBIA

HOUSING TYPE	1990		2000		% CHANGE 1990-2000
	#	%	#	%	
SINGLE FAMILY	1,105	67.1%	1,242	68.9%	12.4%
DUPLEXES	109	6.6%	77	4.3%	-29.4%
3-4 UNITS	66	4.0%	48	2.7%	-27.3%
MULTI-FAMILY	195	11.8%	301	16.7%	54.4%
MOBILE HOME	137	8.3%	134	7.4%	-2.2%
OTHER (Boat, RV, Van, etc.)	36	2.2%	0	0.0%	-100.0%
TOTAL	1,648	100.0%	1,802	100.0%	9.3%

Source: U.S. Census Bureau, 1990, 2000

It is important to note that vacancy rates of four to five percent are considered necessary to provide choice and mobility in the housing market and meet short term increases in demand. Too many vacancies reduce the demand for new units while too few vacancies will often force housing costs to increase as demand is generated for new units. An adequate supply of both rental and owner housing units is also necessary to foster growth and meet the demands of new families moving into the area. Due to escalating vacancy rates in Columbia, it is recommended that the city determine the cause of rising vacancy rates and develop a strategy to reverse this trend. As part of this review the city may want to consider a housing redevelopment or homebuyer project to stimulate homeownership of city residents.

HOUSING CHARACTERISTICS

Information on housing characteristics for Adair County and the City of Columbia is available from U.S. Census Data. Table 5-2 shows comparative 2000 Census Data for housing units in Adair County and the City of Columbia, while Tables 5-3 and 5-4 present a summary of housing units for Adair County and the City of Columbia in the years 1990 and 2000. In both the county and the city, single family housing units are the predominate housing type. Single family residences account for 70.4% of housing units in the county and 68.9% in the city. Multi-family housing with five or more units accounted for 301 housing units or 3.9% of the county's housing stock and 16.7% of the city's housing stock. In Adair County there were 1,724 mobile homes in 2000, a significant increase of 70.9% since 1990. Therefore, mobile homes accounted for 22.3% of the Adair County housing stock. In 2000, the City of Columbia had 134 mobile homes which was a decrease of 2.2%. In the city mobile homes accounted for 7.4% of the housing stock. It is interesting to note that the number of "Other" housing units in the county, such as boats, RVs, and vans decreased 90% from 80 in 1990 to 8 in 2000. According to the Census, the City of Columbia experienced a decrease in the number of duplexes (-29.4%) and 3 to 4 family units (-27.3%). Since these are uncommon trends, it might be assumed that some housing units were misreported in earlier Census'.

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HOUSING CONDITIONS

Housing conditions can be evaluated by analyzing selected census data measures and through visual surveys. Census data indicators of substandard housing include the age of the housing stock, structures lacking complete plumbing facilities, and overcrowding. Those units lacking complete plumbing facilities are considered to be substandard. A housing unit is considered to have complete plumbing facilities if it has hot and cold piped water, a flush toilet, and a bathtub or shower. A unit is considered to lack complete plumbing facilities if any of the three are not present. Housing units constructed prior to 1940 are considered to be potentially substandard. Overcrowding is considered to exist if there is more than one person per room in a household. In Kentucky, homes that lack a heat source or use coal or wood as the primary heat source are also an indication of potentially substandard housing. A summary of housing conditions using 2000 Census data is presented in Table 5-5 and shows comparative data for Adair County and the City of Columbia.

The only houses lacking complete plumbing facilities are located in the unincorporated areas of the county and comprise 2.0% of the housing stock in the county overall. According to the 2000 U.S. Census there were not any housing units within the City of Columbia that lacked complete plumbing. The highest number of units using wood or coal as a primary heating source, (14.4%) are also located in the unincorporated areas of the county. Nineteen of these units were reported to be in the City of Columbia. Overcrowding conditions exist in 166 or 2.5% of the county's housing units, with 21 of the units being located in the City of Columbia.

Due to the large number of historic resources in the county and city, a moderate amount of homes were constructed prior to 1940. In Adair County, 919 homes were built prior to 1940 and accounted for 11.8% of the housing stock. A large number (212 units) were located in Columbia, comprising 11.2% of the city's housing stock.

**TABLE 5-5
HOUSING CONDITIONS, 2000 CENSUS**

AREA	TOTAL		BUILT BEFORE 1940		LACK COMPLETE PLUMBING		MORE THAN 1.0 PERONS PER ROOM		WOOD/COAL OR NO PRIMARY HEAT SOURCE	
	#	%	#	%	#	%	#	%	#	%
Adair County	7,792		919	11.8%	138	2.0%	166	2.5%	972	14.4%
City of Columbia	1,789		202	11.2%	0	0.0%	21	1.3%	19	1.2%

Source: 2000 U.S. Census

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CURRENT HOUSING TRENDS

Housing trends since the 2000 Census can typically be analyzed by examining building permit information for the county and city. This type of information is typically obtained from the U.S. Census Bureau which conducts a monthly Building Permits Survey. Building permit statistics are summarized for the U.S., by Census Regions, Census Divisions, Metropolitan Statistical Areas, and Counties. Data are also available for individual permit offices. The survey collects the number of housing units and the valuation of construction for new single family and multi-family structures. For additions, alterations, renovations, and major replacements, the survey collects the number of total permits and total valuation for each month. Monthly data are available from January 2000 forward and annual data from 1990 forward. It is important to note that this Census information will not account for housing units that may have been demolished or otherwise removed from the housing supply since 2000. It is also important to note that mobile or manufactured homes are not included as part of the survey as the Census Bureau considers them to be a movable or portable dwelling constructed to be towed on its own chassis. These units are also excluded from the census as they are built under HUD Code, which means that they are inspected at the factory and are exempt from local government building inspections.

Unfortunately neither the county or the city submit monthly reports to the Census Bureau on new housing construction. However, permit information for housing built within the City of Columbia is available. According to this information, a total of 17 single family housing units have been constructed in the city from 2000 to 2004. This number includes two modular houses, and two double wide manufactured homes. In addition to single family units, two duplex units, two triplex units, and two fourplex units have been constructed during this same time period. Therefore, a total of 36 housing units have been constructed in the city since the 2000 Census. Therefore the City of Columbia has approximately 1,825 housing units which is a 2% increase from the year 2000.

It is important to note that the Kentucky State Data Center has issued Housing Unit Estimates from the year 2000 to July 1, 2003. According to the Kentucky State Data Center, it is estimated that the number of housing units in Adair County increased to 7,820 or .4% by July 1, 2003.

FUTURE HOUSING NEEDS

An estimate of the number of additional housing units needed can be made using population projections and some assumptions based upon demographic trends. The City of Columbia had 2.12 persons per household in the year 2000; however, this number of persons per household will be assumed to be 2.0 for the city in the year 2010 and 2020. In 2000 there were 720 persons (18% of the population) living in group quarters in the city. This number is higher than for the state of Kentucky overall where only 2.8% of the population was reported to be in living group quarters. The higher number of persons living in group quarters in the city can be attributed to those residing in non-institutionalized housing. It is assumed that the majority of the 535 persons residing in non-institutionalized housing are students attending Lindsey Wilson College. The remaining 185 persons are institutionalized in nursing homes, correctional institutions, and psychiatric hospitals. For housing projection purposes, it will be assumed that the group quarters rate (18%) will remain the same.

Therefore, assuming a 2010 population of 4,400, a 10% vacancy rate, 18% group quarters rate, and 2.0 persons per household, a minimum number of 1,984 housing units will be needed in Columbia by the year 2010. As there were 1,789 housing units in 2000 and it was estimated that 36 units have been added to the housing stock between 2000 and 2004, this indicates a need for an additional 160 units by the year 2010. Using the same assumptions and a 2020 population estimate of 4,868, it is estimated that there will be a need for a total of 2,195 housing units by the year 2020. This is an increase of 371 or 20% from 2000. It is important to note that these numbers should be treated as minimums since it can be assumed that some existing units will be demolished

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or deteriorate beyond use.

In summary, communities do not normally need to take action to provide housing for middle or upper income persons unless it wants to encourage the development of amenities in order to attract more upper scale housing development. Overall, the City of Columbia needs to ensure that there is adequate land zoned for various types of residential uses. In addition, the community may need to assist lower income persons and some elderly persons in finding decent, safe, and sanitary affordable housing. Current efforts to provide publicly assisted housing in the city are discussed below.

PUBLICLY ASSISTED HOUSING

A variety of financial assistance is available to help low income elderly, handicapped persons, and families find decent, safe, and sanitary housing. Assistance may be unit-specific or household specific. In unit specific housing, the housing subsidy stays with the housing unit for a contract period or indefinitely as is the case with public housing. Household-specific assistance is committed to participating households. These households may relocate from one housing unit to another while continuing to receive the housing subsidy.

Assisted rental housing units in Adair County fall under a variety of programs as shown in Table 5-6. Public housing programs serve low and very low income families with rents based on income. Eligible tenants must pay the higher of either 30% of their adjusted gross income or 10% of their gross income. The Section 8 program helps low and very low income people pay their rent, with rents based on the same formula used for public housing assistance. Many Section 8 apartments, but not all, are reserved for elderly people. Some are also specifically designed for handicapped persons. The Section 202 program assists applicants 62 years of age or older and/or individuals with a disability. These units are designed for elderly or disabled persons. In addition, some supportive services may be available on the premises. The former Farmers Home Administration (FmHA) program, now known as the Rural Development (RD) program, serves low and moderate income people in rural areas. Low-income senior citizens or families paying rents of more

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than 30% of their adjusted annual incomes can qualify for rental assistance. In properties not offering rental assistance, tenants pay the greater of 30% of adjusted income or the base rent. Low interest rate loans are made to owners to reduce the rents (including utilities) paid by low-income tenants.

Household specific assisted rental units are available under the Section 8 Existing and Section 8 Housing Voucher programs. These rental units are allocated in groups by the U.S. Department of Housing and Urban Development for a specific area which may cover more than one county. The type of assistance available is the same as that outlined for the Section 8 program. Tenants served under these programs locate rental housing of their choice in the geographic area. The housing unit may be an apartment, mobile home, duplex or house, and must meet HUD housing quality standards.

There are a variety of other forms of financial assistance available to low to moderate income persons for housing assistance. Assistance is available through both public and private non-profit groups. As these programs frequently change, current information on the types of assistance available should be obtained from the Kentucky Housing Corporation in Frankfort, Kentucky.

A total of 293 assisted rental units are currently available in Adair County (Table 5-6). This includes 137 elderly units, 8 handicapped units, and an additional 117 units. All of the assisted housing facilities are located within the City of Columbia.

It is important to note that the Kentucky Housing Corporation, in conjunction with the University of Louisville, recently conducted a Kentucky Housing Needs Assessment. This assessment was completed in October 2001. County level information is included in the report. The study estimates that there were 848 low income renter households in Adair County in the year 2000. Of these, KHC estimates that 578 or 68.2% are low income renter households which have not been assisted. Also noted in the study is the number of renters who have received homeownership assistance from KHC through the KHC Home Loan Program. From the years 1973-1990, a total of 76 loans were processed for this program. From 1991-2000, the number of loans had increased to 102.

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Comprehensive Plan

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TABLE 5-6
ADAIR COUNTY ASSISTED RENTAL HOUSING

Complex Name	Location	Total Units	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	Telephone Number	Program
Angel Manor Apartments	Columbia	24 2H		24E					(270) 384-5525	RD, HC
Columbia Greens Apartments	Columbia	24		12	12				(270) 384-6724	RD
Columbia Groves Apartments	Columbia	12			12				(270) 384-6724	RD, HC
Country Place Apartments	Columbia	56		22E 2H 8	15 1H	8			(270) 384-5888	Section 8
Housing Authority of Columbia	Columbia	83		23E 1H 4	20	29 1H	5 1H		(270) 384-2271	Public Housing
Royal Manor Apartments	Columbia	24		23E	1E					RD, HC
Spring Ridge Meadows	Columbia	50		24F	16	8	2		(270) 384-6091	Section 8 & RD
Spring Ridge Meadows 1st addition	Columbia	20		18E	2E	8	2		(270) 384-6091	RD
Totals		293		134 E 5H 24	3E 1H 60	1H 24	1H 9			

E= units reserved for the elderly (62 and older)

H= units reserved for the handicapped

HISTORIC RESOURCES

The historic preservation movement and restoration activities did not begin in the United States until the early nineteenth century. In the movement's beginning, the primary objective of historic preservation was to establish a national identity for the American culture and was implemented to celebrate the accomplishments and deeds of our forefathers. However, at the end of the nineteenth century, the preservation movement began to shift its focus to the historical and architectural merit of the structures themselves. Today, the importance of maintaining historic resources focuses on the great accomplishments of individuals and a community's history as well as architectural style. Both are integral to the community's values and local character.

Both the City of Columbia and Adair County contain historic resources. These resources document the early beginnings of the area and serve as reminders of the community's heritage and tradition. Adair County, the 44th in order of formation, was formed from a section of Green County by the Kentucky General Assembly on December 11, 1801. The county was named for General John Adair (1757-1840) who was noted for campaigns against the Indians north of the Ohio River and for fighting the British at New Orleans. General Adair was the Governor of Kentucky from 1820 to 1824. In 1802, the courthouse was planned for the public square but not completed until 1806. The courthouse was then remodeled in 1847. A second courthouse was built and completed in 1885. This building was then renovated in 1974 and is currently listed on the National Register of Historic Places. Noted residents of Adair County include: Thomas Bramlette, Governor of Kentucky during 1863-1867; Col. Frank Wolford, a commander of Union's 1st Kentucky Cavalry (dismissed by Lincoln); James R. Hindman, Democratic Lieutenant Governor of Kentucky (1883-1887), Col. William Casey, for whom Casey County is named; Jane (Lampton) Clemens, mother of Samuel Clemens; Ed Diddle, noted Western Kentucky University Basketball Coach; and Janice Holt Giles, who wrote historical novels of the American Frontier set in Adair County.

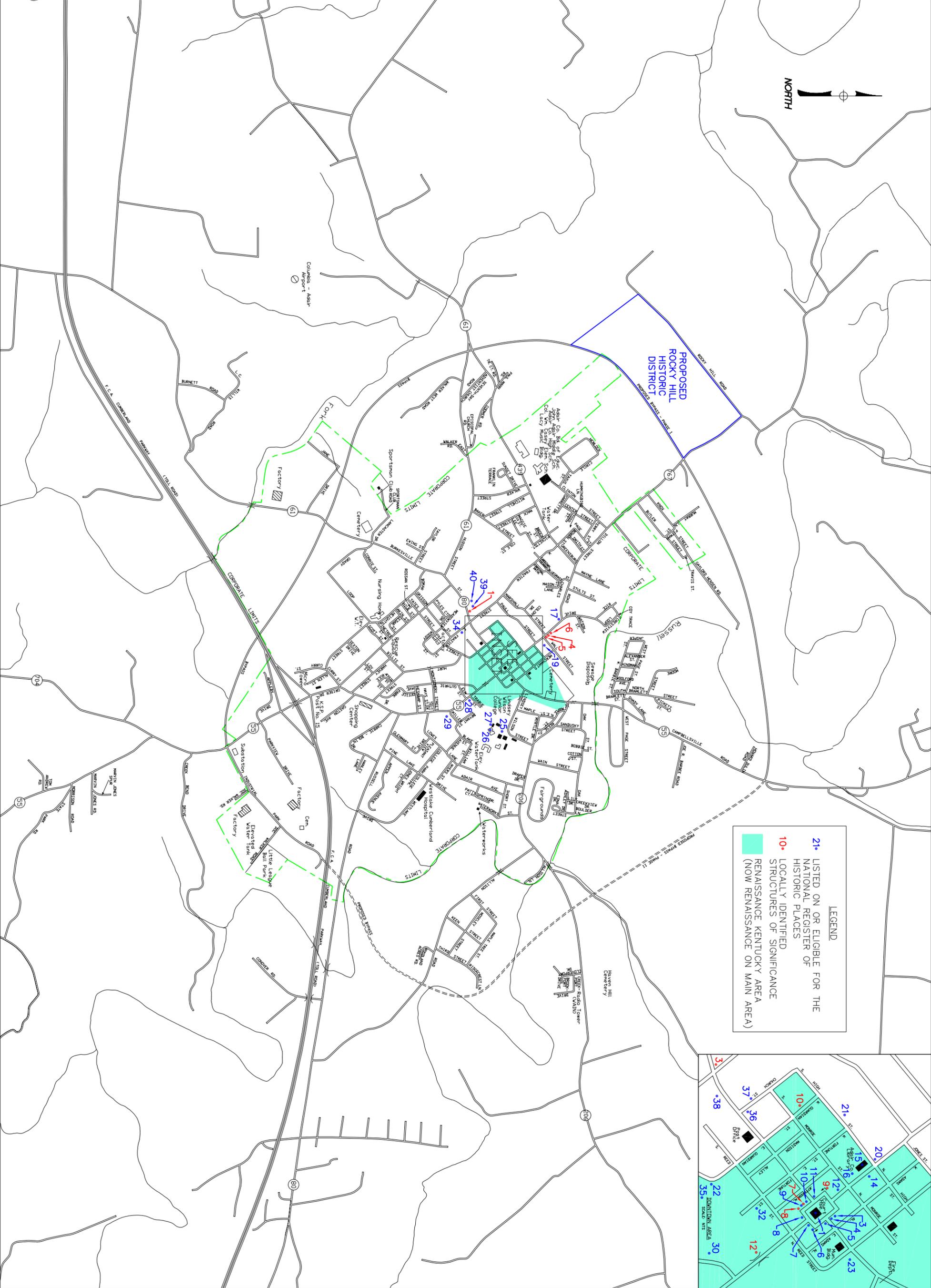
City of Columbia



Housing & Historic Preservation

The City of Columbia was established as the county seat on June 28, 1802. Although, many are uncertain as to how the City of Columbia was named, it is thought to commemorate Christopher Columbus. In the same year the city became the county seat, Daniel Trabue laid out Columbia on 20 acres of land donated by James Walker who owned a nearby plantation. Other notable citizens who helped plan the city and chose the courthouse site were Creed Haskins and William Caldwell. According to Ruth Burnette in *Early Columbia, The Beginning of a Small Kentucky Town*, the founders of Columbia and Adair County were adventurous men. They or their fathers fought in the Revolution and many took part in the Indian wars. Most spent time on the early forts of Kentucky.

Both the City of Columbia and Adair County contain historic resources. The master list of historic sites maintained by the Kentucky Heritage Council lists a total of 41 historic sites in Columbia, and 284 sites plus four archeological sites in unincorporated parts of Adair County. Of the 41 identified sites in the city, four are listed on the National Register and two additional sites meet National Register criteria. The eligibility of the remaining 35 historic sites listed within the city are undetermined. Of the total 288 historic sites identified in unincorporated Adair County, five are listed on the National Register and two meet National Register Criteria. Of these sites it should be noted that three potentially historic structures have been demolished with two being rejected for listing on the National Register. It is interesting to note that neither Adair County (unincorporated areas) nor the City of Columbia have a designated National Register District. However, Columbia does contain a concentration of historic sites in the downtown area of the city. Another potential historic district has been identified by the community as part of the comprehensive planning process. This area is located just to the north of city limits and is referred to as the Rocky Hill District. Figure 5-1 shows the location of these historic resources. In addition, the Appendix A contains the master list of historic sites in Adair County and the City of Columbia as maintained by the Kentucky Heritage Council.



LEGEND

- 21• LISTED ON OR ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES
- 10• LOCALLY IDENTIFIED STRUCTURES OF SIGNIFICANCE RENAISSANCE KENTUCKY AREA (NOW RENAISSANCE ON MAIN AREA)

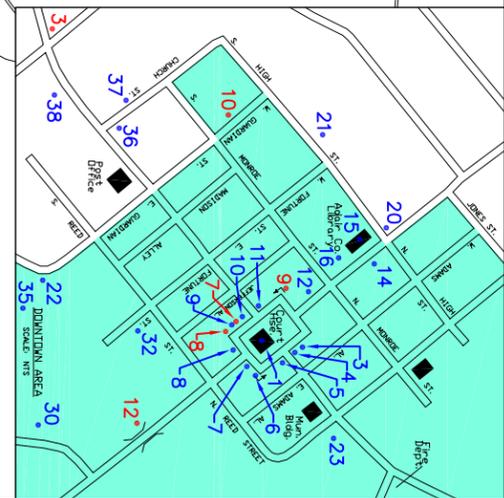
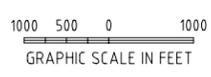


FIGURE 5-1
HISTORIC RESOURCES WITHIN THE COLUMBIA PLANNING AREA
ADAIR COUNTY, KENTUCKY



ARCHEOLOGICAL AND NATURAL RESOURCES

In addition to many significant architectural resources, Adair County has natural and archeological resources. Although most damaged or aged architectural structures can be restored, archeological resources cannot be. Most resources of this type are fragile and irreplaceable. Since all are sensitive to the development that occurs around them, it is important to take precautionary measures when considering this type of preservation. Areas of concern should be identified and mapped during the development process. At present, four archeological sites have been identified in Adair County. Three are currently listed on the National Register with the fourth currently pending approval.

HISTORIC PRESERVATION

Much of Adair County and the City of Columbia are defined by ties to local historic structures and events. The county and city's unique historic character contribute to an area's current and future potential as a tourist destination and helps to supplement regional economic development efforts. The continued efforts to restore and promote historical, archeological and natural sites will enhance both the historic features of the county and city while at the same time assisting to encourage new development. The challenge will be to balance the preservation of the community's character with new development without detriment to either. There are several ways to encourage preservation of historic sites at the local level. First, it is necessary to educate citizens about the community's resources and their significance. Other methods of encouraging preservation and methods of historic resource management are summarized in the following paragraphs.

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HISTORIC RESOURCE MANAGEMENT

As defined in Chapter One of the plan, several goals of the City of Columbia are to recognize and preserve the unique historic and cultural resources of the city. Objectives include the identification and maintenance of historic features while also informing residents and visitors of the unique resources that the city has to offer. To attain these goals in the future, the community has a variety of options. Each option is briefly described below.

National Register Designation

While there are several historic sites identified by the Kentucky Heritage Council within the City of Columbia, this does little to insure their preservation. The first and most obvious part of historic resource management is to identify suitable sites. To date, identification and documentation of sites has been conducted by the Kentucky Heritage Council and Adair County Heritage Association. Once a structure or area is locally identified, the State Historic Preservation Officer (SHPO) should be contacted. The SHPO ensures that the proper nomination forms, documentation and photographs are used in order to nominate a structure or district to the National Register of Historic Places. It is important to note that all structures within a potential district do not have to be historic. A limited amount of “noncontributing” structures may also be included to give continuity to the boundaries of the district.

As part of the comprehensive planning process citizens identified several structures that could potentially be eligible for the National Register. The following is a list of the structures identified during the planning process:

1. Cravens House on Burkesville Street
2. John B. Begley Chapel at Lindsey Wilson College
3. Scott House on Burkesville Street
4. Knifley House at 502 Greensburg Street
5. O.A. Cotton Durham House at 500 Greensburg Street
6. Flowers House at 504 Greensburg Street
7. Brown Drug on the Public Square

8. Wooten Department Store on Public Square
9. Columbia Theater at 106 Public Square
10. First Methodist Church at 206 West Guardian Street
11. Dillon House
12. Eubank's Spring House, Jamestown Street

The locations of these structures are shown in red on Figure 5-1.

In addition to individual structures, the community has identified a potential historic district to the north of city limits. This district is locally referred to as the Rocky Hill Historic District. As this district is adjacent to the proposed by-pass, actions need to be taken in order to preserve this area from by-pass construction activities and as development occurs once the by-pass is complete. Additional study and potential nomination of this area as a National Register District is strongly recommended in order to preserve this historic resource.

Local Historic District Designation

Regardless of whether an area is listed as a National Register Historic District, one can be established locally. These locally identified districts are usually designated because a structure or site has unique historic characteristics, architecture or significance to the community. The districts can include special zoning provisions governing existing structures, infill development, and design. These zones are typically referred to as “overlay” districts because they consist of requirements in addition to those regulated by the underlying zoning requirements (commercial or residential for example). An overlay district must be specifically tailored to the area of concern and can include a variety of provisions to encourage or regulate the preservation of neighborhood character. These provisions can include setback requirements so that new or infill structures conform with existing buildings, special sign regulations, restrictions on the demolition or modifications of buildings, and specifications concerning appropriate land uses. In addition, these regulations can be as rigorous as implementing specific design standards for areas with important historic resources.

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Architectural Review Board

Often an Architectural Review Board is established in addition to the local planning commission in order to review the design and impacts of proposed developments upon historic resources or districts. Such a board usually includes persons with historic knowledge as well as those with building and design experience who can review projects and make a determination whether a proposed project or renovation is compatible with existing structures, land uses, and neighborhood character. The board may also be given the responsibility of identifying and nominating historic sites, recommending local historic designations, developing design guidelines, and regulating other building alterations or construction activities in designated districts. The authority of this board can range from a voluntary program where only advisory recommendations are made to the board having the power to veto projects and full approval over design elements. The City of Columbia may consider the designation of such a board for new development and infill construction within the central business district in order to preserve the unique character of the area.

Additional Options and Requirements

Beyond nominating structures for the National Register or creating different districts or architectural review boards, a community can implement a variety of other initiatives to encourage the preservation of historic resources. One way to do this is to encourage greater local participation and control in the designation and regulation of significant sites. This can be accomplished by working with various property owners and the Kentucky Heritage Council. Another way to encourage local participation and visitation to significant sites is the provision of informational and educational materials to citizens and tourists by utilizing local and state newspapers as well as generating brochures on various sites. It is also important to coordinate historic preservation activities with all legislative bodies so that any proposed public improvement projects will be sensitive to adjacent historical resources.

It is especially important to note that an environmental assessment must be prepared for any project that involves significant federal action. While this usually means federal funding is involved, an assessment may also be necessary, for example, if a federal permit is required. During the environmental assessment, the potential impact of the project on properties either on or eligible for listing on the National Register of Historic Places must be determined. If there is a potential negative impact, mitigation measures are required. This may range from restoring a building in conformance with the Secretary of Interior's Standards to simply preparing detailed documentation about the site prior to demolition. No assessment of potential impact is generally required if the project is funded with state or local funds.

RENAISSANCE KENTUCKY PROGRAM

The City of Columbia was designated as a Silver Renaissance Kentucky City in 2002. As part of this process the Renaissance Committee established the following mission statement and priorities.

Mission Statement:

Columbia- "Gem of Kentucky"

Working together to forge the rebirth of downtown Columbia through historic preservation, restoration, and economic development"

Priority 1- To identify, preserve, and restore historic resources within the Renaissance Columbia boundary, to define a historic district, and to apply for listing with the National Trust for Historic Preservation.

Priority 2 - To develop and implement a streetscape and beautification plan for the Renaissance Columbia boundary including, but not limited to, burial of utility lines, restoration of building facades, lighting, sidewalk replacement, street furniture, etc.

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Priority 3 - To develop and implement a housing strategy that addresses commercial development, residential housing, and infill construction within the Renaissance Columbia boundary.

Priority 4 - To create and implement a marketing strategy to promote the downtown commercial district and to encourage and promote business retention and economic development within the Renaissance Columbia boundary.

Priority 5 - To identify, create, and implement a Greenspace and Environmental Enhancement Plan to address issues such as trails, parks, greenways, waterways, and recreation areas, etc. within the Renaissance Columbia Boundary.

Figure 5-1 shows the location of the Renaissance Columbia boundary in relation to local historic resources. The Renaissance Columbia boundary encompasses the core commercial district as well as the neighborhoods surrounding the immediate downtown commercial area. Lindsey Wilson College adjoins the boundary on the southeast creating a natural corridor between the downtown and college campus.

The Renaissance Kentucky Program has recently been changed to Renaissance on Main Program. The Governor's Office of Local Development continues to administer the program with partners that include the Kentucky Department of Tourism, Kentucky Heritage Council/Main Street Program, Kentucky Housing Corporation, Kentucky League of Cities, Kentucky Transportation Cabinet, and Federal Home Loan Bank of Cincinnati. Changes to the program include a shift in focus to job creation and economic development, a reduction in paperwork, simplification of the application process and a new logo. Renaissance on Main cities are eligible to receive priority status when applying for funds through state government agencies. All incorporated cities within the Commonwealth of Kentucky are eligible to submit an application. Unincorporated cities within Kentucky are only eligible for consideration if sponsored by county government. Cities formerly recognized as Silver Renaissance Kentucky cities will be designated as Candidate Cities and will advance to Certified Renaissance on Main City status upon the successful completion of the required Renaissance on Main Certification criteria. Renaissance on Main Cities must be certified annually in order for a city to be eligible for designated funding set asides and other funding opportunities developed for

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downtown revitalization efforts. To become certified a city must submit an application and meet certification criteria in the areas of Organization, Economic Restructuring, Design, and Promotion. It is recommended that the City of Columbia pursue this designation in order to ensure that the city remains eligible to obtain grants for downtown revitalization and historic preservation activities.

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CHAPTER SIX

INTRODUCTION

Community facilities and services are a collective term used to describe a variety of essential activities that sustain and enhance the quality of life for residents within a community. The provision of utility services, public safety programs and facilities for public health, education, and recreation are all issues that increasingly challenge local governments. Planning is essential to ensure that the provision of these services and facilities meet the future needs of the community.

Community facilities and services can also be used to guide future development. One example of this might be the decision to extend water and sewer service to an area targeted for development. As an economic development tool, the adequacy of facilities and services is also an important consideration. Industrial prospects making a decision to locate in a specific community will examine the quality of resources and services in the community.

Planning for the future development of facilities and services must incorporate all of the aforementioned elements. Prioritizing the provision of community facilities and services can only be accomplished by careful analysis of the existing levels of service and accurate projection of future needs. The decisions regarding who gets what, when, and where are among the most critical issues facing service providers with limited revenues and increasing costs. This chapter addresses the following community facilities and services within the Columbia planning area: education (schools, libraries, places of higher education), parks and recreation, public health and safety (fire, police, emergency management, hospitals), utilities (water, sewer, natural gas, and solid waste management), and public buildings.

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EDUCATION

Adair County Public School System

The residents of the City of Columbia and unincorporated Adair County are served by the Adair County School District which currently has PK-12 enrollment that exceeds 2,500 students. The local campus houses one 9-12 high school, one 7-8 middle school, one 4-6 intermediate school, one PK-3 elementary school, and one PK-2 elementary school. The District currently has one Alternative Education facility that serves students aged 14-18 by referral from any school in the district. The district is also home to two residential therapeutic facilities (Spectrum Care Academy and Community Options) and has a state-funded, maximum security juvenile detention center, Adair County Youth Development Center, which serves children aged 12-18. The student population is predominantly Caucasian with minorities representing less than three percent (3%) of the student population. In addition to the core curriculum, other educational opportunities are provided such as Special Education, Migrant and Title I services, ESS, Speech, School Psychologist, Mental Health Services, Gifted and Talented, ESL, Career-Tech Programs, Vocational School, Homebound Services, Family Resource and Youth Service Centers, Governor's Scholars, DARE and Guidance Programs. Table 6-1 provides an inventory of the existing public school facilities serving the City of Columbia and unincorporated Adair County.

For the 2004-2005 school year, the attendance and retention rates for the Adair County School District were similar to the State of Kentucky overall with the dropout rate being slightly higher. The percentage of students going to college after high school was 59%, which was moderately higher than the state average of 48%. Those students choosing to work and attend school part time was only 1.2% compared to the state average of 7.0%. The number of students labeled as "Not Successful" in Adair County was more than double the state's average. Although the district does spend almost \$1000 more per student than the state average annually and has less students per teacher, there are less computers to students available.

**Table 6-1
Inventory of Existing Public School Facilities
Serving Adair County**

School Name and Address	Grades	Enrollment/ Capacity	Number of Classrooms		Approx. Site Acreage	Most recent and proposed school improvements
			General	Special		
Elementary Schools						
Adair County Elementary 870 Indian Drive Columbia, Kentucky 42728 Phone: (270) 384-3367 Fax: (270)-384-6668 Year Built: 2006	P-6th Grades	590/640	32	6	20 acres	New Construction; completed in 2006
Col. William Casey Elementary 220 Gen. John Adair Drive Columbia, Kentucky 42728 Phone: (270) 384-3367 Fax: (270)-384-6668 Year Built: 1960	PK-2nd Grades	580/780	30	10	5 acres	This school is to be replaced by Adair County Elementary at a later time.

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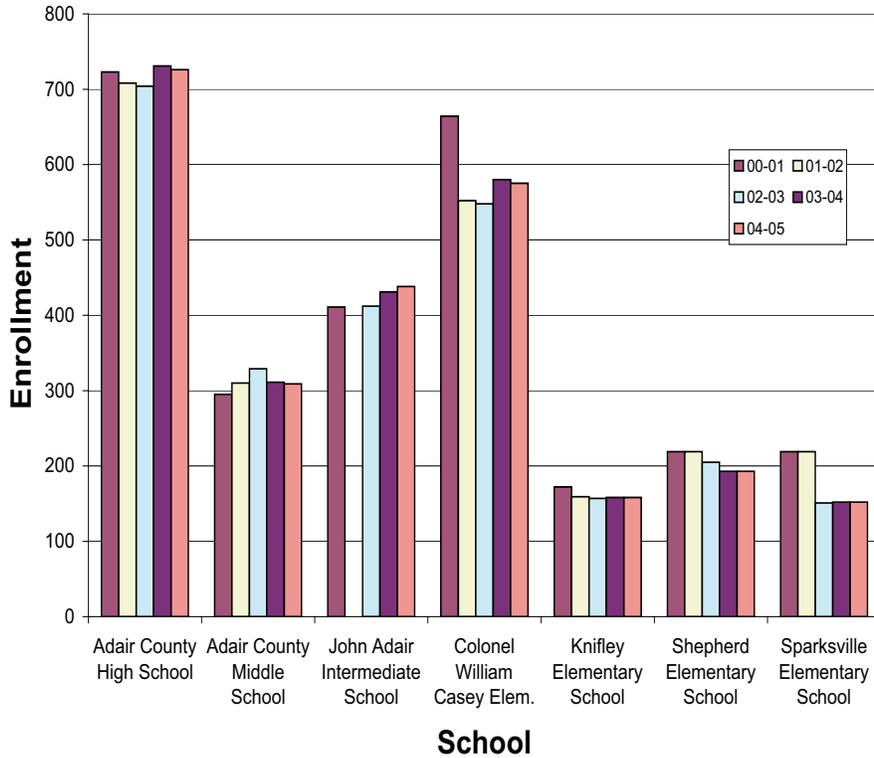


**Table 6-1
Inventory of Existing Public School Facilities
Serving Adair County**

Middle Schools						
Adair County Middle School 322 General John Adair Drive Columbia, Kentucky 42728 <i>Phone:</i> (270) 384-5308 <i>Fax:</i> (270)-384-2168 <i>Year Built:</i> 1954	7th-8th Grades	414/425	26	2	5 acres	Major renovations completed in 2003. No improvements are proposed in the next five (5) years.
John Adair Intermediate School 202 Gen. John Adair Drive Columbia, Kentucky 42728 <i>Phone:</i> (270) 384-3341 <i>Fax:</i> (270)-384-6693 <i>Year Built:</i> 1968	3rd-5th Grades	431/625	26	12	5 acres	Major renovations completed in 2003. No improvements are proposed in the next five (5) years.
High School						
Adair County High School 526 Indian Drive Columbia, Kentucky 42728 <i>Phone:</i> (270) 384-2751 <i>Fax:</i> (270)-384-6900 <i>Year Built:</i> 1993	9th-12th Grades	731/800	29	22	80 acres	New football field completed in 2004. No improvements are proposed in the next five (5) years.

Figure 6-1

ADAIR COUNTY SCHOOL DISTRICT ENROLLMENT RATES



SCHOOL	00-01	01-02	02-03	03-04	04-05	% CHG
Adair County High School	723	708	704	731	726	0.4%
Adair County Middle School	295	310	329	311	309	4.7%
John Adair Intermediate School	411	NA	412	431	438	6.6%
Colonel William Casey Elem.	664	552	548	580	575	-13.4%
Knifley Elementary School	172	159	157	158	158	-8.1%
Shepherd Elementary School	219	219	205	193	193	-11.9%
Sparksville Elementary School	219	219	151	152	152	-30.6%
Total Enrollment	2,703	2,167	2,506	2,556	2,551	-5.6%

Source: Kentucky Department of Education, 11/17/06

% Change represents the change in enrollment between 2000 and 2005

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ATTENDANCE RATES 2004-2005

	Adair County School District	State of Kentucky
Attendance Rate	94.6%	94.3%
Retention Rate	2.4%	3.3%
Dropout Rate	3.0%	2.3%

TRANSITION RATES 2004-2005

	Adair County School District	State of Kentucky
College	59.0%	48.0%
Military	0%	2.2%
Work	27.3%	27.7%
Voc/Tech Training	1.9%	5.3%
Work/PT School	1.2%	7.0%
Not Successful	10.6%	3.9%

STUDENT RESOURCES 2004-2005

	Adair County School District	State of Kentucky
Spending Per Student	\$7,673	\$8,663
Student Teacher Ratio	14:1	16:1
Student/Computer Ratio	5.9:1	3.7:1

Construction of a new elementary school called Adair County Elementary was completed in 2006. This new school has an address of 870 Indian Drive and is located in Columbia near the Adair County High School. Adair County Elementary replaced three rural elementary schools (Knifley, Shepherd,

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and Sparksville Elementary Schools) as of the 2006-2007 school year. It is anticipated that Colonel William Casey Elementary School will also be closed at some time in the future and those elementary students will be move to Adair County Elementray School. According to the Adair County School's Facility Plan updated in 2003, there are no additional plans for major expansions and renovations of existing school facilities within the next five years.

LINDSEY WILSON COLLEGE

Lindsey Wilson was founded in 1903 as a training school by the Louisville Conference of the United Methodist Episcopal Church (South). The school was named after the deceased nephew of Mrs. Catherine Wilson of Louisville, Kentucky due to her major contributions toward the construction of the college's initial building. In 1923, the school became Lindsey Wilson College and began offering two-year liberal arts degrees. In 1986 the college became a four-year baccalaureate degree-granting college. The college was accredited in 1993 for a master's program in counseling and human development. At the present time, a 44-member board of trustees oversees the operation of the college.

Lindsey Wilson College is a four-year liberal-arts college affiliated with the Kentucky Conference of the United Methodist Church. The college is located on 78 acres in Columbia. Lindsey Wilson is classified as a Baccalaureate College-Liberal Arts by the Carnegie Foundation for the Advancement of Teaching and is one of five Kentucky institutions to be classified as such. The college offers associate's degrees in 11 areas of study, a bachelor's degree in 20 areas of study, and a master's degree in counseling and human development. Lindsey Wilson is accredited by the Commission on Colleges of the Southern Association of Colleges and Schools to award the Associate of Arts, and Master of Education Degrees. The college is also accredited by the Kentucky Department of Education and the University Senate of the United Methodist Church to award master, baccalaureate and associate degrees; and by the Council for Accreditation of Couseling and Related Education Programs to award the master of education in counseling and human development. The overall mission of Lindsey Wilson College is, ". . . to serve the educational

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needs of students by providing a living-learning environment within an atmosphere of active caring and Christian concern where every student, every day, learns and grows and feels like a real human being.”

Over the last 18 years the college has constructed 25 new buildings including a business leadership center, a science center, a campus ministry center, a library, a state-of-the-art residence hall, a regional dining conference center, an expanded student union building, a European-style soccer stadium, and a renovated humanities center and art gallery. In addition, the John B. Begley Chapel was designed by the late award-winning architect E. Fay Jones. The chapel, which is the eighth one designed by Jones, was a gift from anonymous donors. In the planning stages are: an academic support center, a fine arts center, and a health and wellness center.

Total enrollment for the 2006-2007 school year is 1,790 with 720 students living in the college’s residence halls and apartments. Although the college serves the residents of Southcentral Kentucky, Lindsey Wilson has a diverse campus of students representing 99 Kentucky counties, 26 states, and 32 foreign countries.

AREA COLLEGES AND UNIVERSITIES

As detailed in the paragraphs above, Lindsey Wilson College, is the only college located in the City of Columbia. However, there are 13 additional places of higher education within 60 miles of the city. The facilities along with their location and enrollments rates are listed in Table 6-2.

In addition, Vocational-Technical Training is available at 15 locations convenient to residents of the city and county. These Kentucky Tech secondary schools (sec), called Area Technology Centers (ATC), are operated by the Cabinet for Workforce Development. Other secondary schools are operated by public school districts. The post-secondary (P/S) schools, called technical colleges, are governed by the Kentucky Community and Technical College System (KCTCS). Table 6-3 lists all vocational-technical schools within 60 miles of Columbia.

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Table 6-2
COLLEGES AND UNIVERSITIES WITHIN 60 MILES OF COLUMBIA

Miles	Institution	Location	Enrollment (Fall 2003)
-	Lindsey Wilson College	Columbia	1,677
17	Campbellsville University	Campbellsville	2,024
35	Bowling Green Technical College Glasgow Technology Campus	Glasgow	831
35	Bowling Green Technical College Glasgow Health Campus	Glasgow	202
39	Somerset Community College Somerset South Campus	Somerset	N/A
39	Somerset Community College, Main Campus	Somerset	5751*
42	Saint Catherine College	St. Catherine	671
48	National College of Business & Technology Danville Branch	Danville	278
48	Central Kentucky Technical College Danville Campus	Danville	340
48	Centre College	Danville	1,062
52	Elizabethtown Technical College	Elizabethtown	1,123
52	Elizabethtown Community College Main Campus	Elizabethtown	2,972
52	WKU - Elizabethtown Extended Campus	Elizabethtown	N/A
52	Somerset Community College McCreary County Campus	Whitley City	N/A
TOTAL ENROLLMENTS			16,931

Note: Miles are calculated as straight-line distance, not highway miles.

*Denotes enrollment for entire institution, including branch campuses; otherwise, enrollment is for specified campus. Source: Kentucky Cabinet for Economic Development

Table 6-3
VOCATIONAL-TECHNICAL SCHOOLS WITHIN 60 MILES OF COLUMBIA

Miles	Name	Location	Enrollment 2002-2003		
			Sec.	P/S	Total
13	Lake Cumberland ATC	Russell Springs	359	N/A	359
15	Green County ATC	Greensburg	435	N/A	435
26	Casey County ATC	Liberty	388	N/A	388
30	Clinton County ATC	Albany	378	N/A	378
31	Wayne County ATC	Monticello	575	N/A	575
32	Marion County ATC	Lebanon	375	6	381
35	Barren County ATC	Glasgow	494	4	498
35	Monroe County ATC	Tompkinsville	372	N/A	372
46	Lincoln County ATC	Stanford	348	N/A	348
50	Nelson County ATC	Bardstown	644	N/A	644
53	Harrodsburg ATC	Harrodsburg	360	N/A	360
54	Garrard County ATC	Lancaster	278	N/A	278
55	Allen County Area Vocational Education Center	Scottsville	674	N/A	674
56	Rockcastle County ATC	Mount Vernon	404	N/A	404
60	Grayson County Area Vocational Center	Leitchfield	456	N/A	456
TOTAL ENROLLMENTS			6,540	10	6,550

Note: Miles are calculated as straight-line distance, not highway miles. Kentucky Tech secondary schools (Sec), called technology centers (ATC), are operated by the Cabinet for Workforce Development. Other secondary schools are operated locally by public school districts. The post-secondary schools (P/S), called technical colleges, are governed by the Kentucky Community and Technical College System (KCTCS).

Source: KY Cabinet for Workforce Development; KY Community and Technical College System; KY Department of Education

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PUBLIC LIBRARY SERVICE IN ADAIR COUNTY

The Adair County Public Library opened at its current location at 307 Greensburg Street in 1979. Prior to moving to this location, the library was housed at the municipal building.

The library has a book collection of 44,000 volumes and an audio/video/DVD collection of 600. At the present time, there are 8,000 registered borrowers with a reported 2006 circulation of 50,470. Through interlibrary loans, the library has loaned 3,500 volumes and borrowed 5,200 volumes. The library also has a notable genealogy collection that contains approximately 28,000 volumes and 1,600 family folders. The library has five internet computers.

In addition to its standard services to the community, the library offers a bookmobile service. This service was enhanced in 1996 when a new bookmobile was given to the Adair County branch from the State Library. Routes are run every three weeks. The library also offers a story hour every Wednesday at 10:00 a.m. for preschoolers during the school year and summer reading program for all age groups during the summer.

RECREATION

Leisure and recreation are increasingly important elements contributing to the overall quality of life in a community. Unlike other community facilities discussed in this chapter, the provision of recreational facilities and programs is not always viewed as essential. Therefore, securing public funds can often be difficult. However, planning for parks, recreation and open space is important for the following reasons:

1. It encourages multi-modal activities through the development of low impact, non-consumptive transportation patterns (i.e. walking, bicycling).

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2. Open/Green spaces enhance the aesthetic appearance and value of a community.
3. It encourages wellness activities and provides a means for these activities.
4. To provide uninterrupted and safe pedestrian movement between parks, neighborhoods, schools, etc.
5. Protection of the integrity and quality of disappearing resources (significant open spaces, natural habitats, natural drainage, views and vistas).
6. To link recreational components together (through greenway and multi-modal transportation systems) in order to form a cohesive park, recreational and open space system.
7. Improves the quality of development by emphasizing harmony with the natural environment.
8. Increases the city's appeal as a tourist destination.
9. Encourages greater community involvement and other forms of volunteering.
10. Enhancement of a community's quality of life (and property values).

Beyond those facilities available through the public school system (listed in Table 6-4), the residents of the City of Columbia have access to a number of regional parks and recreational areas within 50 miles of town. The closest facility is Green River Lake located in northern Adair County. Holmes Boat Dock, just nine miles from Columbia, has a full service boat dock, picnic shelters, restaurant, general store, ship store, beach, campground, and watersport boat rentals. Other regional recreational areas include: Lake Cumberland and associated facilities, Lake Cumberland State Resort Park, Green River State Park, Dale Hollow Lake, Barren River Lake State Resort Park and General Burnside State Park. Also within 50 miles of Columbia are the Abraham Lin-

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coln Birthplace National Historic Site and Old Mulkey Meeting House State Historic Site.

**Table 6-4
Inventory of Adair County School District
Recreational Facilities**

SCHOOL	List of Recreational Facilities
Col. William Casey Elementary	Gymnasium (/Cafeteria) Playground
Adair County Elementary	Gymnasium (/Cafeteria) Playground Basketball Court
John Adair Middle School	Gymnasium (/Cafeteria) Softball/Baseball Field
Adair County Middle School	Gymnasium Basketball Court Football Field/Soccer Field
Adair County High School	Gymnasium Football Field (also used for Soccer) Track 1 Basketball Court 1 Baseball Field Cross Country Track (5,000 meters)

The county fairground, which is VFW owned, is the primary public recreational facility in Columbia with the city owning and operating the pool facilities. The facilities at the fairgrounds include a track, four basketball goals, playground equipment, an outdoor swimming pool, a wading pool and picnic area. Recent improvements have been made to the pool and outdoor restrooms. The Columbia City Park is located at the fairgrounds and underwent a \$42,000 renovation project in 2002. The project, partially funded by a grant from Kentucky Land and Water Conservation, allowed the city to add new playground equipment, completely resurface and stripe the tennis courts, add new fencing

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and lights as well as some new park benches, picnic tables, and grills. The city park also houses the Columbia City Pool. The main pool is 30' X 80' with a depth ranging from 4' to 10'. Located next to the main pool is the smaller baby pool which ranges in depth from 1' to 3'. The pool is operated during the summer months and has five life guards trained and certified by the American Cross in life-guarding, CPR, and First-Aid. The city pool offers group swimming lessons throughout the summer and advertises dates and times in the local newspaper and radio stations. Water aerobics are offered three days per week, one hour before the pool opens. The pool can be rented to the public for private swimming parties after regular operating hours. During the past few years the pool has had several major improvements. New vinyl liner and filtration system has been installed as well as a new diving board and stand, picnic tables, and 12 chaise lounge chairs.

Lindsey Wilson College also has recreational facilities that are available for use by local residents. Facilities include three tennis courts, a baseball field, two soccer fields (one practice field and one stadium), and an indoor gymnasium with basketball goals.

The Adair County Little League owns three Little League baseball fields, with the newest field being completed in June 1998. All fields are located in the industrial park (south of the Cumberland Parkway) on Doc Walker Road. There are electric scoreboards and a concession area at the site.

The Christian Life Center, owned by the Columbia Baptist Church, also offers recreational facilities in Columbia. These facilities are open to the public during designated hours or may be rented by groups for activities. Facilities include a softball field, a one-half mile walking track, two tennis courts, picnic facilities and an indoor gymnasium with basketball goals. An indoor multi-purpose room is used for volleyball. In addition to the Christian Life Center, several churches within the community have recreational facilities available.

The Pinewood Country Club, located just west of Columbia off of KY 80, is a private facility only open to members and out-of-town guests. Facilities at the club include an outdoor swimming pool, a eighteen-hole golf course, practice green and driving range.

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It is recommended that the City of Columbia expand its recreational facilities. Columbia's greatest need for recreational resources is the development of mini-parks or nodes of recreational greenspace within the city and the development of one centrally located neighborhood park that is five to ten acres in size. These parks should be linked via walking/bike trails and geared toward younger children and the elderly. Due to the widespread lack of sidewalks, there are few areas where young children and the elderly can safely walk in Columbia. Therefore it is an additional recommendation that a comprehensive sidewalk system including pedestrian and bike trails be established through both private (as development occurs) and public methods. In addition, a mini-park with benches and a green area would enhance the public square. In order to develop plans for a comprehensive park and sidewalk system it is recommended that the City of Columbia task the current Parks and Recreation Department to conduct a recreational needs assessment and plan for additional parks.

PUBLIC SAFETY

POLICE PROTECTION

The Columbia Police Department is currently located in City Hall at 116 Campbellsville Street. In 1991, the police department was relocated from two upstairs rooms in City Hall to a downstairs area approximately 780 square feet in size. The existing office space includes a police station desk, an evidence room, finger printing area, an interview room and an office for the Chief of Police. The Department consists of ten full time officers, all of whom are certified by the Department of Criminal Justice. Certification requires the completion of a basic 16 week program in Law Enforcement at Eastern Kentucky University and a minimum of 40 hours of yearly continuing education classes in law enforcement related fields. Additionally some officers are certified trainers in other fields. At the present time, the department has one D.A.R.E. instructor, one firearm instructor, one O.C. Spray Instructor, and one field training officer.

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All Columbia officers are certified to operate a Breathalyzer. As of July 2005, the Columbia Police Department had ten police cruisers fully equipped with communications equipment and a military 4x4 truck obtained through the Ft. Knox Revitalization Program. As the police department has implemented the home-fleet program each officer is assigned a vehicle. Vehicles are then driven home at night to increase the visibility of the police department.

As the county sheriff and state police do not have officers on duty in Adair County 24 hours per day, many times the only police officers on duty are from the city police department. For this reason, the city police officers have countywide jurisdiction.

Police activity reports were reviewed for the years of 2002, 2003, and 2004. The total number of calls of service has steadily increased over the past three years

	2002	2003	2004
Calls for service	4,417	4,951	6,940
Motorist assist	230	273	318
Vehicle Lockouts	948	946	834
Escorts	534	376	254
Accidents Investigated	335	274	292
Injury Accidents	28	21	28

During the period from June 2002 to June 2005, the number of citations issued totaled 3,302. The highest number of citations (251) issued during this period was for “No Insurance” (1st offense), with “Alcohol Intoxication” ranked second with 246 citations issued, and “Expired or No Registration Plates” ranked third with 193 citations.

In addition to the normal patrol (24 hours per day, 7 days per week), and investigative functions, the Columbia Police Department operates other programs such as the in-school program D.A.R.E., Neighborhood Watch, Safe Spot, and Shop with a Cop (sponsored by the Columbia Masonic Lodge). Bicycle Safety and drug and alcohol related programs are offered for preschool through high school students. The Department has also hosted a Crime College

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for senior citizens and routinely visits senior locations to give safety tips and distribute literature. In addition to educational programs, the Columbia Police Department provides escort services to businesses and banks, offers free finger printing of children and the use of engravers to mark household possessions with an identifying number

Due to a COPS grant, the Department has recently received a complete upgrade of its computer system. This upgrade allows the Department to access national information, including the National Crime Information Center (NCIC). The Columbia Police Department is also in the process of installing laptop computers in each police cruiser. When installed, officers will be able to issue citations, make accident reports, check the NCIC database, and verify registrations and driver's licenses. The Department has also received Homeland Security Grants for various safety equipment. Although, there are no specific plans for expansion of office space, the police department has been investigating the possibility of constructing a police station on a vacant lot the city owns adjacent to city hall. It is hoped that this office will also serve as the central dispatch for Adair County which is currently located at the Adair County Regional Jail. This dispatch currently serves the fire, ambulance, city police, sheriff departments, and the rescue squad. It is important to note that Enhanced 911 has been online in the county since October of 1998. In addition, there is a base station in the police department allowing communication with police cruisers and other emergency vehicles.

FIRE PROTECTION

The Columbia-Adair Volunteer Fire Department provides fire protection to both Columbia and most of Adair County. The volunteer fire department, founded in 1954, is located in Columbia. There are currently two other fire departments within the county. The Knifley Volunteer Fire Department serves the Knifley area of Adair County, north of the Green River Bridge. The Breeding Volunteer Fire Department, formed in July 1998, serves the southern end of the county. The ISO Rating in the city is six and ten in the county. An inventory of the equipment and facilities for each department is shown on in Table 6-5.

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**Table 6-5
Inventory of Adair County Fire Departments**

Fire Departments	Service Area	Equipment List
Columbia-Adair County Volunteer Fire Department Columbia, Kentucky 42728 34 Volunteers Formed: 1954	City of Columbia and the majority of unincorporated Adair County.	City Equipment
		2 - 750 GPM Pumpers 1-1000 GPM Foam Truck 1995 Aerial Ladder Truck
		County Equipment
		1-1250 GPM Pumper 1-2500 Gallon Tanker 1-2000 Gallon Tanker 1 -200 Gallon Tanker - Pumper 4x4 1 support vehicle
Knifley Volunteer Fire Department Knifley, Kentucky 18 Volunteers Formed: 1993	Adair County North of the Green River Bridge	1 - 1st Response Truck 1-2000 Gallon Tanker 1-500 GPM Pumper 1-500 GPM Pumper - 1100 Gallon
Breeding Volunteer Fire Department Breeding, Kentucky 18 Volunteers Formed: July 1998	Southern end of Adair County	1-1st Response Truck 1-2000 Gallon Tanker 1-500 GPM Pumper 1-500 GPM Pumper - 1100 Gallon

The Columbia-Adair Volunteer Fire Department owns a building at 200 Merchant Street where they have been located since 1964. In 1977, the fire department doubled their building size and currently has a fire house 5,400 square feet in size. The fire department currently has 25 volunteer firefighters. Each firefighter is equipped with a pager and is on-all at all times. All 25 are state-certified and receive monthly training on current techniques. The department also has five certified EMT's employed with the local ambulance service, two firefighters employed with local law enforcement agencies, and a hazardous materials specialist. In order to provide fire protection to the city and county, the city charges a eleven percent (11%) tax on insurance to support the department. County residents pay \$15 in membership dues per year for each property. This rate was increased from ten dollars in 1998. Nonmembers are charged \$250 per response. The fire department also receives state insurance premium funds based upon training levels. In order to receive these funds, 51% of all volunteers must be certified. In 2004, the fire department received a \$450,000 FEMA grant to purchase a '95 Aerial Ladder Truck. The total cost for the truck was \$750,000.

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The Knifley Volunteer Fire Department began in 1986 with 16 members and meetings held in a barn. In 1989 they relocated to a multi-purpose community facility at 6130 Elkhorn Road. They currently have 18 volunteer firemen. Fire dues are \$25.

The Breeding Volunteer Fire Department began in July of 1998 and moved into a multi-purpose facility in October of 1999. They currently have 18 volunteer firemen. Fire dues are \$25 per deed and \$15 per additional deed.

ADAIR COUNTY EMS

Adair County EMS provides 24 hour emergency medical and ambulance service to both Columbia and Adair County. The service is funded by a countywide special tax (less than 1%) on personal property and vehicles. A three-member board, appointed by the Adair County Fiscal Court, oversees the non-profit agency.

The Adair County EMS is housed at 24 Service Road. The building contains offices, a garage and sleeping quarters. Five ambulances and one special extrication unit (equipped with the Jaws of Life) are housed at the facility. In addition, the Adair County EMS recently obtained a van to be used for the transfer of ambulatory patients to a medical facility. This van is used when it has been determined that use of an ambulance is not necessary. The Adair County EMS has 20 full-time EMTs and ten paramedics. The EMTs provide both Basic Life Support Services (BLS) and Advanced Life Support (ALS) services.

In addition, to emergency services, the ambulance service also offers educational courses to the community such as CPR classes, first aid training, blood born pathogens and AIDS training.

COLUMBIA-ADAIR COUNTY RESCUE SQUAD

Supplemental to (and separate from) the Adair County EMS is the Columbia-Adair County Rescue Squad which is equipped to respond to any disaster/emergency situation such as wreck extraction, water rescue, search and

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rescue, snow runs, farm rescue, rappelling and weather spotting. The squad, located at on Campbellsville Street, has approximately 40 volunteer members who undergo annual training. The Rescue Squad is community charity organization who use fundraisers throughout the year to help with expenses and buy new equipment. The following is a current equipment list of the squad.

- | | |
|-------------------------------|---------------------------------------|
| (1) Air Chisel | (1) 10 Ton Porta-Power |
| (1) 2.5 KW Portable Generator | (1) 1.5 KW Portable Generator |
| (6) Portable Flood Lights | (3) Q-Beam Spotlights |
| (1) K-bar Rescue Tool | (2) 800 lbs. Winches |
| (1) Gator Spreader System | (2) Sky Geni Kits |
| (3) Airbags | (1) Portable Air Compressor (160 psi) |
| (4) SCBA tanks | (1) 14' Jon Boat |
| (3) Suburban 4x4 Trucks | (2) 16' Jon Boats |
| (1) 4x4 Truck | (2) 25 hp Boat Motors |
| (1) 20' Jon Boat | |

OFFICE OF DISASTER AND EMERGENCY MANAGEMENT (DEM)

The Adair County Office of Disaster and Emergency Management (DEM) is the county agency having the primary responsibility and authority for the following:

1. Planning and execution of disaster and emergency mitigation;
2. Preparedness, response and recovery for Adair County;
3. Coordination of disaster and emergency response by and between county agencies and political subdivisions.
4. Coordination and liaison with related agencies of the state and federal governments.
5. Coordination of recovery operations subsequent to disaster and emergencies; and;
6. Coordination of hazard mitigation planning activities.

City of Columbia



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The Office of Disaster and Emergency Management (DEM) is further responsible for the preparation and maintenance of the Adair County Emergency Operations Plan (EOP) which serves as the comprehensive plan for the disaster and emergency response system for Adair County. The EOP, originally adopted in the late 1980's, is updated annually. The last update for the Plan was conducted in 2004. The EOP establishes policies and procedures for the coordination of local, county, state and federal responses to natural, technological, and attack related disasters or other emergencies. The original EOP was reviewed and approved by the Adair County Fiscal Court and by the Director of the Office of Disaster and Emergency Management. This plan, once approved, is integrated into the disaster and emergency response plans of the state and federal governments. The Office of Disaster and Emergency Management is authorized by Chapter 39 of the Kentucky Revised Statutes and by county ordinance.

The Disaster and Emergency Management Office is staffed by one part-time Emergency Management Coordinator who is appointed by the Adair County Judge/Executive.

Resources of the Office of Disaster and Emergency Management include four mobile radios and the Emergency Operations Center (EOC), located in Columbia at the Adair County Jail Dispatch Center. The DEM Office also recently obtained a surplus equipment trailer from the State to use as a Mobile Command Post. The DEM Coordinator currently represents Adair County as part of the Hazmat-12 Program. This program approximately two years ago and includes a total of ten counties. As part of this program the county received a \$150,000 grant which was used to purchase equipment, a Hazmat truck, and a 28' Decontamination Trailer. At the present time, eight people are training to become Hazmat responders.

HEALTH FACILITIES

WESTLAKE REGIONAL HOSPITAL

Westlake Regional Hospital, founded as Westlake Cumberland Hospital, began operation in October 1980. The hospital was organized under the Adair County Hospital District, a nonprofit, county owned entity governed by a five

Community Facilities & Services

member Board of Trustees. At this time, the hospital was the only one in Adair County and served as a 65-bed acute care facility. The hospital is currently located on a 130-acre site on Westlake Drive and has continually expanded its services. Some of the services offered are: cardiac rehabilitation; cardiac stress tests; CT Scanning; diet counseling; EEG's (brain wave); EKG's: emergency services with helicopter transport; mammography; neurology; physical therapy; respiratory therapy; and ultrasound.

Westlake Primary Care is located on Jamestown Street. This facility offers a comprehensive range of primary care services, including lab and X-ray. It is also the site of visiting specialists, including an oncologist and podiatrist.

The Westlake Intensive Outpatient Program (IOP) provides intensive treatment for individuals and families in need of a safe environment. It is for elderly adults, especially those aged 65 and older, who have symptoms of mental illnesses severe enough to significantly affect their daily functioning.

ADAIR COUNTY HEALTH CENTER

The Adair County Health Center has been located adjacent to the Westlake Regional Hospital at 801 Westlake Drive since 1989. The Health Center is part of the Lake Cumberland Health Department District based in Somerset, Kentucky. District offices include:

Adair County Health Center
Casey County Health Center
Clinton County Health Center
Cumberland County Health Center
Green County Health Center
McCreary County Health Center
Pulaski County Health Center
Russell County Health Center
Taylor County Health Center
Wayne County Health Center

City of Columbia



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All county health centers are open Monday-Friday from 8:00 am-4:30 pm. Appointments are required for all services and the fees for the services may vary. Some services are provided free of charge to patients enrolled in certain programs; other services are available for a nominal fee or based upon a sliding fee scale.

The Adair County Health Center currently has a staff of one full-time Nurse Practitioner, two full-time Registered Nurses, one full-time LPN, one full-time clinical assistant, one full-time health environmentalist, one health educator, three HANDS Program staff, and five full-time clerical personnel. In addition, several physicians travel throughout the Lake Cumberland Health Department District.

The Adair County Health Center has four regular examination rooms, one lab and two clinic areas. As a public service, the health center holds late clinic two days per month and remains open until 7:00 pm to accommodate those who work. One and a half years ago the health department was completely renovated adding 1800 square feet to its business office and one waiting room. Although the Health Center does not plan to acquire new land or relocate within the planning period, they plan to renovate existing clinic areas and add additional clinic areas. General services provided by all health centers in the district are as follows:

Vital Statistics- Birth and death certificates are filed with the local registrar in each health center. These documents are available to the public upon application.

Environmental Programs- The environmental division of the Lake Cumberland Health District inspects and monitors the following areas:

- *Food service facilities* (including food service programs, vending machines and retail food markets)
- *Public facilities* (hotels, mobile home and recreational vehicle parks, school sanitation, etc.).

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- *General Sanitation* (private water, nuisance control, rabies)

- *Onsite sewage disposal systems*

Radiation and Product safety (for example radon gas testing).

Immunizations- Immunizations are also available to infants, children and adults in all health departments in the district. The following immunizations are available: DTP (diphtheria, tetanus, pertussis), Td (tetanus, diphtheria), OPV (oral polio vaccine), MMR (measles, mumps, rubella), HIB (Haemophilus influenza b), PPD (TB skin test), Flu vaccine and foreign travel immunizations.

Family planning services- are also available for physical examination, consultation/ counseling, provision of contraceptives, referrals and education.

WIC- The health center also provides WIC. WIC is a supplemental program to supply nutritious foods to pregnant, post-partum, and breast-feeding women, infants, and children under the age of five. Eligibility is determined by income, medical and nutritional factors. If eligible, vouchers are prepared for participants to take to a supermarket or grocery store for specified foods.

Dental Programs- Through the school system, the fluoride mouthrinse program provides a weekly fluoride treatment to children in grades 1-6. In addition, children aged 0-6 years old who are not served by a public water supply are administered supplementary drops or tablets of fluoride.

Prenatal Services-Prenatal services are available to women who meet income guidelines. Services include: physical examination, laboratory or diagnostic tests, nursing and nutrition counseling, social work counseling, prenatal education, delivery and post-partum visits. Special support services are also provided for young women (aged 17 and under) who are already pregnant and to reduce the repeat rate of teenage pregnancies.

Well Child-EPSTD Programs- The Well Child Program provides preventa-

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tive health care for acute and chronic illness and disability referral for children from birth to the age of 13. The Early Periodic Screening Diagnosis and Treatment Program (EPSDT) provides similar services for persons under 21 who are eligible for Kentucky Medical Assistance Program Benefits. Other child related services include: the Child Restraint Program, Developmental Disabilities Project, and Adolescent Primary Health Program.

Special Programs- The following special programs, clinic and screenings are also provided:

AIDS/HIV
Cancer Screening
Cardiovascular Program
Diabetes
Genetics Clinics
HANDS Program
Health Education
Health Promotion for the Elderly
STD Testing
Sudden Infant Death Syndrome
Counseling
TB Testing

SUMMIT MANOR

Summit Manor is privately owned by United Rehab LLC, and is located on Bomar Heights Street within the City of Columbia. Summit Manor is a 104 bed health care facility that offers a variety of services to its residents including both short-term rehabilitation and long-term care. This facility offers a wide variety of both licensed and non-licensed services. The therapy program at Summit Manor includes a licensed physical and occupational therapist along with a speech pathologist to facilitate the rehabilitation program. In addition, Summit Manor also provides nursing services, social services, activity programs, dietetic services, etc.

Long term care may be required for some of these residents who are unable to return home. Summit Manor prides itself with providing quality patient care with the overall mission to maximize each resident's potential to the best of his or her ability regardless of whether they plan to return to their home or choose to remain at Summit Manor.

DR. PHIL AARON MEDICAL CENTER

Aaron Medical Center is located at 805 Burkesville Street. The facility offers on-site x-ray, behavioral health services, routine blood work (results usually the same day or the next morning), EKG, holter monitoring and occupational health services. A mobile mammography unit visits the center every month. Visiting specialists offer the following services: cardiology, vascular surgery, neurology, and neurosurgery.

UTILITIES

COLUMBIA UTILITIES-WATER SERVICE

Columbia Utilities operates a water treatment plant and distribution system to serve the City of Columbia. Figure 6-2 shows the water distribution system for the city. It is important to note that Columbia also sells treated water to the Adair County Water District. The city's contract with the water district allows sales of up to 20 million gallons per month, at a rate of \$1.90 per 1,000 gallons. During 2004, an average of about 20 million gallons per month or 750,000 gallons per day was sold to the Adair County Water District. The city currently serves 1,589 water customers.

The sources of raw water for the system are Green River Lake and Russell Creek (1 million gallon per day permit). Prior to making Green River Lake the primary source for water, there were problems with the Russell Creek supply because of poor water quality and lack of an adequate supply of water for dry periods. In order to make the Green River Lake its primary source for water, the city recently extended a 14" raw waterline to the lake.

The Columbia Water Treatment Plant was originally constructed in 1933 and is currently rated at 2 million gallons per day (mgd) based upon a 4

City of Columbia



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gallon per minute per square foot filter rating. The plant was upgraded in 1995 to double its capacity from 1 mgd to 2 mgd. Previously, the water treatment plant experienced problems with its treated water pumping capacity. However, this problem was corrected with the 1995 upgrade. Pump capacity is now 1,400 gallons per minute (gpm) per pump.

The water distribution system for Columbia includes four storage tanks totaling 1,300,000 gallons. The four tanks are located at Page Street (300,000 gallons), Lindsey Wilson College (500,000 gallons), Bomar Heights (300,000 gallons) and Industrial Park #1 (200,000 gallons).

As shown in Figure 6-2, the water distribution system is split into three pressure zones. The higher zone serves the industrial park, Carrie Bolin Road and a small section of Hurt Avenue. It is located south of the Cumberland Parkway and provides fire protection for the area. This pressure zone includes one water storage tank located on Industrial Park Road. This tank is filled by a booster pump station located on Aspen Avenue. The medium pressure zone is located in Bomar Heights and includes the southwest portion of the city. The lower pressure zone includes two tanks that are filled by the high service pumps at the water treatment plant. These tanks are located on Page Street and at Lindsey Wilson College. These high service pumps are used to pressurize the system in order to maintain adequate water pressure.

Columbia has been working to improve its water distribution system since the original water lines constructed in the 1930's were still being used and creating operational problems. The original system consisted of 6" and 4" cast iron lines that over the years have deteriorated to the point that leaks were numerous. The inside of the lines were clogged with mineral deposits, which severely restricted flows and reduced water pressure. The many leaks resulted in the draining of the city's storage facilities and low pressures, sometimes negative pressures, which can be a serious health threat as negative pressures can pull contaminated ground water into leaky lines. In addition to a potential health threat, the situation also contributed to the city's inability to provide adequate fire protection if a leak were to occur in conjunction with a major fire. In order to correct these deficiencies the city replaced 19,000 lineal feet of 6" and 4" water lines with new 8" and 6" PVC lines, installed

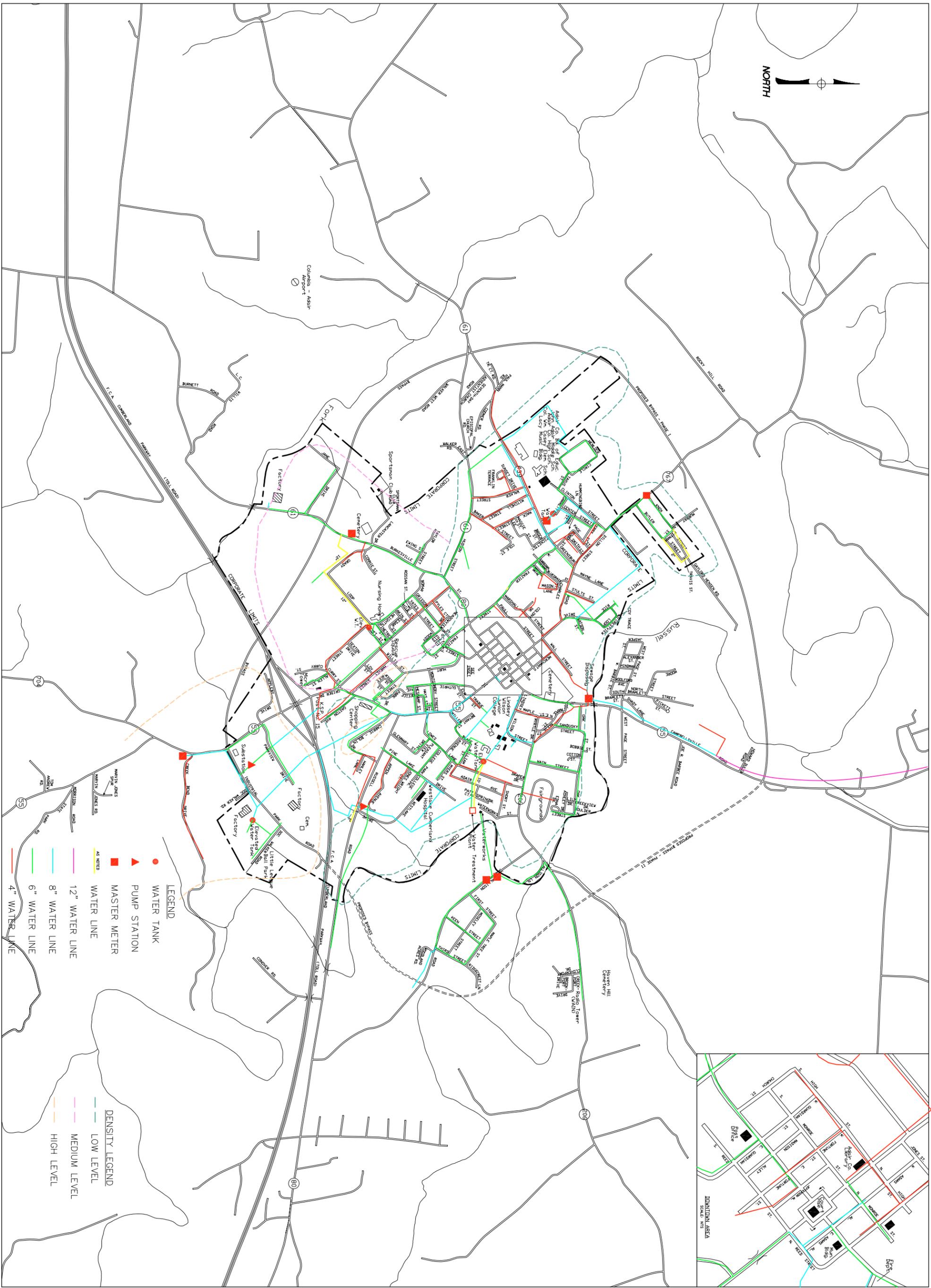


FIGURE 6-2
 COLUMBIA PLANNING AREA
 WATER DISTRIBUTION SYSTEM
 ADAIR COUNTY, KENTUCKY



45 new fire hydrants and reconnected 200 existing meters. Areas included as part of the project were Jamestown, Burkesville, Woody, East Frazier, Wain, Oak, Sandusky, and Hurt Streets. In addition to this project, it is important to note that most fire hydrants in the city have been upgraded from 2" or 4" water lines to 6" lines and most 3/4" water lines have been replaced with larger lines.

In the year 2000, the Columbia/Adair County Industrial Development Authority, Inc. undertook a project to construct 30,000 lineal feet of 12-inch water line, one booster pump station and related upgrade of the water treatment plant, one 300,000 gallon elevated water storage tank and 22,000 lineal feet of twin 4" sewer force main and a new lift station to the Columbia/Adair County Industrial Park.

A Columbia/Adair County Water Commission was formed in 2003 with appointed representatives from the city and county. The commission received funding for the construction of a new Columbia/Adair County Regional Water Treatment Plant. This project entails the construction of a water treatment plant and appurtenances to serve 6,750 residential and non-residential customers in Adair County. Upon completion in 2007, the water treatment plant will have a capacity of five million gallons per day and will allow for future growth in the county. Total estimated cost of the project is \$12,980,000.

COLUMBIA UTILITIES-SEWER SERVICE

Columbia Utilities completed construction of a new wastewater treatment plant and began full operation of the plant in 1989. The design treatment capacity of the plant is currently 1.2 million gallons per day. The plant contains an oxidation ditch, bar screen/grit removal structure, three clarifiers and a chlorine contact chamber. Step aeration is used to dechlorinate effluent water. Portions of the old treatment plant are used for aerobic digestion and sludge storage. Five drying beds are used to remove excess liquid from the sludge. The remaining sludge is taken to a landfill for final disposal.

The city's sewer system currently serves 1,632 customers. Figure 6-3

City of Columbia



Community Facilities & Services

shows the existing sewer system. All city residents currently have sewer service. In addition, areas served with sewer outside of city limits are required to sign a waiver of annexation form prior to be provided with service. This waiver is intended to assist the city to annex these areas in the future.

Demand for sewer service will increase along the route of the proposed by-pass once it is constructed. There is also a need for sewer service on North KY 55. The city recently obtained \$400,000 from the state of Kentucky to provide service to this area with extension of sewer lines beginning in Fall of 2005 with estimated completion in Spring of 2006.

The city has recently completed it's 201 Facilities Plan which details the constraints of the existing system while discussing the planning considerations of the city providing sewer service to the by-pass and North KY 55 areas. In addition to the completion of the 201 Facilities Plan, the city recently upgraded the existing wastewater treatment plant. Figures 6-4 and 6-5 show the sewer planning area and recommended future expansions. These maps are excerpts from the city's 201 Facilities Plan and were developed by EPS.

COLUMBIA UTILITIES-GAS SERVICE

City owned gas service was established in Columbia in 1955. In 2004, the system served 1,428 customers which is an increase of 177 customers or 14% since 1994. Of the total number of customers, 312 are commercial operations (41 of which are located in the county) and three are industrial customers. Ninety percent of the increase in customers is attributed to the addition of households within the county, only 10% of the increase can be attributed to growth and development within the City of Columbia. The gas distribution system is shown in Figure 6-6. Although, natural gas is transported through Texas Eastern Transmission Corporation lines, the city buys gas on annual contract at a fixed price through an independent company named Peak.

The capacity of the system is five million cubic feet per day. The city's consumption averages about 440 thousand cubic feet per day with peak consumption reaching 2.5 million cubic feet per day. About one fourth of the gas distribution lines are surveyed every year as part of the maintenance program

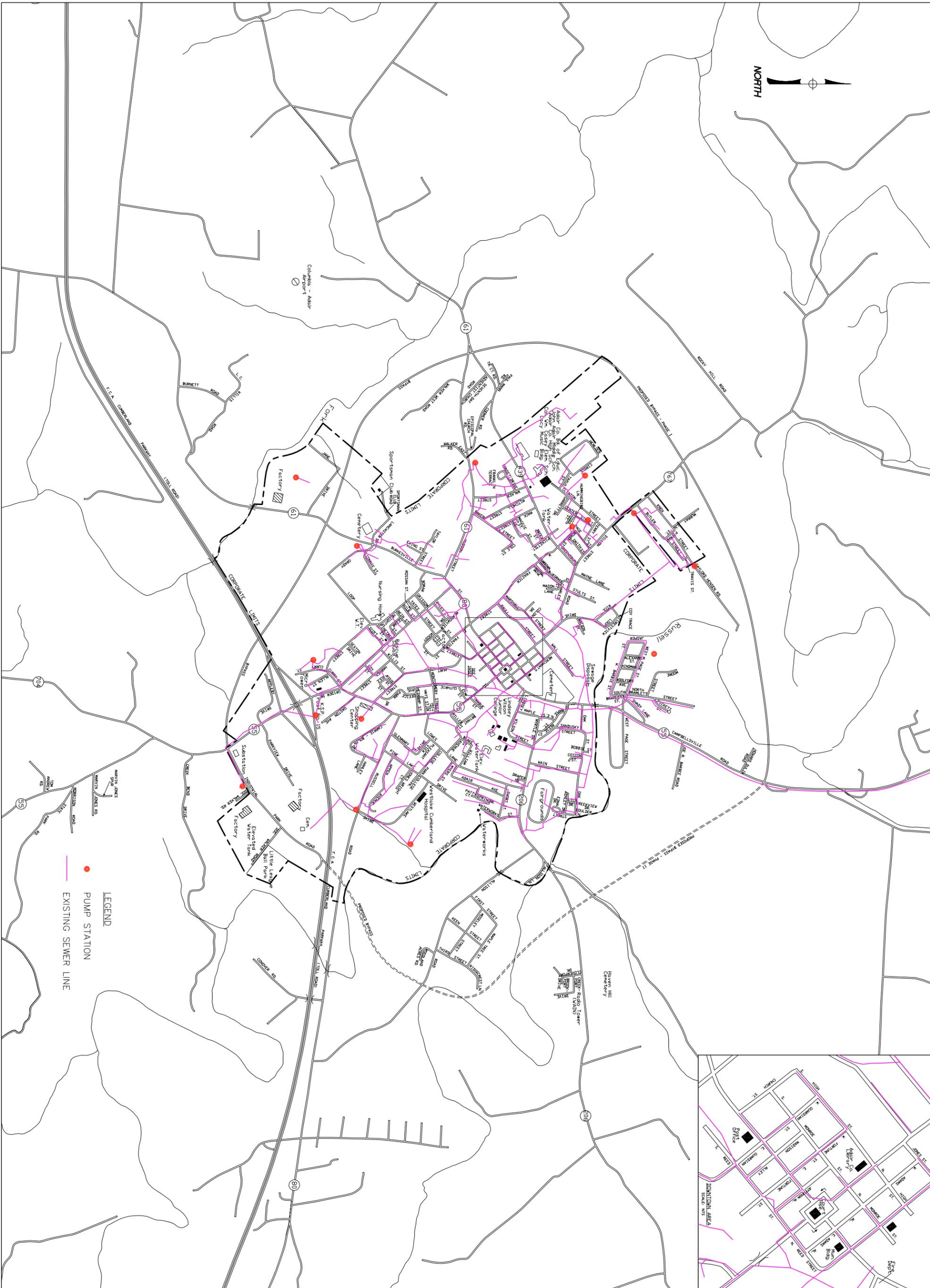


FIGURE 6-3
 CITY OF COLUMBIA SEWAGE COLLECTION SYSTEM
 ADAIR COUNTY, KENTUCKY

FIGURE 6-4

LEGEND

- - - - - 11-20 YEAR PLANNING AREA
- - - - - 3-10 YEAR PLANNING AREA
- - - - - 0-2 YEAR PLANNING AREA
- LIFT STATION
- - - - - FORCE MAIN
- GRAVITY MAIN



TO PROPOSED INDUSTRIAL PARK

TREATMENT PLANT

LIMITS OF CURRENT PLANNING AREA

LIMITS OF CURRENT PLANNING AREA

WATER TREATMENT PLANT AND INTAKE STRUCTURE

SLIP LING, SEWER LINE REPLACEMENT AND PLANT OUTFALL LINE REPLACEMENT SEE MAP 2A

USGS TOPOGRAPHICAL MAP 7.5 MINUTE SERIES COLUMBIA & CANE VALLEY QUADRANGLES 10' & 20' CONTOUR INTERVALS RESPECTIVELY

No.	Date	Revision
1	4/98	General

CITY OF COLUMBIA, KY PLANNING AREAS		
Designed: RC	Date: 2 APRIL 1998	
Drawn: KB	Scale: 1" = 2000'	
Checked: DES	Project Number: 1380	Figure No. 2
Map Number: 2		

ES
P.O. Box 458
Jonesborough, TN 37669
(423) 753-2227

FIGURE 6-5

LEGEND

- - - - - 11-20 YEAR PLANNING AREA
- - - - - 3-10 YEAR PLANNING AREA
- - - - - 0-2 YEAR PLANNING AREA
- LIFT STATION
- - - - - FORCE MAIN
- GRAVITY MAIN

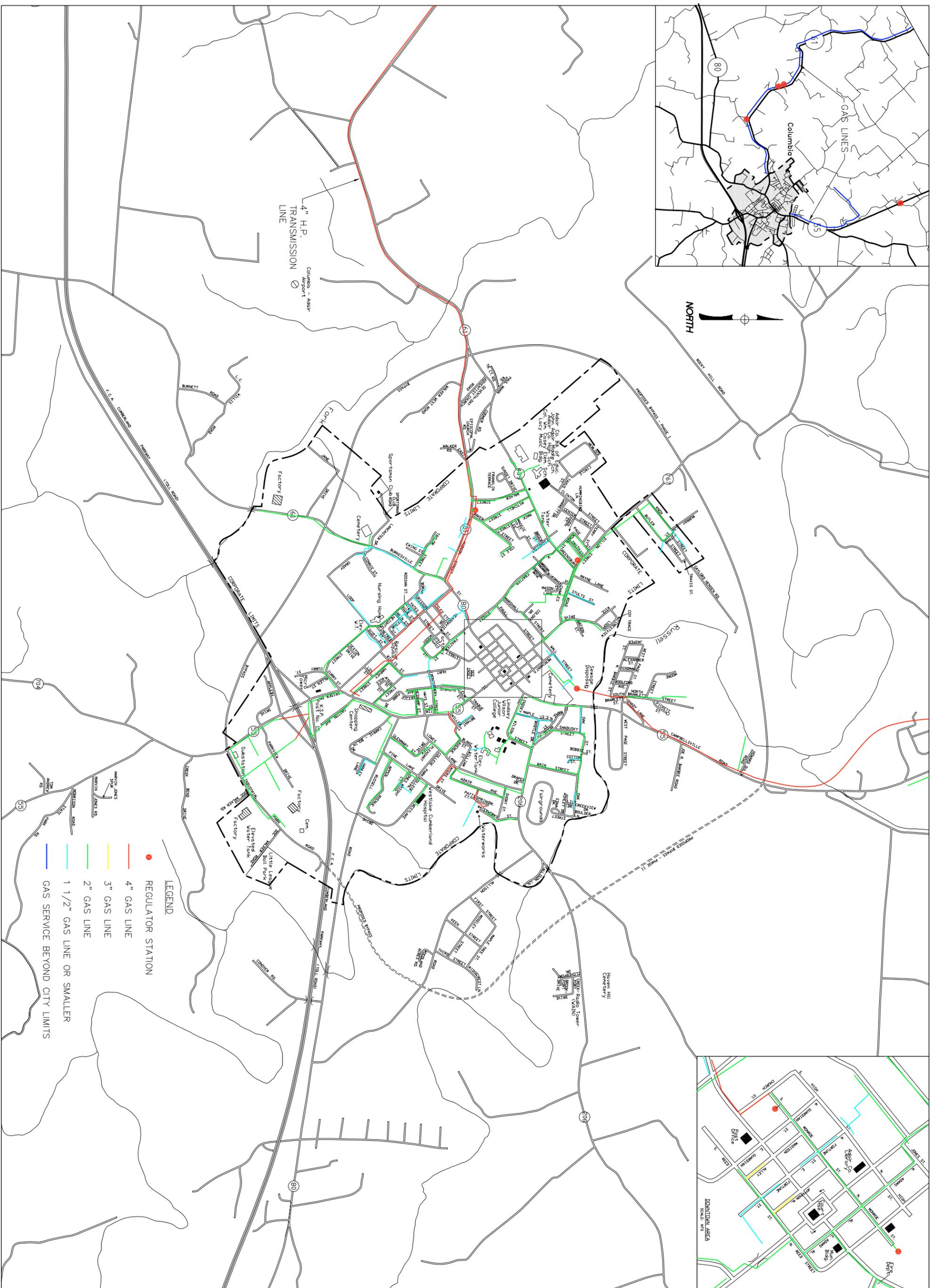


USGS TOPOGRAPHICAL MAP 7.5 MINUTE SERIES
 CANE VALLEY QUADRANGLE
 20' CONTOUR INTERVAL

No.	Date	Revision
1	4/98	General

CITY OF COLUMBIA, KY PLANNING AREAS		
Designed: RC	Date: 2 APRIL 1998	
Drawn: KB	Scale: 1" = 2000'	
Checked: DES	Project Number: 1380	Figure No. 2
Map Number: 2		

P.O. Box 458
 Jonesborough, TN 37659
 (423) 763-2227



4" H.P.
TRANSMISSION
LINE

Columbia - Adair
Airport

NORTH

LEGEND

● REGULATOR STATION

— 4" GAS LINE

— 3" GAS LINE

— 2" GAS LINE

— 1 1/2" GAS LINE OR SMALLER

— GAS SERVICE BEYOND CITY LIMITS

FIGURE 6-6
COLUMBIA PLANNING AREA
GAS DISTRIBUTION SYSTEM
ADAIR COUNTY, KENTUCKY

1000 500 0 1000
GRAPHIC SCALE IN FEET

for the system. The downtown area is surveyed twice every year as the lines are older and more subject to leaks. Some gas lines in the city have been in place since 1955. Lines that are found to be in poor condition are repaired or scheduled for replacement.

The gas system consists of eight regulator stations and gas lines ranging in size from 4 inches to 1 inch. These lines are either steel or plastic. The only required treatment of the gas is the addition of mercaptar to give it a recognizable odor.

Since the last comprehensive plan was adopted, gas lines have been extended outside of city limits along KY 55 and KY 61 all the way to the Green County line. Gas service was also extended to Cane Valley and the Columbia/Adair County Industrial Park.

The Columbia Utilities Commission is currently planning to extend gas lines along south KY 55 to reach the Gaddie-Shamrock Asphalt Plant with construction starting in 2006 and estimated completion in 2007. The possible extension of gas service to Green Acres, Miller Heights and East 80 Estates is currently being studied.

STREET MAINTENANCE DEPARTMENT

The city has four full-time employees that handle street maintenance. This includes sweeping the public square, cutting grass and weeds, cleaning ditch lines, replacing street signs, light road maintenance and other general clean-up and maintenance activities. The department's primary equipment consists of two maintenance trucks and one dump truck. The city is currently in the process of obtaining another maintenance truck.

There is not a full-time supervisor in this department so the responsibility is shared among the Police Chief, City Clerk and Mayor. Problems are typically relayed to the City Clerk's Office from various departments. At present, it is recommended that the city consider hiring a full-time manager who has engineering or construction experience to direct departmental activities and installation of improvements.

City of Columbia



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In addition to street maintenance duties, the city responds to drainage problems on a request basis. Roads that periodically flood include Jamestown Street near Guthrie and Hurt Street at Town Branch. The City has made repairs to Hurt Street and has corrected most of the drainage problems in Rolling Hills Subdivision. However, the city continues to monitor these areas in order to determine if the repairs have fully corrected any problems especially since karst topography and sinkholes are abundant within the planning area. These sinkholes commonly become clogged or filled with water during wet periods, causing ponding that may also seep into basements.

To prevent additional drainage problems and establish regulations to address stormwater runoff, the city passed the Columbia Drainage Ordinance in July of 1994. The stated purpose of the ordinance was to “. . . reduce or eliminate the hazards to public health, and safety caused by excessive stormwater runoff, reduce economic losses to individuals and the community at large, enhance broader social and economic objectives, and protect, conserve and promote the orderly development of land and water resources”. In essence, the provisions of this ordinance address:

- The subdivision layout, and improvement of lands located within the corporate limits of the City of Columbia.
- The excavating, filling and grading of lots and other parcels or areas.
- The construction of buildings and the drainage of sites on which those structures are located, to include parking and other paved areas.
- The design, construction and maintenance of stormwater drainage facilities and systems.

Generally, the ordinance requires that a stormwater plan be submitted for any residential, commercial, industrial, institutional or utility development. These plans must include details concerning the amount of runoff, needed detention basins and other items as requested. The plans must also be approved by the City Engineer. In the future, it is recommended that the city develop a formal public improvements plan to inventory and correct existing drainage problems.

It is important to note that any major work to streets, sidewalks or drain-

age is contracted out. The city bears the cost of these repairs and any new construction. However, much of the city lacks sidewalks and many of the existing sidewalks need to be repaired or are too narrow to be functional. Future recommendations include the extension of sidewalks especially to schools (and other areas) and mandatory installation of sidewalks in any new subdivisions or commercial developments.

SOLID WASTE MANAGEMENT

An effective system of solid waste management is imperative to protect the public health and environment in Adair County and the City of Columbia. Solid waste is generated by households, businesses, industries, and institutions. As the number of generators increases, the task of planning for pickup and disposal becomes more difficult. In consideration of the potential growth and development of Adair County and the City of Columbia, careful proactive planning on solid waste issues must come to the forefront. Much legislation, namely Senate Bill 2 and House Bill 174, has passed in the past several years and has influenced regional and local solid waste management techniques.

Senate Bill 2 was enacted in the 1990 General Assembly and significantly impacted the collection of solid waste by:

1. Encouraging a regional approach to solid waste planning and management.
2. Requiring reduction by a minimum of 25% on a per capita basis the amount of solid waste that is landfilled by July 1, 1997.
3. Requiring that all waste management districts submit solid waste plans to the cabinet.

More recently, House Bill 174 which amended KRS 224.43-010 was signed into law on April 23, 2002. This bill requires: (1) the closure and characterization of municipal solid waste facilities that ceased operations before July 12, 1992; (2) establishes priority funding initiatives to encourage solid waste management districts to conduct educational outreach efforts regarding the proper disposal of solid waste; (3) requires the issuance of permits and reporting

City of Columbia



Community Facilities & Services

to ensure the proper collection and disposal of solid waste; (4) elimination of all illegal open dumps; and (5) litter abatement on state and county rights-of-way. The bill also established a \$1.75 per ton environmental remediation fee to be collected beginning on January 1, 2003 to be paid quarterly by owners and operators of transfer stations or municipal solid waste facilities. In addition, all solid waste collectors are required to register and report annually to the counties in which they provide service. The bill also establishes the Kentucky Pride Fund to be distributed to all counties for litter abatement and elimination of open dumps. Finally, the bill officially authorizes solid waste coordinators to enforce criminal littering laws and gives the county 60% of the fines imposed.

Adair County Solid Waste Management Area (ACSWMA)

Adair County was designated as a Solid Waste Management Area by the action of the Natural Resources and Environmental Resources, Environmental Protection Cabinet in a document dated May 2, 1991 and was empowered to create a Waste Management District in accordance with KRS 109.115.

The governing body for the Adair County Solid Waste Management Area is the Adair County Fiscal Court. The county currently has one part time solid waste coordinator who works approximately 32 hours per week on solid waste issues. Solid Waste is disposed of at the Volunteer Regional Landfill located in Oneida, Tennessee. From January to December of 2004, the county disposed 13,102.33 tons of solid waste at this facility. There is currently one recycling center in the county which is owned by the Adair County Fiscal Court. Items that can be dropped off and recycled at the facility include aluminum, batteries, cardboard, glass, newspaper, computer paper, magazines, steel cans, PET1, HDPE2. During the year 2004, three open dumps were cleaned up in Adair County with one remaining. This dump is located on Old Dunnville Road. The estimated cost to clean up this dump is \$14,450. The City of Columbia performed litter clean up activities in 2004 by cleaning 32 miles of roadway and collecting 154 bags of litter. In 2004 it cost the county \$120,054.99 to clean up open dumps and \$101,251.74 to clean up litter.

Beyond the City of Columbia, there are nine garbage collectors in Adair County. Most of these collectors use the Adair County Transfer Station which is located on L. Willis Road. The monthly cost per household for garbage collection ranges from \$8 to \$12. Approximately 25 households use the transfer station as their only disposal method. The transfer station charges \$2.00 per bag and \$35.00 per truck load. As the present time, it is estimated that 82% of households participate in solid waste collection. In addition to having door-to-door garbage collection services available, residents can dispose of large bulky items during the Spring and Fall PRIDE cleanup days and Metal Recycling Days. Other options include the drop off of bulky items at the Transfer Station or use of independent recyclers. In 2004, over 1,000 tons of large bulky items was collected. As part of the County Metal Recycling Event, 38 tons of metal were collected and recycled.

PUBLIC BUILDINGS

COLUMBIA CITY HALL

Columbia City Hall is located at 116 Campbellsville Street in the central business district of the city. The building was constructed in 1964 and houses the offices of Mayor, City Clerk, City Council Chambers, Chief of Police, City Police Station, and Columbia Utilities (water, sewer and gas). There are a total of 40 full-time employees working at this location.

COURTHOUSE

A courthouse has been integral to the land use pattern of the City of Columbia since 1806. The present Victorian style courthouse was reconstructed at the site of the old courthouse on public square. The plans and specifications for the present day courthouse were furnished by a Louisville Architectural firm owned by brothers Harry P. Kenneth and Donald McDonald. The construction of the structure was completed in 1885 by Stone and Hudson Builders. Since 1885, there have been some additions to the sides of the courthouse but the interior is nearly all original. The exterior is painted brick and has stone pillars at the two entrances on each end of the central hall. The building was listed on the National Register of Historic Places in 1974 and remodeled and rededicated in 1976.

City of Columbia



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County offices are located on the first floor with the courtroom being on the second floor. The building currently houses the offices of the District Judge, County Attorney, Circuit Court Clerk, Sheriff and the Child Support Enforcement Office.

In April 2005, the county received a TEA 21 grant in the amount of \$150,000 for facade renovation of the existing courthouse. In addition, the county was one of 18 selected to construct a new courthouse facility which is estimated to cost \$10.4 million dollars. The new facility will be known as the Adair County Judicial Center and will be located on Campbellsville Street..

COURTHOUSE ANNEX

The Adair County Courthouse Annex is located across the public square from the courthouse, adjacent to the county jail. The offices of the Adair County Judge/Executive, P.V.A., County Clerk, Social and Employment Services are currently located in the Courthouse Annex.

ADAIR COUNTY JAIL

The Adair County Jail was opened in November of 1986. It is located in downtown Columbia across the street from the Adair County Courthouse. The structure contains 11 cells, a jail office, three administrative rooms, a booking room and 911-dispatching center. The capacity of the jail is 50 inmates (50 beds). However, there are approximately 75-85 inmates housed there. Approximately 10-14 women inmates are included in this number. The jail currently has a staff of one elected Jailer, 13 Deputy Jailers and five part-time Deputy Jailers.

The jail recently expanded to house Class D Felons in the old EMS building owned by the county. This facility holds 33 inmates.

ADAIR COUNTY YOUTH DEVELOPMENT CENTER

The Adair County Youth Development Center, owned and funded by the state, is located at 401 Appleby Drive. The facility, constructed in 2000, sits on 11 acres and is 149,000 square feet in size and contains 80 resident cells. There are eight classrooms, a gym, basketball court, soccer fields, a volleyball court and baseball field.

The Department of Juvenile Justice oversees the facility which houses inmates from all over the state of Kentucky. There are currently 80 employees and one security officer per ten inmates. Although the center has a maximum capacity of 80 inmates aged 12-18, there are currently only 45 housed there who have committed status, public and youthful offenses. The average sentence ranges from six months to one year. There are currently eight teachers employed at the facility who teach all grades, workplace principles, building and apartment maintenance, computer repair, and GED courses.

City of Columbia



CHAPTER SEVEN

INTRODUCTION

Increased mobility, accessibility, and efficiency of a region's transportation system can be a stimulant to population growth, residential development, and have a pronounced effect on the location of industrial and commercial land uses. For this reason, it is important that a study of the county's transportation system be included in the City of Columbia Comprehensive Plan. As roadways are the predominate means of transportation in Adair County, roads will be discussed first, followed by rail, air, public transportation, and bikeways.

ADAIR COUNTY ROADWAYS

Trucking Classifications

Adair County's road system consists of federal and state roads maintained by the state, county roads maintained by the Adair County Road Department, and city roads maintained by the City of Columbia. State maintained roads are classified by truck weight capacity. Kentucky Revised Statute (KRS) 189.222 requires the Kentucky Transportation Cabinet to establish weight limits on the state-maintained highway system. To implement this statute, Kentucky Administrative Regulations (KAR) designating these weight limits are promulgated and updated frequently. The last such update occurred on December 18, 2003. Designated "AAA" trucking highways have an 80,000 pound permitted gross load limit, while "AA" highways have a 62,000 pound gross load limit. All other state maintained roads are designated as Class "A" trucking highways with a 44,000 pound gross load limit. Figure 7-1 shows the trucking classifications for roads in Adair County. As previously stated, these classifications were updated on December 18, 2003.

City of Columbia



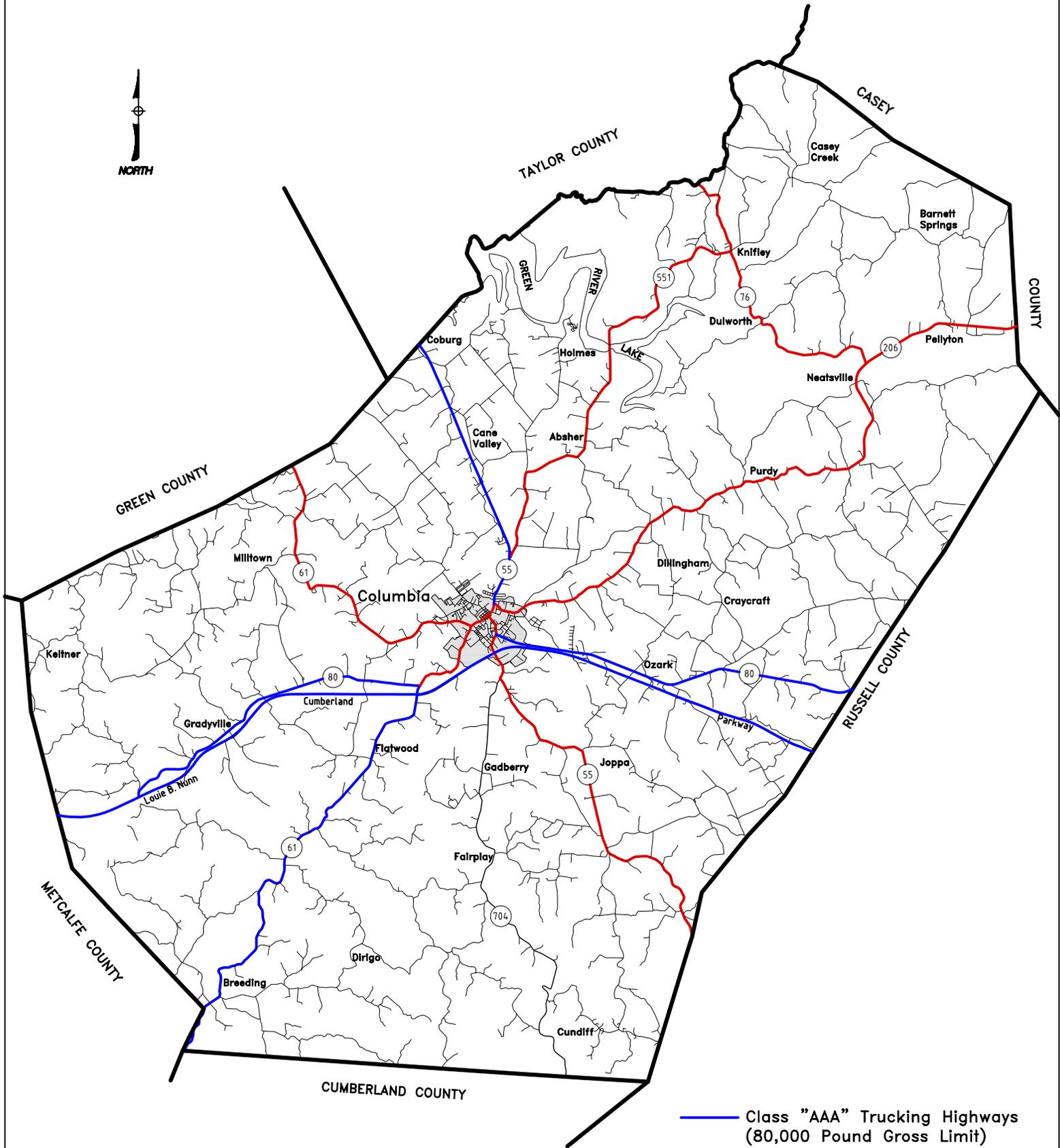
The Louie B. Nunn Cumberland Parkway, KY 80, KY 55 (north of Columbia) and a portion of KY 61 (south of city limits) have a weight classification of “AAA”. It is important to note that the Louie B. Nunn Cumberland Parkway has been designated as part of the National Highway System (NHS). The NHS is a 160,000 mile interconnected system of interstate and principal arterial routes which serves major population centers, international border crossings, ports, airports, public transportation facilities, and travel destinations. “AA” Trucking Highways include KY 55 (south of Columbia), KY 61 (north of Columbia), KY 551, KY 206, and KY 76. The remainder of state maintained roads in Adair County are classified as “A” Highways. Roads not maintained by the state or county are maintained by the Adair County Road Department or the City of Columbia (within city limits).

Functional Classification Systems

The analysis of existing roadway systems includes the assessment of the function performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. As established by the Kentucky Transportation Cabinet, the functional roadway classifications for Adair County and the City of Columbia are shown on Figure 7-2. The functional classification system for Adair County is as follows:

Rural Principal Arterial - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1) Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; 2) Serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over; 3) Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Rural Minor Arterial - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following char-



-  Class "AAA" Trucking Highways (80,000 Pound Gross Limit)
-  Class "AA" Trucking Highways (62,000 Pound Gross Limit)



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FIGURE 7-1
TRUCKING CLASSIFICATIONS
ADAIR COUNTY, KENTUCKY

acteristics: 1) Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service; 2) Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; 3) Provide (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural Collector Roads-Rural collector roads generally serve intracounty traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two types of rural collector routes, characterized as follows:

Major Collector - These routes typically: 1) provide service to the county seat not on an arterial route and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, etc. ; 2) link these places with nearby larger towns or cities, or with routes of higher classification; and 3) serve the more important intracounty travel corridors.

Minor Collector - These routes are; 1) spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road; 2) provide service to the remaining smaller communities; and 3) link the locally important traffic generators with rural areas.

Rural Local Roads - Roads within this classification have the following characteristics: 1) Serve primarily to provide access to adjacent land; and 2) provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

City of Columbia



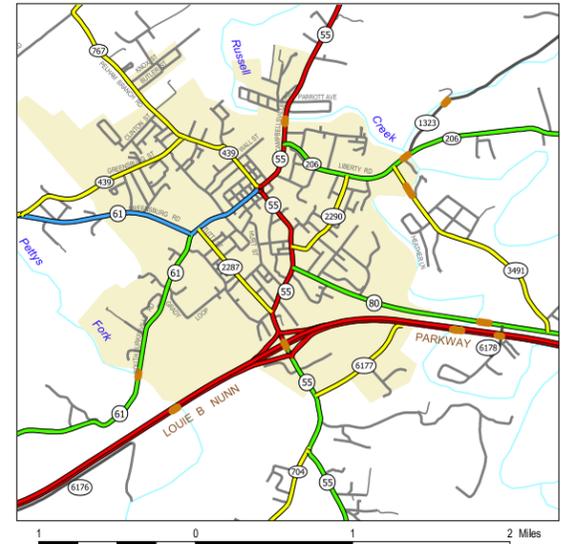
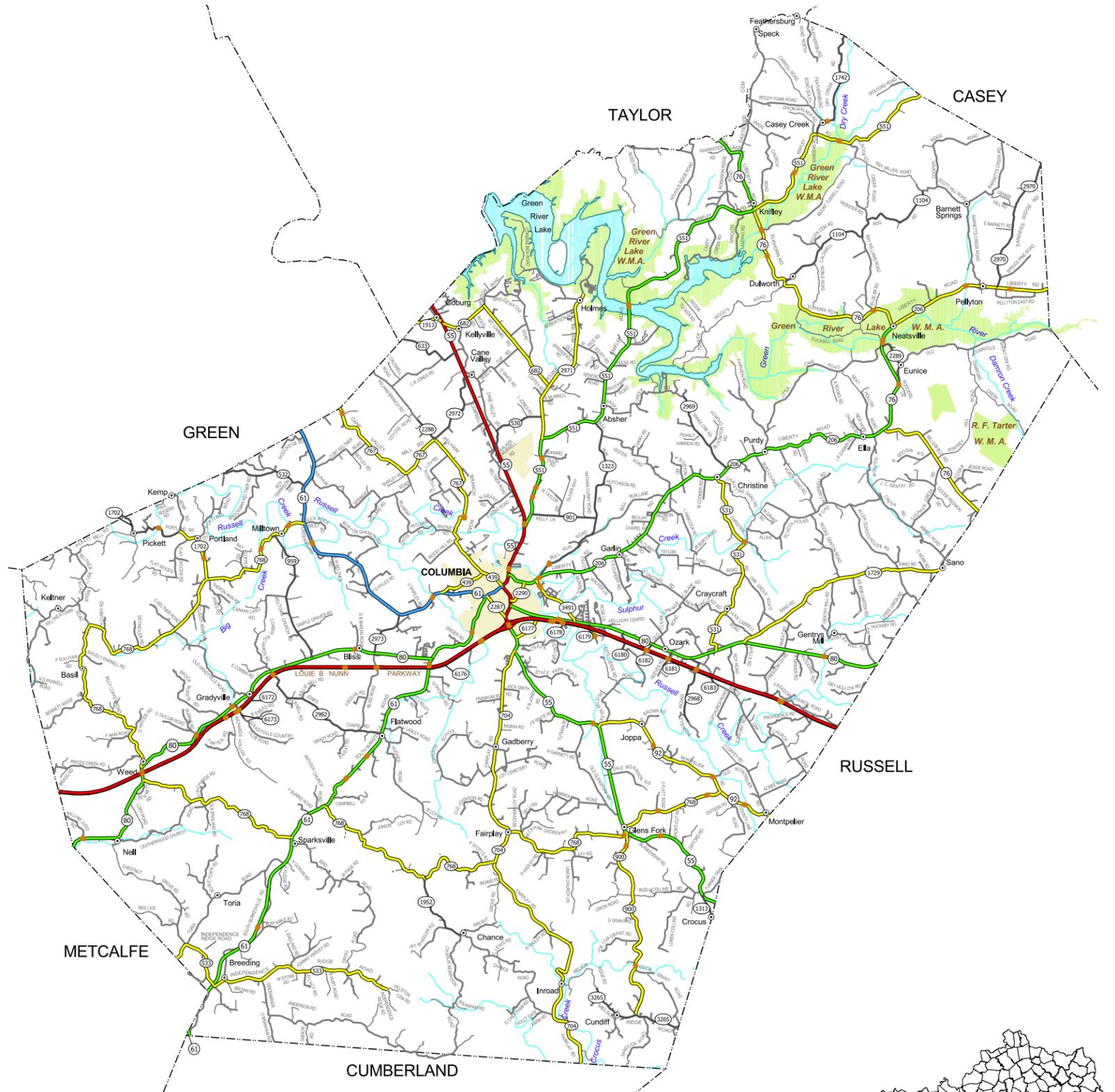
According to the Kentucky Transportation Cabinet, the Louie B. Nunn Cumberland Parkway, and KY 55 (north of the Parkway) are classified as “Rural Principal Arterials”. Only one road, KY 61 north of Columbia city limits, is classified as a “Rural Minor Arterial”. Roads classified as “Rural Major Collectors” include KY 61 (south of city limits), KY 55 (south of city limits), KY 80, KY 206, portions of KY 76, and KY 551. “Rural Minor Collectors” include KY 551, KY 76 (between Knifley and Neatsville), KY 206 (north of the Green River Lake W.M.A., KY 2971, KY 682, KY 531, KY 1729, KY 767, KY 439, KY 2287, KY 2290, KY 3491, KY 768, KY 1702, KY 704, KY 92, KY 900, KY 553. The remaining roads in Adair County are considered to be state maintained rural local roads.

The Kentucky Transportation Cabinet uses a separate classification system for incorporated or urban areas. Therefore, the classification for streets within the City of Columbia differs slightly from those in the County as shown on Figure 7-2. Classifications for more urban areas are as follows:

Urban Principal Arterial - This system of streets and highways serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, the longest trips, and should carry a high proportion of the total urban area travel on a minimum of mileage. These roads should be integrated both internally and externally between major rural connections.

Urban Minor Arterial - These roadways interconnect with and augment the urban arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterial routes.

Urban Collector Streets - The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. These roads differ from arterials as they penetrate residential neighborhoods distributing trips from arterials to the ultimate destination. The collector street also collects traffic from local streets in residential areas and channels it to the arterial road system. In the central business district, the collector system includes the street grid to facilitate traffic circulation.



Functional Classification

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Urban Interstate
- Urban Freeway or Expressway
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- State-maintained Local
- Locally-maintained Local
- Functionally Classified Road No. CS-0000

Other Features

- River, Stream or Creek
- Railroad
- Bridge
- City/Town
- Incorporated Area
- FHWA Federal-Aid Urban Area
- Lake
- Wildlife Management Area

Figure 7-2



**Functional Classification
ADAIR COUNTY**



Last map revision: August 2005
Road centerlines collected using GPS technology
Kentucky State Plane Coordinate System (NAD-83)
www.transportation.ky.gov/planning/index2.asp



Urban Local Streets - The local street system comprises all roads not placed in higher classifications. These streets primarily provide direct access to abutting land and access to the higher street classifications. These streets offer the lowest level of mobility. Service to through traffic movement is typically discouraged.

Within city limits, the Louie B. Nunn Cumberland Parkway and KY 55 (north of city limits) are the only two roads classified as a “Urban Principal Arterials”. KY 61 is the only “Urban Minor Arterial” route in Columbia. Roads classified as “Urban Collector Streets” include KY 61, KY 206, KY 80 and KY 55 (south of city limits). Roads categorized as “Local Access” include state supplemental roads and other local roads used solely for internal traffic circulation within residential, commercial or industrial developments.

Traffic Volume

Traffic volume on roadways is measured by average daily traffic counts. These counts are periodically performed on major state maintained highways by the Kentucky Transportation Cabinet, Division of Planning. Figures 7-3 and 7-4 are the Kentucky Transportation Cabinet Traffic Count Maps for Adair County and the City of Columbia (released in November 2005). These maps show the average daily traffic counts for major state maintained roads within Adair County and the City of Columbia. The majority of traffic counts were taken between the years 2002 and 2004. As can be seen from reviewing the maps, the most highly travelled routes in Adair County are the Louie B. Nunn Cumberland Parkway, KY 55 (north of city limits), KY 61, and KY 551. It is surprising to note that the traffic counts on KY 55 north exceed that of the Parkway. Least travelled routes are KY 553, KY 1792, KY 1702, KY 768, KY 553, and KY 704. In the City of Columbia, KY 55, KY 61, KY 206, KY 767, KY 2290 KY 80, KY 439, and KY 2287 carry the most traffic. In conjunction with functional classification system, the data provided in Figures 7-3 and 7-4 can assist the county and city in assessing the adequacy of major roadways for development and gives sufficient background data to request traffic impact studies on development proposals as part of a review process.

City of Columbia



Traffic Analysis

Another important facet of transportation planning is the analysis of travel patterns in relation to existing land use. This analysis assists the county to assess the existing road network, determine future travel projections, and address deficiencies that must be improved to meet future demand. In turn, it becomes necessary to recognize that the amount of traffic in Adair County and Columbia depends upon a number of factors. These include population, the amount and location of industrial, commercial, public facility and higher density residential uses, and the degree to which automobiles are used.

The most useful method in determining travel patterns is to differentiate between the types of trips that are taken. These trips can be classified into one of three main categories:

1. Internal Trips: Both the origin and destination of the trip are within the planning area.
2. External Trips: Either the origin or the destination of the trip is within the planning area while the other is in another town or county.
3. Through Trips: Both the origin and destination of the trip are outside the planning area.

External-Internal trips are of greater importance in terms of transportation planning and are easily assessed by reviewing the commuting patterns of Adair County residents. As of the year 2000, there were 7,222 workers who lived in Adair County. Of this number, the majority (62.3%) of workers lived and worked in the county. Of the 5,431 workers who work in the county, 17.1% commute into the county from elsewhere. Therefore, approximately one third of the workers leave the county to work. This trend indicates that a moderate volume of traffic is entering and leaving the county each day. The majority of those travelling outside of the county to work travel along the Louie B. Nunn Cumberland Parkway, KY 80, KY 61, and KY 55 mostly to Russell and Taylor Counties. Those who commute into Adair County to work predominately come



Count Stations

- ATR
- HPMS
- Index Station
- Interstate/Toll Road
- Local HPMS
- Full Coverage
- Classification Station
- Urban Minor
- Adjacent Station
- Traffic Section Terminus

999 (99) Sta. 999 Count (Collection Year) Station ID

Functional Classification

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- State-maintained Local
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- Rural or Urban Local

Other Features

- Stream
- Railroad
- Bridge
- City/Town
- Incorporated Area Boundary
- Urban Area Boundary
- Lake
- Wildlife Management Area
- State Park
- Nature Preserve
- National Forest
- State Forest
- Army

Figure 7-3



Division of Planning

Traffic Counts

ADAIR COUNTY



Last map revision: NOVEMBER 2005 ceh

Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning web page at

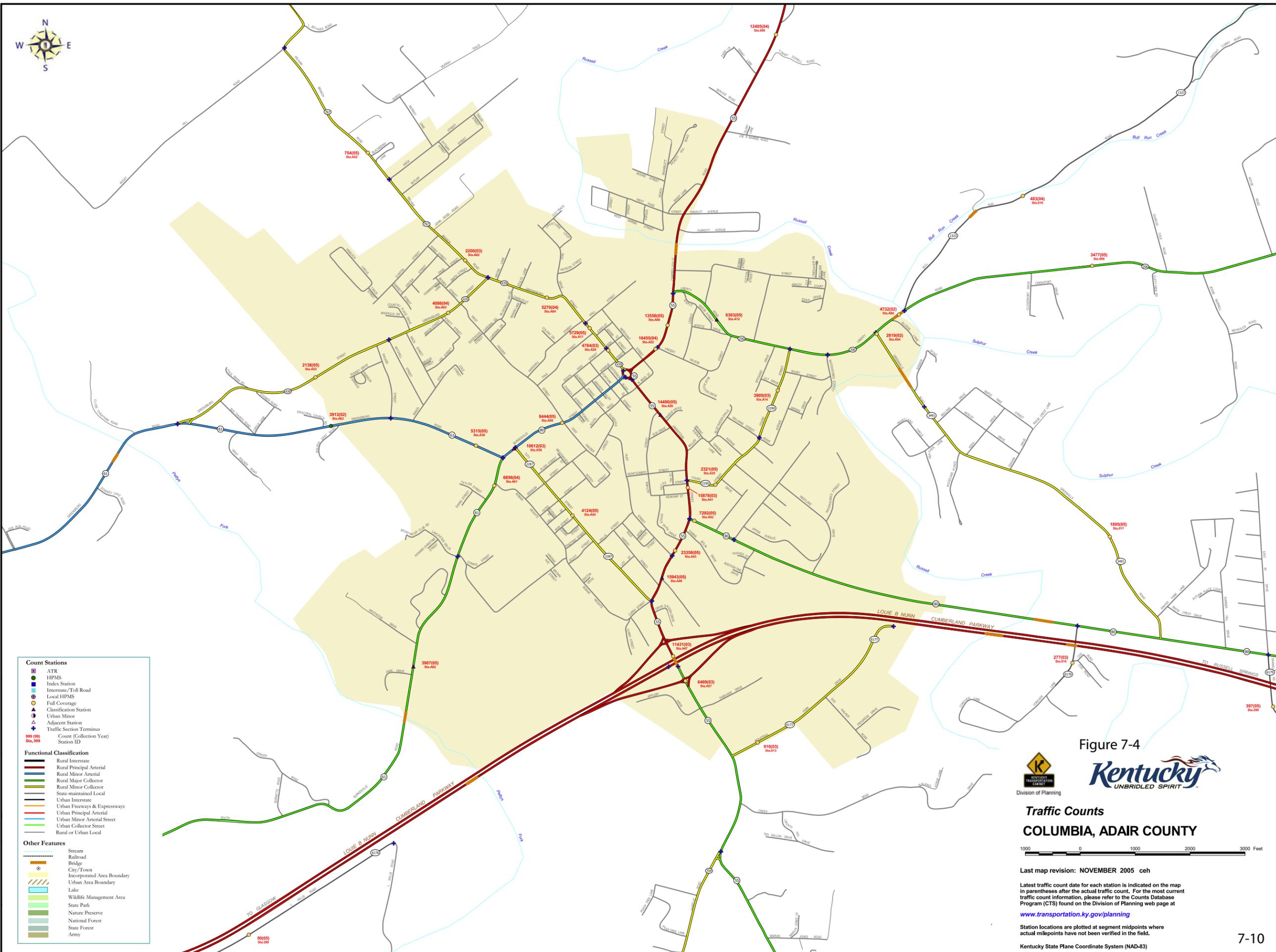
www.transportation.ky.gov/planning

Station locations are plotted at segment midpoints where actual milepoints have not been verified in the field.

Kentucky State Plane Coordinate System (NAD-83)



Traffic Counts COLUMBIA, ADAIR COUNTY KENTUCKY 001



Count Stations

- ATR
- HPMS
- Index Station
- Interstate/Toll Road
- Local HPMS
- Full Coverage
- Classification Station
- Urban Minor
- Adjacent Station
- Traffic Section Terminus
- Count (Collection Year)
- Station ID

Functional Classification

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- State-maintained Local
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- Rural or Urban Local

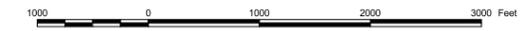
Other Features

- Stream
- Railroad
- Bridge
- City/Town
- Incorporated Area Boundary
- Urban Area Boundary
- Lake
- Wildlife Management Area
- State Park
- Nature Preserve
- National Forest
- State Forest
- Army

Figure 7-4



Traffic Counts
COLUMBIA, ADAIR COUNTY



Last map revision: NOVEMBER 2005 ceh

Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning web page at www.transportation.ky.gov/planning

Station locations are plotted at segment midpoints where actual milepoints have not been verified in the field.

Kentucky State Plane Coordinate System (NAD-83)

from Russell and Taylor Counties and also travel along these primary routes.

The primary avenues for through trips within the Columbia Planning Area are also the Parkway, KY 55, KY 80 and KY 61. The traffic volumes along these routes far exceed those on other county roads due to the volume of pass through traffic. In terms of land use planning, pass through traffic encourages the development of commercial services along these routes, having the potential to create congestion where traffic management techniques are not utilized.

Internal trips within a county are also important to consider in the analysis of traffic patterns. The land uses that generate the heaviest traffic volumes are as follows:

1. Adair County School District Campus along KY 439
2. Columbia's Central Business District (CBD)
3. Strip commercial area along KY 55 South.
4. Lindsey Wilson College
5. Westlake Hospital
6. Adair County Industrial Park
7. Fairgrounds on a seasonal basis.

In the future it is anticipated that traffic will increase in the following areas:

1. KY 55 Strip Commercial Areas
2. Columbia's CBD (unless a by-pass is developed).
3. KY61/80 to west of the city limits due to the airport, industrial areas and new residential neighborhoods.

City of Columbia



MAJOR TRANSPORTATION ISSUES

The major transportation problem within the Columbia planning area is that all major highways except for the Louie B. Nunn Cumberland Parkway direct traffic through Columbia by way of the Courthouse Square. Routes that lead directly to the square are KY 55 and KY 80. Several other major routes including KY 61, KY 439 and KY 704 feed traffic into KY 80 and KY 55. All major trucking traffic must travel through downtown Columbia by way of the Courthouse Square as there are no alternative routes. This leads to severe congestion at the square as all traffic must stop, merge and then exit from the square. If an accident or other obstruction occurs on one of the roads leading off of the square, traffic backs up on the square and traffic on all other major routes through the city literally come to a stop.

In addition to the high traffic volumes in this area, the movement of manufactured housing, large boats, and steeples through the square causes major delays for motorists, school buses and emergency vehicles as traffic in all directions must stop as these large objects are maneuvered around the square. Incidents like these occur frequently as there is a steeple manufacturer on KY 55, and numerous boat manufacturers in the region. Columbia's location near Lake Cumberland and the Green River Lake also reinforce the need to transport boats and houses through the city to these resort areas.

A second traffic problem area is the intersection KY 55 and KY 80 in the south part of town (Jamestown Road traffic signal). While traffic at this intersection is fairly heavy throughout the day, problems peak in the morning and afternoons when the factories at the industrial park south of the Louie B. Nunn Cumberland Parkway change shifts. A majority of vehicles from the factories must pass through the Jamestown Road intersection to reach most of Columbia, areas to the north of Columbia, and KY 80 to travel east to Russell County.

A third problem with traffic patterns in Columbia is the lack of lateral routes for travel around the city. Most traffic must travel on radial routes into downtown, around the square and back out again to reach other parts of Columbia. Two streets, Tutt Street and Lowes Lane – Young Street are used

by many as lateral short cuts to avoid Court Square. However, these routes are narrow, residential in nature and not designed to handle heavy volumes of traffic.

PLANNED ROAD IMPROVEMENTS

Traffic in Adair County and the Columbia planning area are expected to moderately increase. In conjunction with this increase, traffic congestion in the Columbia downtown will continue to be the source of major problems unless improvements are made to the existing transportation system or a by-pass is constructed. The need for a by-pass around the downtown area of Columbia has become increasingly acute over the past several years. Improvements to KY 55 from Columbia to Campbellsville had increased truck traffic traveling through Columbia to get to the Louie B. Nunn Cumberland Parkway. All truck traffic must currently pass through the Courthouse Square. An alternative route for this traffic and other traffic around Columbia is needed.

A by-pass for Columbia has been in the Kentucky Transportation Cabinet's Strategic Six-Year Program for many years. However, in the May 2006 Six Year Highway Plan FY 2006-2012, the Western KY 55 By-Pass, which will be 5.3 miles in length, has been planned for and budgeted with an estimated construction cost of \$22,000,000. Construction on the By-Pass is expected to start in 2007. Work is underway on the following two segments of KY 61 and is expected to be completed in 2007:

1. KY 61 Reconstruction (8-162.65) from milepoint 11.751 to 12.879. Construction contract awarded on June 30, 2005 in the amount of \$7,185,300.
2. KY 61 Reconstruction (8-162.61) from milepoint 10.571 to 11.757. Construction contract awarded on May 10, 2005 in the amount of \$7,149,030.

In addition to the proposed construction of a by-pass, the following other projects are also listed in the six year plan (Figure 7-5):

1. Design of a priority section of the Heartland Parkway (KY 130) in 2006.

City of Columbia



2. A scoping study for the eastern Columbia Bypass in 2008.
3. KY 61 Reconstruction (8-162.10) from milepoint 6.1 to 10.571. Construction is estimated to begin in 2006 at an estimated cost of \$18,500,000.
4. Repaving of the Louie Nunn Parkway in Adair County with portions scheduled for 2006, 2007 and 2008.
5. KY 704 Reconstruction (8-118.00) from milepoint 2.504 to milepoint 3.104 to eliminate two dangerous curves and install guardrail. Design authorized in January 11, 2001. Right-of-ways and utility relocation scheduled for 2006 and construction in 2007.
6. CR 1289 Bridge Replacement (8-1039.00) to replace bridge and approach. Design authorized April 11, 2005. Rights-of-way and utility relocation in 2007, and construction in 2009.
7. KY 92 Bridge Replacement (8-1029.00) to replace bridge and approaches at Cedar Creek. Design authorized on January 13, 2003. Rights-of-way and utility relocation in 2006, and construction in 2007.
8. KY 80 Bridge Replacement (8-1034.00) to replace bridge over Russell Creek. Construction is expected to begin in FY 2006.
9. KY 551 Bridge Replacement (8-1035.00) to replace bridge over tributary of Casey Creek. Design authorized on April 11, 2005. Rights-of-way and utility relocation in 2006, and construction in 2007.

It is also important to mention the construction of the Heartland Parkway which was identified in the Kentucky Transportation Cabinet's Six-Year Highway Plan. The project is identified as Item No. 4-132.00 and will connect the counties of Adair, Green, Marion, Taylor, and Washington from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Bluegrass Parkway. The study area for the corridor encompasses the existing corridor routes of KY 55, US 68, and KY 555, and an area two to three miles east and west of the existing routes. The study for the project identifies the southern termini as the new interchange for KY 61 on the Louie B. Nunn Cumberland

Parkway, and the northern termini as the KY 555 interchange on the Martha Layne Collins Bluegrass Parkway. This new corridor will provide for the continuous flow of traffic, reduce truck traffic on existing routes, and will only require minimal maintenance of traffic during construction.

ADDITIONAL LOCALLY IDENTIFIED PROJECTS

Other projects which are not a part of the Kentucky Transportation Cabinet’s Six-Year Plan but have been identified by residents of Columbia as needed and desired include:

1. Bomar Heights Street – Bomar Heights Street needs to be improved to replace Tutt Street as a lateral route on the west side of town. The Hudson Street (KY 61) intersection with Burkesville Street should be reconfigured to meet Bomar Heights Street. Bomar Heights Street should be widened and straightened from KY 61 to KY 55.
2. Fairgrounds Road- Fairgrounds Road should be widened and straightened from KY 55 to Green Hills Road. This will improve access to Young Street and Green Hills Road.
3. Greensburg Street- Greensburg Street should be widened and straightened from the Adair County School Campus to the Columbia by-pass or KY 61. The existing road is narrow and without shoulders in most places.

Road improvements are also needed in other areas of Columbia. The existing streets are often inadequate to accommodate existing traffic or traffic from new land development. When new development is proposed, the city should require traffic impact studies, dedication of additional rights-of-way for future road widening or ensure that existing streets serving the new development be upgraded to accommodate increased traffic flow. New development plans should also be carefully reviewed and inspected to ensure that any proposed new roads meet subdivision regulation standards, and are sufficient to meet traffic projections and future needs.

City of Columbia



ROAD MAINTENANCE

In addition to constructing new roadways, it is important for a city to maintain their existing transportation system in an operationally safe and efficient condition. As stated in previous sections of the plan, the Columbia Road Department is responsible for making repairs to city streets while the Adair County Road Department is responsible for maintaining county roadways. Likewise, the Kentucky Department of Transportation is responsible for maintaining state roadways.

As a formal program of maintenance and safety improvements are important, the City of Columbia should consider adopting a capital improvements program as well as continue to commit increasing resources to street maintenance as the city continues to develop. Potential safety projects would include the straightening of sharp curves, removal of hills that obstruct views, adding and paving shoulders, lane widening and intersection controls. These maintenance functions are important to the upgrading of local roadways. At the present time, the city annually identifies roads to be resurfaced.

ACCESS MANAGEMENT

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where those two functions conflict, optimal roadway design capacity will not be achieved resulting in congestion and an increase in traffic accidents. Therefore, it is important to mention another category of roadway improvements referred to as access management guidelines. The implementation of access management guidelines enhance the overall transportation system by ensuring that each roadway continues to function at its capacity level.

Although access to local streets is regulated solely by local government, the Kentucky Transportation Cabinet must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. However, the

cabinet's standards are in effect, minimum standards since local governments may not approve access denied by the state. However, local governments may establish and enforce their own more stringent access standards through zoning and subdivision regulations.

Access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered as part of access management include provision for:

- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns).
- Limitations on new access points for subdivisions.

It is recommended that the Columbia Planning Commission review their current access management regulations (especially along the KY 55 corridor) and incorporate any modifications into the zoning ordinance and subdivision regulations. Special access management regulations for the KY 55 By-Pass area should also be studied and incorporated into these documents as well.

PUBLIC TRANSPORTATION

The principle alternative to the automobile for local travel is public transit. The Kentucky Transportation Cabinet describes the Kentucky public transportation system as having several components which provide statewide comprehensive services. These services can be broken down into four classifications which are: (1) inter-city and interstate buses that move passengers and freight, (2) rural public transportation vehicles that move passengers in rural areas of the state, (3) public transportation vehicles for the elderly and disabled which meet the special needs of their users, and (4) bus/transit systems in the cities that provide scheduled passenger service.

City of Columbia



Currently, Adair County has elderly and disabled public transportation service, however, there is no fixed route bus/transit system, interstate bus station or terminal or a rural public transportation service. Three independent companies provide transportation to elderly and disabled persons on an as-needed basis. There are no privately or publicly owned mass transit facilities serving the citizens of Adair County. One taxi company currently serves the Columbia planning area.

RAILROAD TRANSPORTATION

Adair County has never been directly served by railroad transportation. The closest rail lines (two counties removed in both directions) are Norfolk Southern located to the east of the county and CSX railroad running to the west of the county. Norfolk Southern and Burlington Northern provide the nearest intermodal facilities in Louisville, Kentucky.

In past years, the Louisville and Nashville Railroad (L&N) provided rail service to the City of Greensburg via a spur line from Lebanon. However, the Greensburg Depot was the end of the line. These tracks were abandoned in July of 1980.

AIR TRANSPORTATION

The Columbia-Adair County Airport is located west of Columbia along KY 80. The airport is small and primarily serves local privately owned small planes. The airport has one paved runway which is 2,630 feet long and is 60 feet wide. Runway lights can be activated by incoming planes. A rotating beacon light operates from dusk to dawn off of a photocell. Facilities at the site include a building approximately 7,800 square feet (60'x130') in size. This building was recently expanded from its original 4,800 square feet (60 x 80) size in order to enlarge the hangar. Currently, the building contains administrative offices and a hanger that will hold up to eight (8) small planes. Fuel has been available to the airport since 1992. The airport is not manned but will respond to requests for assistance on an as needed basis. Five (5) planes are usually based at the airport. Until recently, flight instructions and a ground school were available.

The airport is owned by the Columbia-Adair County Airport Board. This board was created by a joint city-county ordinance. The board consists of six members who serve four year terms. Three are appointed by the county and three are appointed by the city. The airport is funded equally by the city and the county and currently has a operating budget of approximately \$95,000 per year. By 1996, the loan used to construct the facility was paid off. In 1998, a new loan was obtained in order to enlarge the airport's hangar. It is anticipated that this loan will be paid off by the year 2007. In addition to loans, the airport recently received a \$5,000 grant from the state and repaired cracks in the airport runway. The Statewide Transportation Improvement Program (STIP) for FY 2005-2007 (approved September 2004) lists FY 2006 improvements to the Columbia-Adair County Airport as an "Airport Safety Security System Preservation Project". This project involves the construction of a six unit T-hangar with an estimated cost of \$180,000 to be paid for with state funds.

In the long term, the airport plans to expand its runway to 3,500 feet with a parallel taxiway. In addition, the runway width would be increased to 75 feet. However, this type of expansion would require the acquisition of additional land from adjacent property owners.

The largest and nearest scheduled commercial airline service serving Adair County is the Louisville International Airport. This airport is 97 miles northwest of Columbia. Other airports that have passenger service are the Bowling Green-Warren County Airport which is located in Bowling Green. And the Bluegrass Airport, located in Lexington.

BIKEWAY AND PEDESTRIAN TRANSPORTATION

Over the past few years, the use of bicycle and pedestrian trails as viable means of transportation have substantially increased. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for the residents and provides linkages to other recreational or institutional facilities. Bikeway and pedestrian routes typically involve us-

City of Columbia

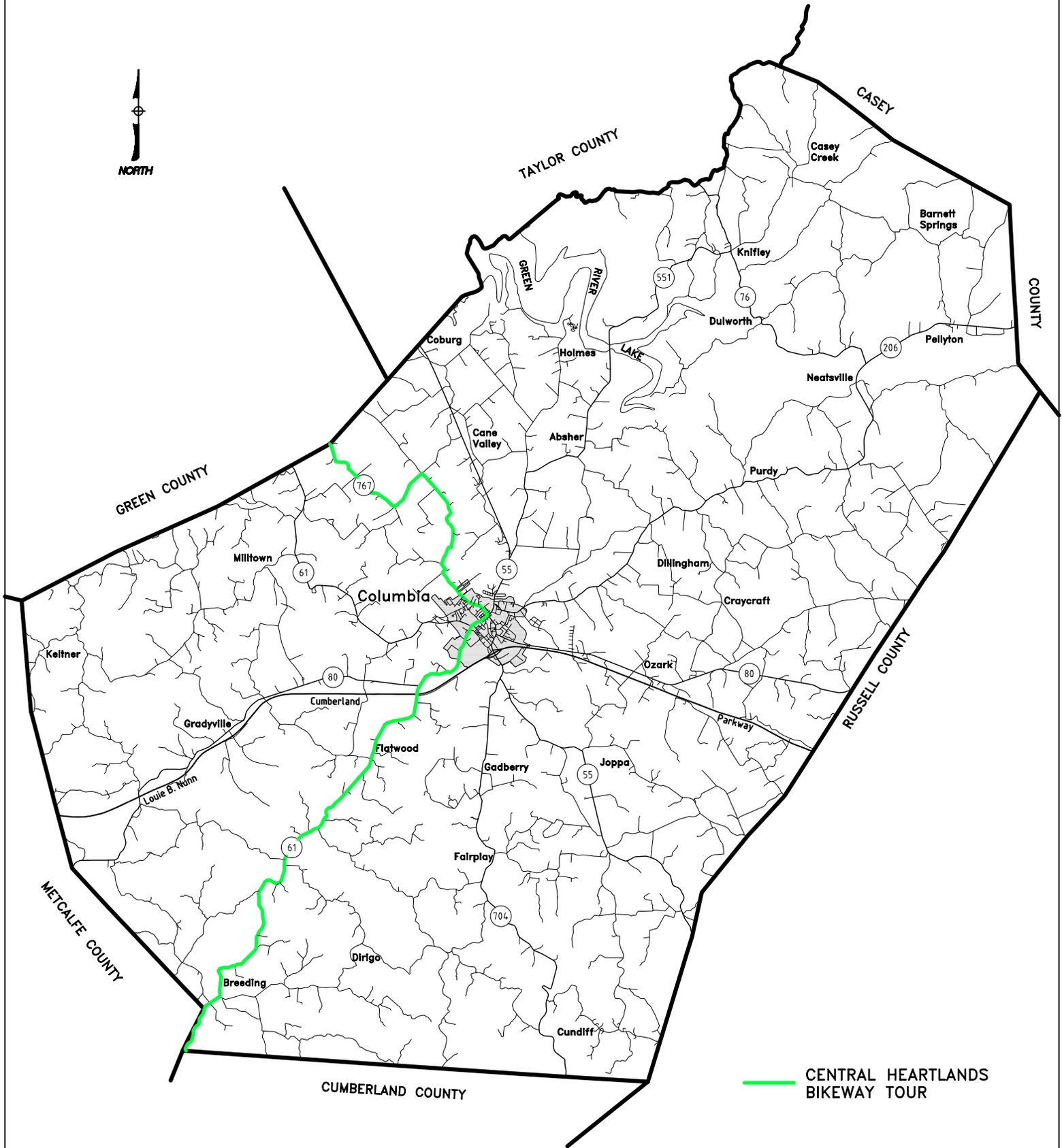


age by all ages for recreational and educational purposes as well as providing a means of transportation to and from work. Accompanying increased usage of such routes, is the desire for improved bikeway and pedestrian facilities in order to make trips along these routes as safe as possible. This is especially important since some trips occur within existing road rights-of-way.

For the most part, there are two major categories of bicycle facilities: (1) on road and (2) separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost any destination in the region. Separate bike paths and multipurpose trails are designated and designed specifically for the purpose of facilitating non-motorized means of transportation. In addition, trails and greenways can serve both recreational and transportation needs while creating linkages with other areas of the community.

As shown in Figure 7-6, Kentucky's bicycle tour guide identifies one bikeway route which crosses Adair County from north to south. This bikeway route is referred to as the "Central Heartlands Tour" and follows the route of KY 61 through the county. The Central Heartlands Tour originates along the Ohio River near Warsaw and the Markland Locks and Dam. The tour continues to cover the Cities of Carrollton, Shelbyville, Taylorsville, Bardstown, New Haven, Loretto and Campbellsville. The tour concludes at Dale Hollow Lake near the Tennessee border. It is the state's goal to improve designated bikeway routes across Kentucky in order to increase safety and use of the routes.

In Kentucky and the Columbia planning area, the major bicycle corridors are primarily shared roadways. At the present time, formal plans are not being developed for bicycle or pedestrian ways within the planning area. Major roadways are typically used for cycling purposes in and around Columbia. Therefore, the main cycling route is KY 61. It is recommended that Columbia Planning Commission outline potential recreational areas and linkages to these areas with bike routes. It is also important that the planning commission encourage the integration of bicycle routes into the planning process when reviewing plans for new-developments along the by-pass (should the planning commission have jurisdiction of this area). As a follow-up to the comprehensive planning process, it is also recommended that the planning



— CENTRAL HEARTLANDS
BIKEWAY TOUR



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227 S. Rays Fork Rd.
Corinth, Ky 41010
(502) 857-2800
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FIGURE 7-6
KENTUCKY BIKEWAYS
LOCATED IN
ADAIR COUNTY, KENTUCKY

commission develop a strategic plan and investigate funding mechanisms for the development of bicycle and pedestrian facilities.

Generally, the most effective approaches in order to encourage these alternative modes of travel are to:

- Expand facilities that enable these modes of transportation to be used safely. This may require the reduction of interaction with motorized vehicles through the development of alternative ways, trails or additional sidewalk construction.
- Increase the connectivity between these facilities and other community and recreational facilities in the planning area.
- Creation of safe intersections or crossings where these types of facilities meet existing roadways.
- Require the provision of such facilities as properties are developed or during major roadway projects where lanes or striping can be added.

If specific bikeway or alternative pedestrian route plans are developed for the planning area, it is important that the routes are carefully coordinated with the existing road network and traffic volumes to provide safe facilities for the biker, pedestrian and motorist. The safest bikeway is a bicycle trail that is separated from the roadway and is devoted solely to bike travel. Separate bike trails should be used where traffic along existing roadways is heavy and in locations where there are a large number of cyclists expected to travel. Other possible facilities are bicycle lanes and shared roadways. Bicycle lanes are located adjacent to an existing land or curb, while cyclists occupy the existing roadway on a shared bikeway system. These two methods should only be used in areas of low traffic volumes in order to prevent hazardous conditions to the cyclists and motorists. In addition, the availability of usable rights-of-way for bikeways should also be considered.

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SUMMARY

The transportation system of a community can influence the structure of its cities in many ways. The construction of roads, by their nature, serve to form entrances into a community, create pathways for communication with other cities, and largely establish the visual perception of an area. A street (with bikeways or pedestrian pathways) can enhance the functionality of the existing transportation system and compliment the character of the city or it can be destructive to the quality of life. However, through careful planning the negative impacts of a community's transportation system can be avoided.

The following general recommendations are made (in addition to the transportation goals and objectives in Chapter One) in order to maintain the character of the community while increasing efficiency of the overall transportation system:

- Improve the existing transportation system by establishing an improvements program for the reconstruction and maintenance of city streets while meeting financial constraints and responding to local concerns.

- Ensure that roadways are functioning at (not above) their design capacity in order to accommodate growth and development while mitigating congestion. Require developers to address the transportation impact of a proposed development by requiring the submittal of traffic impact studies for large scale developments where the function of the existing transportation system may be unable to handle increased traffic.

- Conduct studies to determine corridor needs and requirements (especially in the areas of access management and signage) that may be necessary for the proposed by-pass corridor and other major transportation routes.

- Consistently apply road standards to all developments while remaining flexible enough to adjust or amend these standards should modifications be necessary.

- Coordinate with the Kentucky Transportation Cabinet and developers for the provision of sidewalks, bike lanes or other alternative pedestrian/bikeways along existing and improved roadways. In addition, consider requiring additional rights-of-way for properties developed along existing arterial roadways in order to facilitate transportation improvements.

- Promote the creation of additional bike and walking paths through the county by asking developers to install these alternative transportation systems when new development occurs especially along the KY 55 By-pass.

- Coordinate all local road improvements with Columbia Utilities in order to facilitate utility improvements in conjunction with road improvements.

- Strictly employ access management techniques on new and existing roadways in order to avoid unnecessary traffic congestion especially in the KY 55 By-Pass area.

- Noise assessments should be conducted where developers propose to locate residential areas next to the airport, major transportation corridors, and commercial or industrial areas. An assessment and potential abatement should also be required should large commercial or industrial developments be proposed adjacent to residential uses.

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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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Comprehensive Plan

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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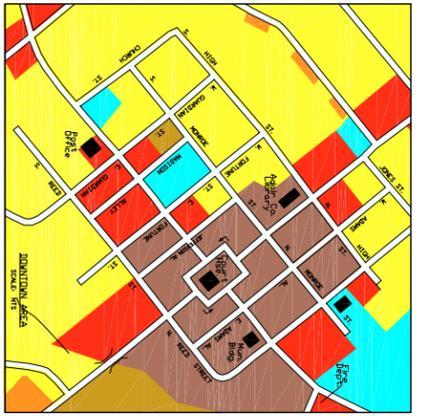
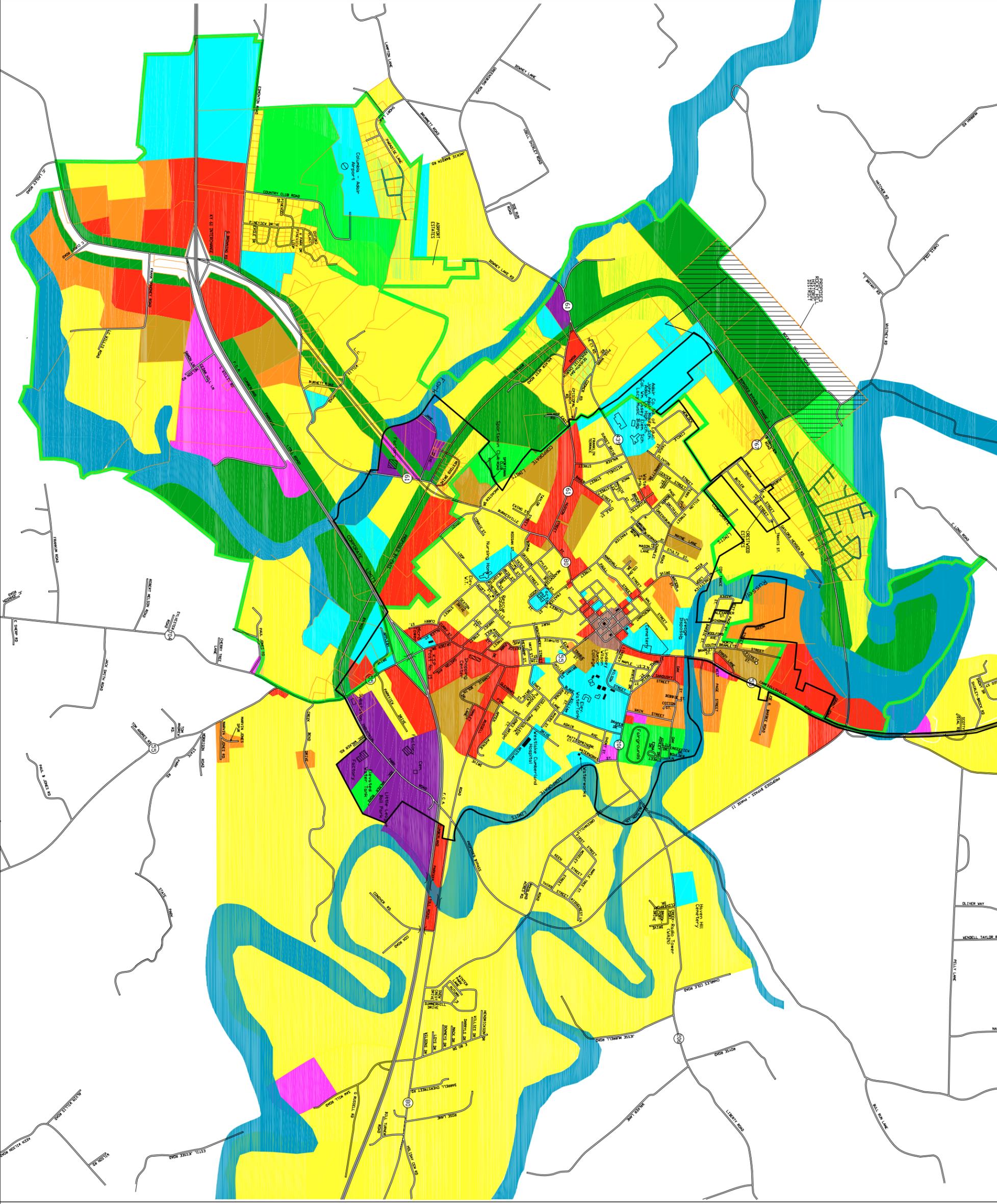
FUTURE LAND USE INTRODUCTION

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



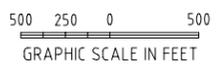
FUTURE LAND USE LEGEND

	- AGRICULTURAL/OPEN SPACE
	- LOW DENSITY RESIDENTIAL
	- MEDIUM DENSITY RESIDENTIAL
	- HIGH DENSITY RESIDENTIAL
	- COMMERCIAL
	- PUBLIC/SEM-PUBLIC/OFFICE
	- CENTRAL BUSINESS DISTRICT
	- LIGHT INDUSTRIAL
	- HEAVY INDUSTRIAL
	- PARKS AND RECREATION
	- FLOODPLAIN/ENVIRONMENTALLY SENSITIVE

NOTE:
THIS MAP MUST BE USED IN CONJUNCTION WITH
THE TEXT OF THE CITY OF COLUMBIA 2006
COMPREHENSIVE PLAN



FIGURE 8-1
CITY OF COLUMBIA
FUTURE LAND USE MAP
ADAIR COUNTY, KENTUCKY



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 of 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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CHAPTER NINE

INTRODUCTION

In developing this Comprehensive Plan, goals for land use in the City of Columbia were established and recommendations made for their attainment. The recommendations are of little value, however, unless steps are taken to implement them. Planning is a continuous process, needing constant updating and refinement as conditions change. This plan is intended to cover a five to ten year period, while looking further ahead where possible. During the next five years the plan is intended to serve as a guide for public and private decisions. However, as the plan is required to be updated every five years, a thorough re-evaluation should be conducted to determine its applicability for the next planning period.

The existence of this plan, however, does not preclude a thorough examination of each recommended project or regulatory approach as it is developed to consider whether it continues to be in accordance with the planning program. Nor does the existence of the plan preclude changes to the goals, objectives, or standards in the document itself, through the public review process set out in KRS Chapter 100, where changed conditions warrant. A number of means are available to assist in the implementation of the plan.

LOCAL LEADERSHIP

The public officials of Columbia bear the primary responsibility for the implementation of this plan. It is important that public officials understand, support, and adopt the development policies. In addition, it is important that public and private agencies form partnerships to implement the plan. As the decision makers, the Columbia City Council and the Columbia Planning Commission have the power that is necessary to adopt policies that fulfill the goals of the city. These bodies should maintain a close relationship with the Adair County Fiscal Court, regional planning council (Lake Cumberland Area Development District) and the planning commissions of surrounding cities so that the planning process is properly coordinated. Because of their statutory

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role in planning and development review, the planning commission and its staff possess special expertise as well as an overview of development issues and needs within the city. If properly utilized by local elected officials, the planning commission is very well positioned to act both as policy advisor and enforcer of local development policies. In addition, the public should be kept informed of community development plans to solicit input and support for the program.

SUBDIVISION REGULATIONS

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are locally adopted regulations that serve to govern the conversion of raw land into building sites. The quality of the subdivisions and the standards that are built into them determine the overall form and character of a community. Once land has been divided into blocks and lots, streets built, and utilities are installed, a development pattern is permanently established and unlikely to be changed. For generations the entire community and the individuals who live in the subdivision will be influenced by the quality and character of the subdivision design. Therefore, subdivision regulations applied in advance of development provide a community with its only opportunity to ensure that its new neighborhoods are properly designed and that they enhance the quality of life for the residents.

Subdivision regulations play a crucial role in establishing development standards for new development. Good standards help assure effective traffic patterns, adequate streets, adequate water pressure for domestic use and fire fighting capacity, adequate provision of sewerage, storm water drainage, appropriate spacing between buildings and between streets and buildings, adequate recreational facilities, and an aesthetically pleasing environment.

It is recommended that the subdivision regulations be reviewed and updated as necessary after final adoption of the comprehensive plan. In addition, it is important that these regulations be uniformly and regularly enforced by the planning commission. Without enforcement, the regulations have no merit and begin to lose meaning as precedents of non-conformance are established. In

addition to regular enforcement, it is also recommended that subdivision and site improvements be inspected regularly in order to ensure that all improvements are being installed in accordance with the subdivision regulations and approved plans. Adair County Fiscal Court adopted subdivision regulations for unincorporated areas in October 2003.

Other areas that should be addressed are the implementation of access management techniques and landscaping, buffering, tree planting and protection requirements to ensure that all new developments are aesthetically pleasing. Furthermore, the subdivision regulations should be revised to address minimum standards for the creation of open space, greenway corridors and the inclusion of bike paths, walking trails and sidewalks in developments.

ZONING

The zoning ordinance is considered to be one of the principal tools for implementing the land use plan. Zoning generally divides the community into exclusive use districts - agricultural, residential, commercial, and industrial - specifying the particular uses that will be allowed in each district. Standards are then set for each district. For example, these standards regulate permitted uses, density of population and structures, lot sizes, percent coverage of lots by buildings, building setbacks and off-street parking. The theory behind separation of uses through zoning is that of protecting property values by preventing incompatible uses from locating next to one another. Zoning implements the land use plan because the use districts are based upon the land development policies established in Chapter 8 of the plan.

Alternate approaches to strict use separation are also available. Performance standards may be developed to regulate permissible impacts of each land use on neighboring uses and on community services. In theory this would allow any mix of land uses within an area as long as negative impacts on neighboring uses could be controlled. Some of the methods that could be required to control potentially negative impacts could include buffering along property boundaries, special sound proofing of structures and altering traffic patterns on site.

A combination of the above approaches is also possible. Such an ap-

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Implementation

proach could include a separation of uses into broad categories, such as residential, commercial, industrial, and agricultural. Within these broad categories, standards could be provided to determine the appropriate type or density of development based on site factors (for example, soils, slope, and drainage characteristics), compatibility with neighboring uses, and availability of needed services (for example, road capacity, availability of central water or sewer, and school capacity).

Upon final adoption of the comprehensive plan, the zoning regulations should be reviewed and updated as necessary to implement the comprehensive plan. In addition, once the final determination is made for the placement of the Columbia By-pass, the planning commission may encourage the city to annex all areas adjacent to the by-pass (or work with the Adair County Fiscal Court for extra-territorial jurisdiction) in order to establish development guidelines and overlay districts in this area. In addition, other potential alternatives for development such as Clustering and Planned Unit Developments should also be addressed. The planning commission may also consider the reinstatement of permitting requirements for the demolition of structures within the city in order to ensure that proposed re-uses of the property are in compliance with city regulations and to ensure that structures are removed in a manner not detrimental to adjacent properties. Finally, uniform and regular enforcement of the zoning ordinance must be established. Procedures and violation notices should be developed in order to process violations in a standard and efficient manner. In addition, education of the county attorney, other local attorneys and officials should be conducted in order to encourage efficient prosecution of offenders. In the future, the planning commission may consider hiring an attorney, on an as-needed basis, to advise them on zoning and subdivision matters.

SITE PLAN REVIEW

An important element of any zoning or development regulation ordinance is site plan review. While zoning specifies permitted uses of land, site plan review is the means by which the quality of new development is protected through evaluation of the proposed layout and design. It is also the means by which potentially negative impacts on neighboring uses are controlled. Where more intense uses abut less intense uses, for example a neighborhood shopping center next to a residential area, site plan review is the appropriate tool to evaluate potential noise and traffic impacts. The importance of a professional review of site plans should therefore not be underestimated. It is recommended that the Planning Commission review their current site plan review procedures to determine if additional coordination with other agencies is warranted.

CODE ENFORCEMENT

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working in unsound, unhealthy, or otherwise dangerous structures or conditions. Building, plumbing, electrical and fire codes provide minimum standards for the construction of both new buildings and the alteration of existing structures. The housing code provides that existing dwellings must be maintained in a safe and sanitary manner. Structures that are considered unfit for human habitation may be condemned and removed. Other regulations, such as health department regulations, provide minimum standards for on site septic installations.

These codes apply to the community as a whole and are uniform in nature. In some cases the local government may establish its own standards, or the state may dictate a uniform or minimum set of standards for the commonwealth. In order for these codes to be useful an inspection system must be maintained with qualified inspectors enforcing the regulations in the code. Inspectors may be employed by the state to staff district offices or may be locally hired to enforce local codes. At the present time, code enforcement for new construction seems less than adequate. While new commercial structures are inspected, new residential dwellings are not. During the preparation of the

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land use chapter of the plan, a general visual survey of residential construction in progress revealed that many new homes are not being built to code. It is recommended that the planning commission encourage and/or assist the city in the implementation of a building inspection program for residential dwellings. In addition, the city council may want to consider the adoption of a property maintenance code.

ROAD MANAGEMENT PLAN

The development of many of the recommended highway improvements in Adair County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, much responsibility rests on the local units of government. Local agencies must work among themselves and with the Department of Highways to resolve differences with respect to location and features of particular road improvements. Local groups must actively support highway improvements in their areas. They must also be prepared, when required, to provide rights-of-way, for example. Local groups also have the responsibility of helping to maintain the traffic-carrying capacity of major streets and roads by developing good local land use planning practices, subdivision regulations, and zoning ordinances.

Roads not maintained by the State Department of Highways are maintained by the fiscal court or the cities. The responsibility for making improvements to these roads also rests with local agencies. It is important that a systematic method of inventorying conditions on these roads and scheduling needed maintenance and improvements be established in the form of county and city road management plans. Scheduling should be based on established criteria, such as volume of traffic, severity of need, and the like. In addition, the plan should be integrated into a multi-year capital improvements program for the county and cities. At the present time, no systematic road management plan is in effect in Columbia. It is recommended that the City conduct and maintain an inventory of all roads and their structural conditions and develop a specific long term maintenance and improvement plan. The City should also work with Adair County to address county streets immediately adjacent to the city which are undersized, unpaved and in very poor condition. Scheduled road improvements should also be coordinated with needed utility improvements in order to maximize efficiency and lower infrastructure improvement costs.

PUBLIC IMPROVEMENTS PROGRAM AND CAPITAL BUDGET

A capital improvements budget is the method used by governmental units for scheduling the financing of a public improvements program which can be realized during a definite period of time, normally five to six years, on a systematic basis. This budget contains detailed improvement proposals including cost estimates. It should also be carefully coordinated with the financial resources and debt service structures of the community.

The first year of a capital budget should be adopted by the governing body as a part of its annual budget. The capital budget should be reviewed annually and extended for one year with the nearest year being adopted as the current annual budget.

PUBLIC PARTICIPATION

Community acceptance and cooperation is essential to the success of public programs, policies and implementation of the comprehensive plan. The ideas and support of local civic clubs, neighborhoods groups and community clubs, private citizens, business and industrial leaders should be utilized in the development of plans, policies and programs. A large part of achieving successful citizen participation is through a public education program designed to permit a two way flow of information between the citizens and the planning commission, county, and city. Methods for increasing public education on various issues include newspaper articles, a city newsletter and the ample provision of public forums on important issues. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms usually result.

Another method of increasing public participation, is to appoint advisory committees to consider various city projects. However, in order to be effective, such committees should represent a wide range of citizens and variety community interests. Diverse committees often produce innovative ideas, approaches and methods to achieve city goals.

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LAND ACQUISITION

One means of implementing a comprehensive plan is the acquisition of land rights. This may involve advance acquisition or options on land for use in the future, or acquisition of easements for use of certain features of land. Advance acquisition and options are presently most commonly used for industrial sites, but may also be used for future roads, school sites, parks and prime farmlands. Easements are commonly used for utilities and roads, but can also be used to preserve scenic features, prevent use of floodways, and other purposes.

STATE AND FEDERAL ASSISTANCE

State and federal grants and loans can be important sources of financing for public improvements projects, which can be difficult for a small town or county to undertake financially. A number of funding sources exist, although the trend is toward assembly of a financing package from multiple sources, including evidence of a substantial local commitment. It is important to be aware of possible funding sources and conditions of funding.

For these reasons, the City of Columbia should apply for the Renaissance on Main Program in order to continue receiving priority funding in certain program areas such as CDBG, HOME, LIHTC, TEA-21, ARC Downtown Planning Grants, and financial assistance from the Kentucky Heritage Council.

CHAPTER TEN

EXECUTIVE SUMMARY

The construction of a new road has the power to improve or damage the quality of life for a community. With proper planning and development, a street or road can compliment the area and be a positive addition to the city. Due to the impact of upcoming road improvements around Columbia, a small area plan was created to address impacted areas that lie outside the city limits. By studying the areas surrounding the KY 55 Bypass and the reconstructed portion of KY 61 and the new KY 61 Interchange, the city hopes to reduce or eliminate any negative effects that the pending road improvements might create.

The first recommendation is to rename the By-pass with a street name that will be a positive reflection on the City of Columbia. Calling it “the By-pass” suggests that it avoids the city or is away around the city rather than an integral part of the city’s future. Perhaps a naming contest for the public or schools could be held to spark interest in planning for the future of the city.

To insure that new development around the city will have a positive impact on the future of Columbia, the following measures are recommended:

- Annex the unincorporated areas within the planning area into the City of Columbia
- Preserve any existing wetlands and incorporate them into on site storm water drainage plans
- Reserve flood prone areas for open space uses, such as a Conservation Zone
- Protect the Rocky Hill Historic District from the impacts of development
- Require a 30 foot wide green space buffer zone around the bypass to minimize adverse noise and visual impacts

City of Columbia



KY 55 Bypass & KY 61 Small Area Plan

- Adopt lighting, signage and fence standards for properties along the bypass and KY 61
- Require all new developments to have sidewalks or bikeways
- Develop a pedestrian/bikeway plan for the city
- Adopt design standards for all large scale retail developments
- Limit road access points to the bypass from any new developments
- Locate new commercial and light industrial developments near the Cumberland Parkway interchanges
- Prohibit new residential developments in high noise areas near the Cumberland Parkway
- Immediately update zoning and subdivision regulations to incorporate the above requirements

By preventing uncontrolled growth and strip development around the pending road improvements, Columbia can protect the character of the city. Quality new development can provide new economic development opportunities for the area, without sacrificing the safety or character of the city. The above recommendations will ensure that new infrastructure and associated developments enhance the quality of living in Columbia and Adair County.

BACKGROUND

During the preparation of the update of the Columbia Comprehensive Plan in 2005, it was recognized that the pending road improvements around Columbia would have a significant impact on the surrounding properties. These road improvements include the construction of the KY 55 Bypass, the construction of a new interchange on the Louie B. Nunn Cumberland Parkway

KY 55 Bypass & KY 61 Small Area Plan

(Cumberland Parkway) at KY 61 and the reconstruction of KY 61 between the KY 55 Bypass and the new interchange. There was also concern that without zoning and implementation of additional land use policies, the new development around these improvements would likely be in the form of uncoordinated strip development and multiple new access points which would lead to traffic congestion and negative visual impacts. Alternatively, coordinated, quality new development is an opportunity to enhance the desirability of the area for residents and businesses and therefore improve economic development opportunities for Columbia.

As most of the area around these improvements was not within the Columbia city limits, future development had not been addressed in detail as part of the Comprehensive Plan update. Therefore, the Columbia Planning Commission decided to address these areas as small area plans that would be included in the Comprehensive Plan update. Small Area Plans (SAPs) are typically developed for designated areas within a city or county that require a higher level of land use study due to significant changes (road improvements, extension of utility services, annexation, etc) which are anticipated to occur within the planning period and have the potential to significantly impact the pattern of existing and future development as well as the quality of life within a community.

SCOPE OF STUDY

This small area plan covers two areas. The first area is the land around the KY 55 Bypass on the west side of Columbia. The second area is the land around the new KY 61 interchange with the Cumberland Parkway and the land around the reconstructed portion of KY 61 from near the Cumberland Parkway to the KY 55 Bypass southwest of Columbia. As there was significant overlap of the land included in these two areas, they were combined into one planning area with the sub-areas addressed separately when appropriate. The specific properties included within the planning area boundary are shown on Figure 10-1, the Property Ownership Map.

City of Columbia



KY 55 Bypass & KY 61 Small Area Plan

KY 55 BYPASS DESIGN

The 5.3 mile long KY 55 Bypass will begin at KY 55 to the north of Columbia. The bypass will form a half circle to the west of Columbia, ending back south of Columbia at KY 55 near the industrial park. Although the bypass will initially be a two lane road, its right of way will include 10-12 feet wide shoulders that will allow for future lanes if needed. Figure 10-2 shows a typical cross section. The construction of two overpasses will allow the bypass to cross over Cumberland Parkway and KY 61 near its intersection with KY 439 to the west of Columbia. The bypass will also intersect KY 439 and KY 767.

The bypass will be accessible by 20 planned access points placed approximately every 1,200 feet. These access points will include intersections at Industrial Drive, KY 61 (south of Columbia), KY 439 and KY 767, Seth Trace, Actor Lane, and KY 55 at both its south and north ends. The bypass plan also includes the placement of two new traffic lights at the intersections with KY 61 and KY 55 north. Although the bypass will not have direct access to the Cumberland Parkway, it will intersect KY 55 just south of the existing interchange in the south end of Columbia. Bidding for the construction of the bypass is expected in November of 2006 contingent upon completion of property acquisition. Once construction starts, it will take about two years to complete.

KY 61 RECONSTRUCTION & INTERCHANGE

KY 61 reconstruction entails the construction of a new interchange at the intersection of KY 61 and the Louie B. Nunn Cumberland Parkway and the construction of new highway segments of KY 61 and KY 80 in adjacent areas. This new interchange will include four ramps for merging on and off of the parkway. A new access road to L. Willis Road will also be constructed to the south of the interchange. In addition to the parkway interchange, reconstruction will include the construction of five new access points to KY 61/80. These will include access points to Burnett Road, the sewer lift station, and

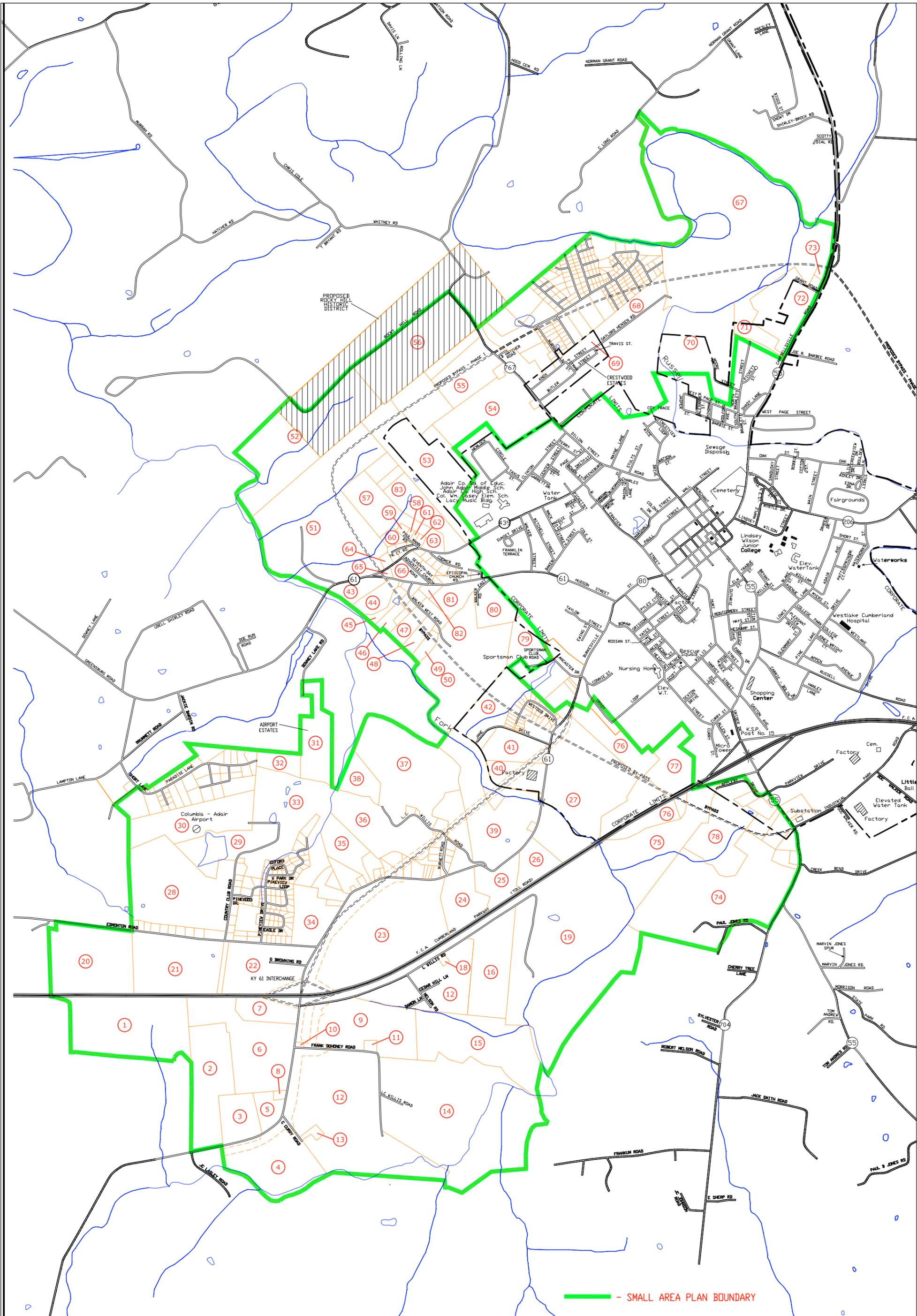
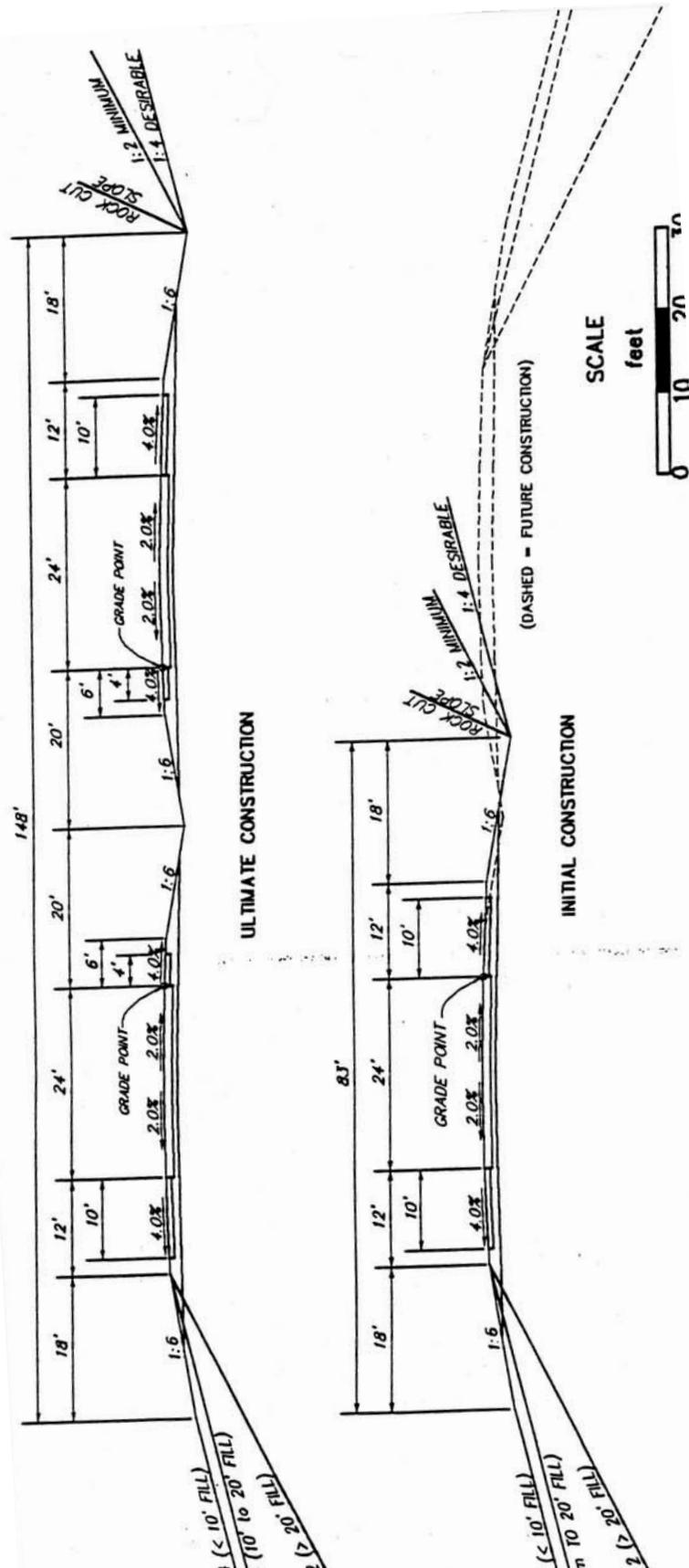


FIGURE 10-1
CITY OF COLUMBIA
KY 55 BY-PASS & KY 61 SMALL AREA PLANS
PROPERTY OWNERSHIP MAP
 ADAIR COUNTY, KENTUCKY



Figure 10-2 Columbia Bypass Typical Road Section



City of Columbia



KY 55 Bypass & KY 61 Small Area Plan

three entrances to existing segments of old KY 61/80. This project is currently under construction. Work is expected to be completed in the spring of 2007.

PROPERTY OWNERSHIP

Figure 10-1 shows the parcels of land included in the Small Area Plan. Ownership information for these parcels is included in Appendix B. This information is based on the records of the Adair County Property Valuation Office as of July, 2006. Ownership for small lots and residential lots within subdivisions is not included as it is unlikely that these properties will be subdivided in the future.

ENVIRONMENTAL CONSIDERATIONS

The primary environmental considerations within the SAP are floodplains, steep slopes, noise and the proposed Rocky Hill Historic District.

Floodplains and Wetlands - While to date FEMA floodplain maps have not been prepared for Adair County, flooding occurs along Russell Creek, Pettys Fork and some of their tributaries. Figure 10-3, the Wetlands Map, and Figure 10-4, the USGS topographic map, show the location of these streams. It should be noted that digitized FEMA floodplain maps are currently scheduled to be developed for Adair County as part of the Kentucky Flood Map Modernization program. It is anticipated that preliminary maps will be completed during the 2009 fiscal year (July 2008 to June 2009). In the absence of FEMA floodplain maps, the Soil Survey for Adair County was used to identify the location of flood prone soils within the planning area. Figures 10-5, 10-6 and 10-7 show the soils maps of the planning area. Flood prone soils include the following soil series and their map symbols:

Bruno – Br	Robertsville – Rb
Dunning – Du	Sequatchie – SeB
Huntington – Hf, Hg, Hu	Staser – Sg, Sm, St
Lindside – Ls	Whitwell – Wt
Melvin – Me	Wolftever - Wv
Newark – Ng, Nk	

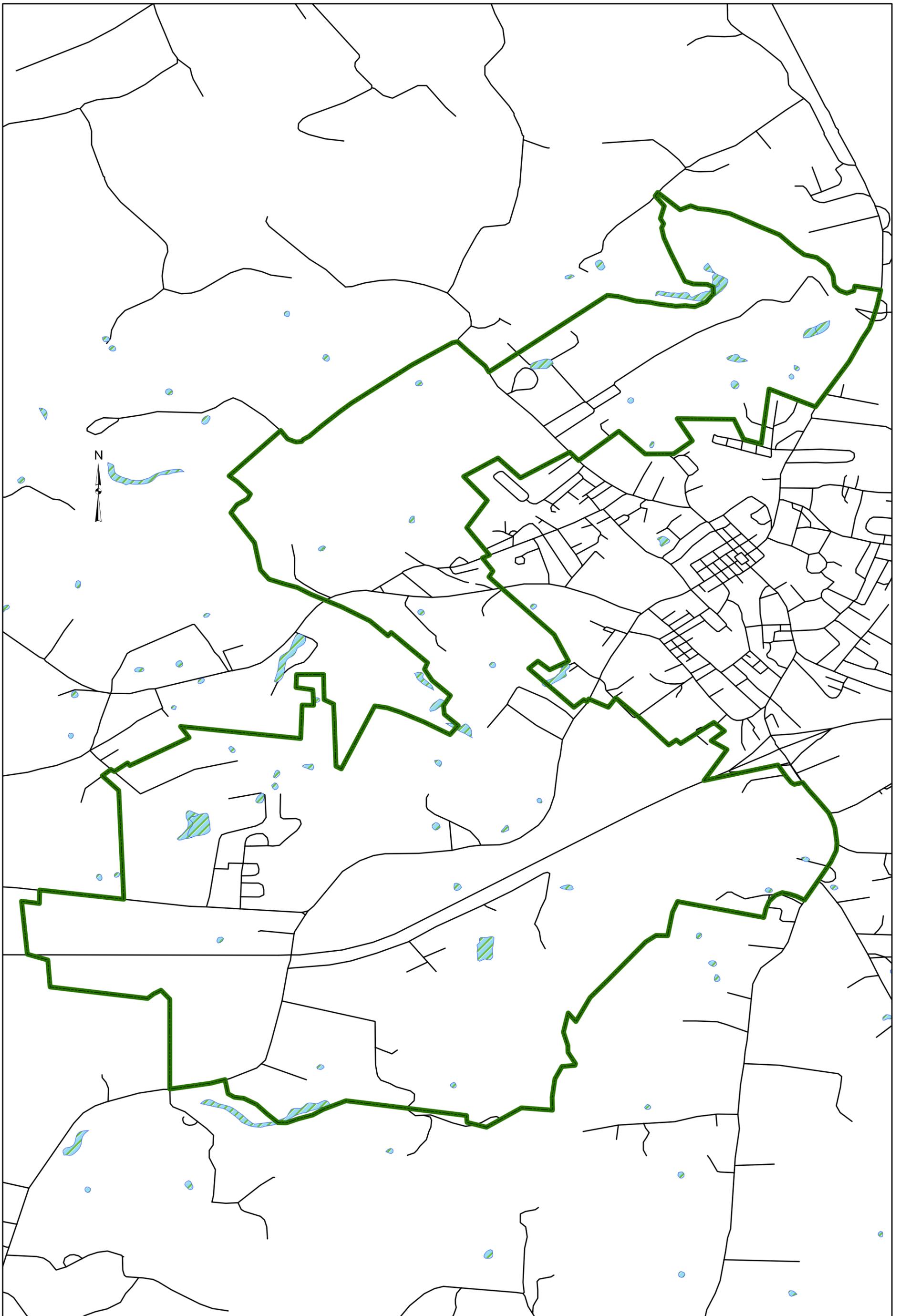
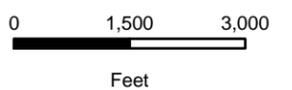


Figure 10-3
CITY OF COLUMBIA
KY55 BY-PASS & KY 61 SMALL AREA PLANS
WETLANDS MAP



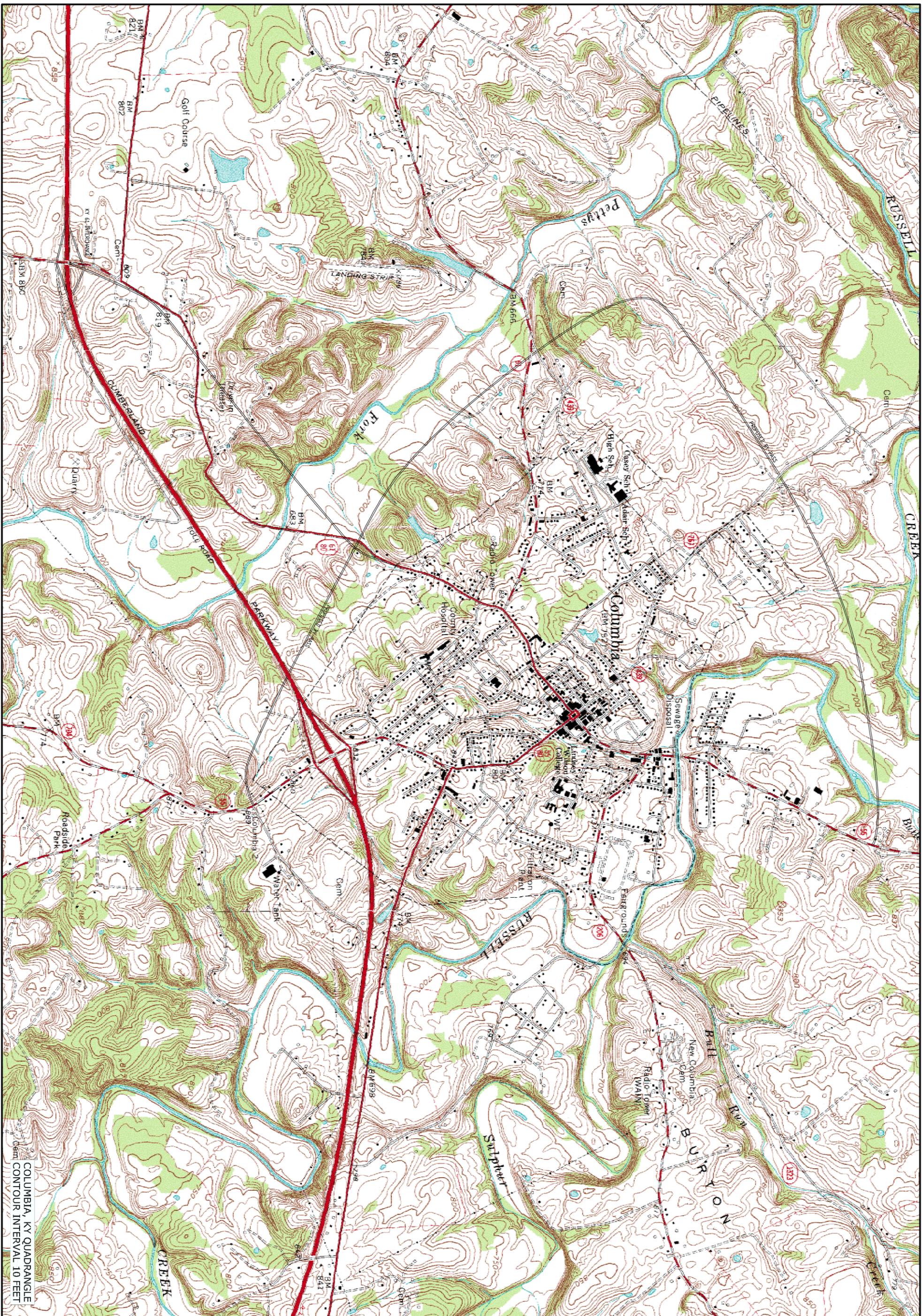


FIGURE 10-4
 CITY OF COLUMBIA
 KY 61 INTERCHANGE and KY 55 BYPASS
 USGS TOPOGRAPHIC MAP
 ADAIR COUNTY, KENTUCKY



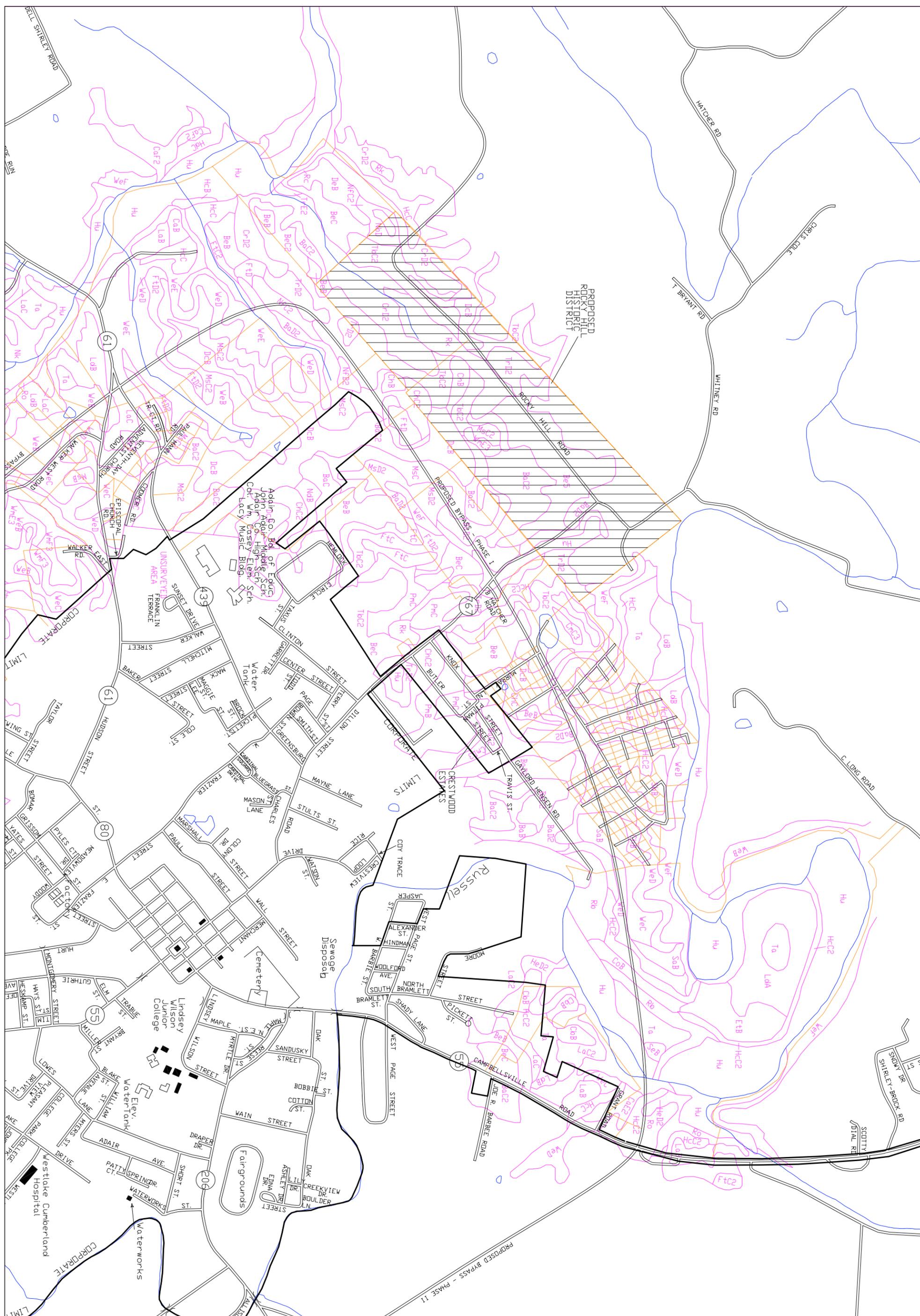
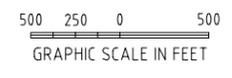


FIGURE 10-5
CITY OF COLUMBIA
KY 55 BYPASS NORTH
SOILS MAP
 ADAIR COUNTY, KENTUCKY



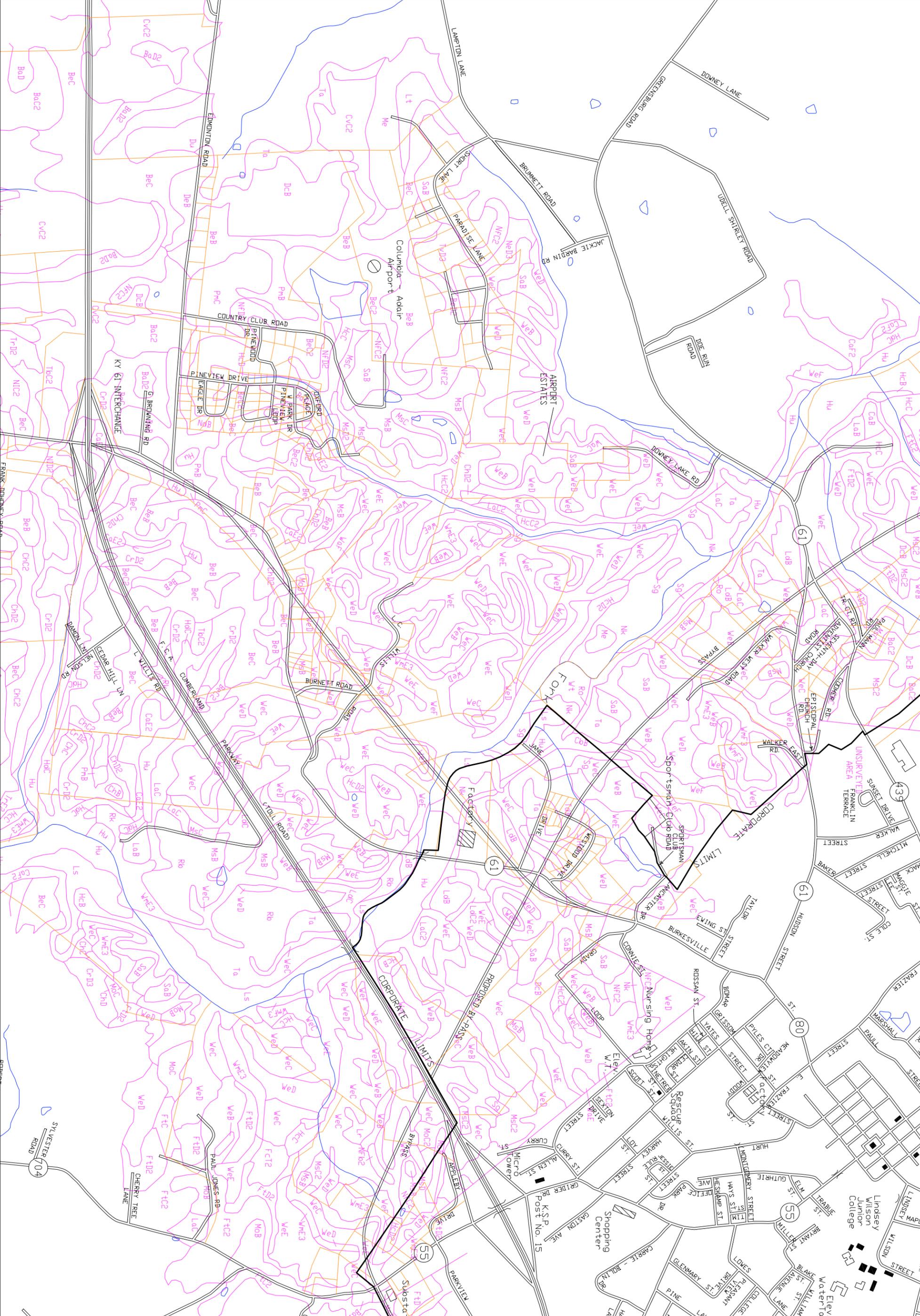


FIGURE 10-6
 CITY OF COLUMBIA
 KY 55 BYPASS SOUTH
 SOILS MAP

ADAIR COUNTY, KENTUCKY



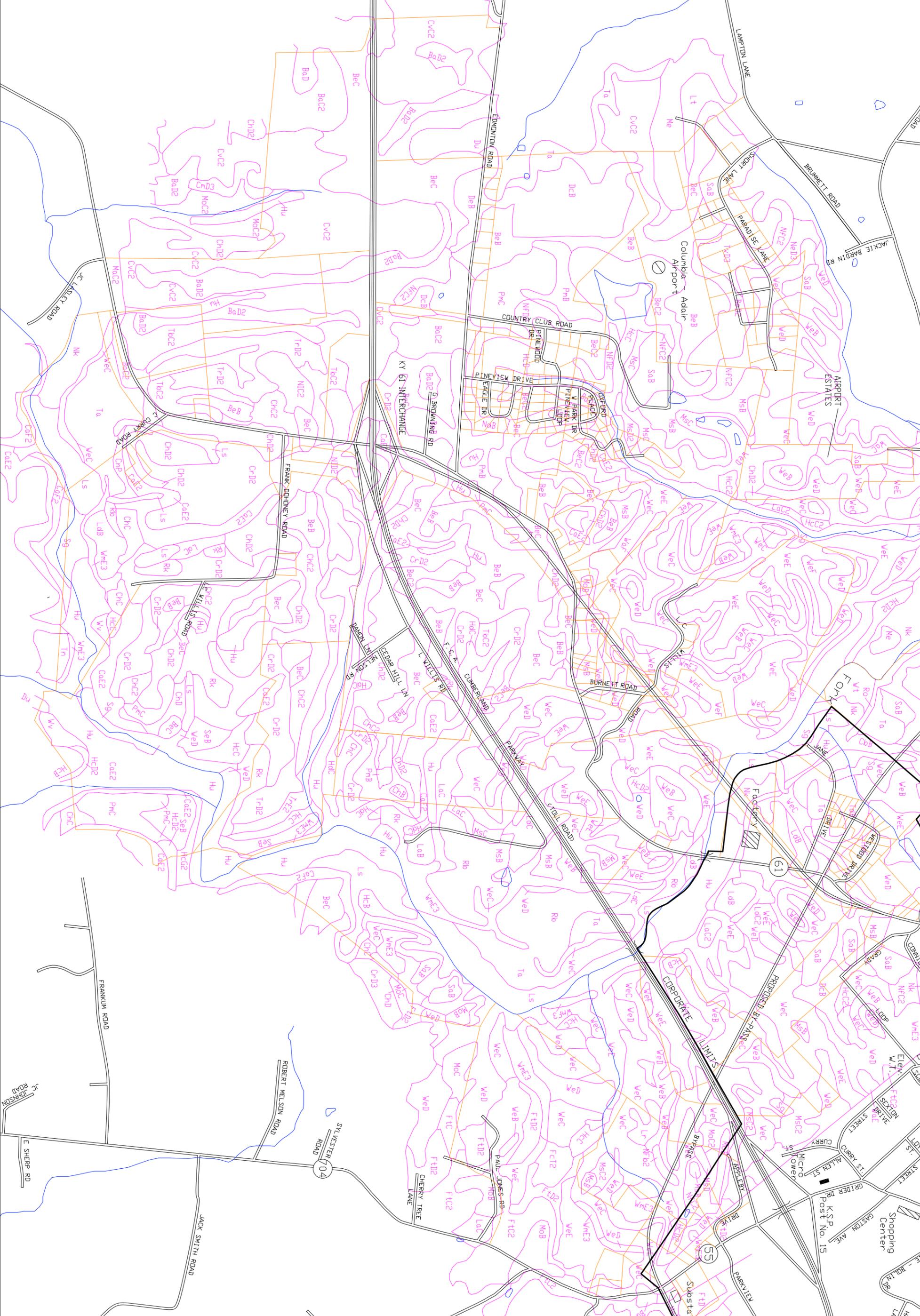


FIGURE 10-7
CITY OF COLUMBIA
KY 61 INTERCHANGE
SOILS MAP

ADAIR COUNTY, KENTUCKY



KY 55 Bypass & KY 61 Small Area Plan

These soils were used to approximate the location of the 100 year floodplain. Wetlands within the planning area are shown on Figure 10-3. While some of these wetlands are found along adjacent streams and creeks, most are in the form of small ponds or sinkholes. These existing wetlands should be preserved and incorporated into the on site storm water storage and drainage plan for each new development.

Steep Slopes - As discussed in Chapter 4, Environmental Considerations, slopes in excess of 12 percent can have severe limitations for urban development. These limitations are greater for more intense uses such as commercial and industrial uses. While low density residential use can be developed on steeper slopes, site specific conditions must be evaluated to determine the appropriate house design to overcome these limitations. Steep slopes as identified on Figure 10-4 and Figure 4-2 were considered when determining the recommended future land use for specific properties.

Noise - Railroads, airports and highways are the major noise contributors to communities. There are no railroads within the planning area and the Columbia Adair County Airport does not carry commercial traffic, so they are not a concern. Highways are a concern, especially highways with continuous traffic flow such as the Cumberland Parkway. As the Cumberland Parkway is expected to eventually be upgraded to interstate road standards and become I-66, additional increased traffic can be expected in the future which will increase noise levels. Current average daily traffic counts (ADT) on the Cumberland Parkway in Adair County range from roughly 4,500 to 6,000 vehicles per day. Once the Parkway is converted to Interstate, these levels can be expected to increase to 14,000 ADT in 30 years. A preliminary noise analysis based on this ADT indicates that a site specific noise assessment should be conducted if any noise sensitive use such as residential use is proposed within 900 feet of the Cumberland Parkway.

Noise from the new bypass can also be a concern. The Environmental Assessment for the KY 55 Bypass included a noise analysis. As there were few residences or other noise sensitive uses near the proposed bypass route, no mitigation measures such as noise barrier walls were recommended. However,

City of Columbia



KY 55 Bypass & KY 61 Small Area Plan

it was recommended that a buffer zone be required around the bypass to help minimize adverse noise impacts. The preferred method to mitigate noise is to locate noise sensitive uses out of the high noise area. The second method is to prevent noise from reaching the noise sensitive user through some sort of barrier. This barrier could be a wall, berm, hill or noise compatible land uses such as industrial or commercial uses where buildings act as a barrier. A vegetative buffer zone will help keep noise sensitive uses away from the bypass and will also act as a noise barrier to reduce noise levels.

Historic Resources - Eight structures which are eligible for listing on the National Register of Historic Places are located in the planning area. Five of these structures are located near each other along Rocky Hill Road. They are also similar in style and therefore constitute an eligible historic district. The proposed district is the Rocky Hill Historic District (called the Rock Hill Historic District in the Environmental Assessment). This district is located north of the bypass along Rocky Hill Road as shown on Figure 10-1. According to the Environmental Assessment, the Rocky Hill Historic District is a noteworthy example of an Adair County community that was agriculturally successful during the mid-nineteenth to mid-twentieth centuries. The Rocky Hill Historic District extends for about one mile along Rocky Hill Road. The road is narrow with a dry laid rock fence along much of the frontage. The district consists of three farm complexes and a one room school. The Samuel Feese Farm, which contains the site of an early gristmill, anchors the northeastern corner of the district. The George Washington Dohoney Farm anchors the southwestern end. The Willis-Murry Farm and tenant house are located on the high ground near the center of the district, as is the Rocky Hill School.

Three other individual structures which are eligible for listing on the National Register of Historic Places are within the planning area. The Dahoney House (which has since been demolished) was located near the intersection of KY 61 and KY 80 just north of the new interchange. The Cheatham House is located north of the lumber mill off of KY 61, just east of Pettys Fork. The William Trabue House is located on the south side of KY 767 just south of the bypass route.

KY 55 Bypass & KY 61 Small Area Plan

EXISTING LAND USE

KY 55 Bypass - Existing Land Use around the KY 55 Bypass Corridor is shown on Figure 10-8 and Figure 10-9. On the north portion of the bypass along KY 55, there is an area of existing commercial development just south of the intersection of the bypass. The area just west of this commercial development remains in agricultural use as it is a low lying area within a horseshoe shaped loop of Russell Creek. Just west of this area, the land has been subdivided into single family lots. Houses have only been constructed on a few of these lots. There is a concentration of existing homes at the intersection of Murray Lane and the KY 55 Bypass route. The bypass crosses undeveloped land from KY 767 west to KY 61. There is a concentration of development near the intersection of KY 61 and KY 439 (Greensburg Street). The bypass will cross this area with an overpass. An existing lumber mill is located just west of the bypass and south of KY 61. The Christian Life Center, owned by the Columbia Baptist Church is located just southeast of the lumber mill. There are existing commercial and residential lots along KY 61 to the east of the bypass route.

There is also a mix of existing development along KY 61 near the intersection with the bypass. This area has a mix of residential, commercial and industrial uses. The land along the bypass between KY 61 and the Cumberland Parkway is largely undeveloped agricultural land. South of the Cumberland Parkway, the bypass passes near the Adair County Youth Development Center. There are also some existing residences and a church between the bypass and KY 55 south of the existing interchange. The Columbia Adair County Industrial Park is located east of KY 55 at the south end of the bypass.

KY 61 Interchange - Existing land use along the reconstructed portion of KY 61 and the new interchange is shown on Figure 10-10. The realignment of KY 61 passes through an area of industrial use just west of the intersection with the bypass. A mixture of strip residential and commercial uses lined the old route of KY 61 between the Columbia city limits and the intersection with KY 80. These properties will access the new route of KY 61 by way of the old existing road. Just west of KY 61 and north of KY 80 (Edmonton Road), there

City of Columbia



KY 55 Bypass & KY 61 Small Area Plan

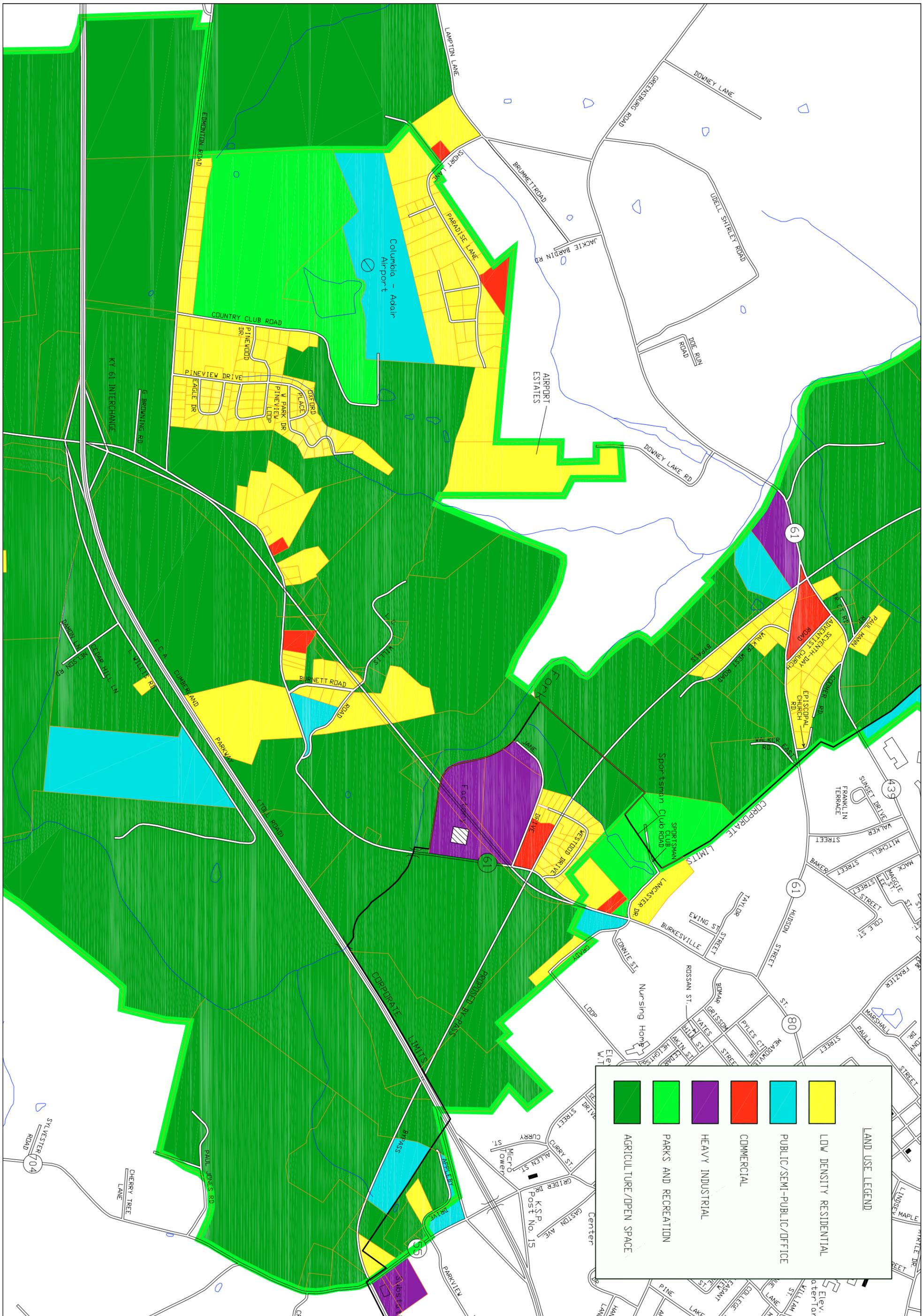
are existing residential subdivisions, the country club and the Columbia-Adair County Airport. South of the Cumberland Parkway, there are a few residences and one construction company office. The Adair County Transfer Station is located on the south side of L. Willis Road.

DEVELOPMENT RECOMMENDATIONS

Annexation - Due to the lack of zoning and subdivision regulations in the unincorporated areas of Adair County, it is recommended that all of the area within the Small Area Planning Boundary be annexed into the City of Columbia prior to providing sewer service to these areas. Annexation should occur before the land is subdivided as annexation is more cost effective and less complicated when fewer property owners are involved.

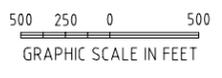
Floodplain/Environmentally Sensitive Use - Any land with flood prone soils is considered environmentally sensitive and the construction of new structures should generally not be allowed within this area. The environmentally sensitive area is shown on the Future Land Use maps (Figure 10-11, 10-12 and 10-13). Once final floodplain maps are available, any floodplain areas not previously identified should be added to this use. The floodplain/environmentally sensitive land use as shown on the Future Land Use maps, includes the estimated 100 year floodplain (based on soils information), wetlands near the floodplain and a buffer area along the major creeks and natural drainage systems. These areas are recommended to be included in a Conservation Zoning District. Open land uses such as agriculture and open recreational uses should be permitted. Walking paths and bike paths should also be allowed within this land use.

Green Space Buffer Zone - In order to reduce the impacts of noise and visual impacts on adjacent land uses and to maintain the scenic rural nature of the area around the Columbia Bypass and the reconstructed portion of KY 61, it is recommended that a green space buffer zone be required along both sides of the bypass. A 30 foot wide buffer zone should be required between the bypass and adjacent residential uses. The buffer zone should consist of densely planted material with at least 50 % evergreens. An enhanced landscape strip or 25 foot buffer zone is recommended between the bypass and KY 61 for



Color	Land Use Legend
Dark Green	AGRICULTURE/OPEN SPACE
Light Green	PARKS AND RECREATION
Purple	HEAVY INDUSTRIAL
Red	COMMERCIAL
Cyan	PUBLIC/SEMI-PUBLIC/OFFICE
Yellow	LOW DENSITY RESIDENTIAL

FIGURE 10-9
 CITY OF COLUMBIA
 KY 55 BYPASS SOUTH
 EXISTING LAND USE MAP
 ADAIR COUNTY, KENTUCKY



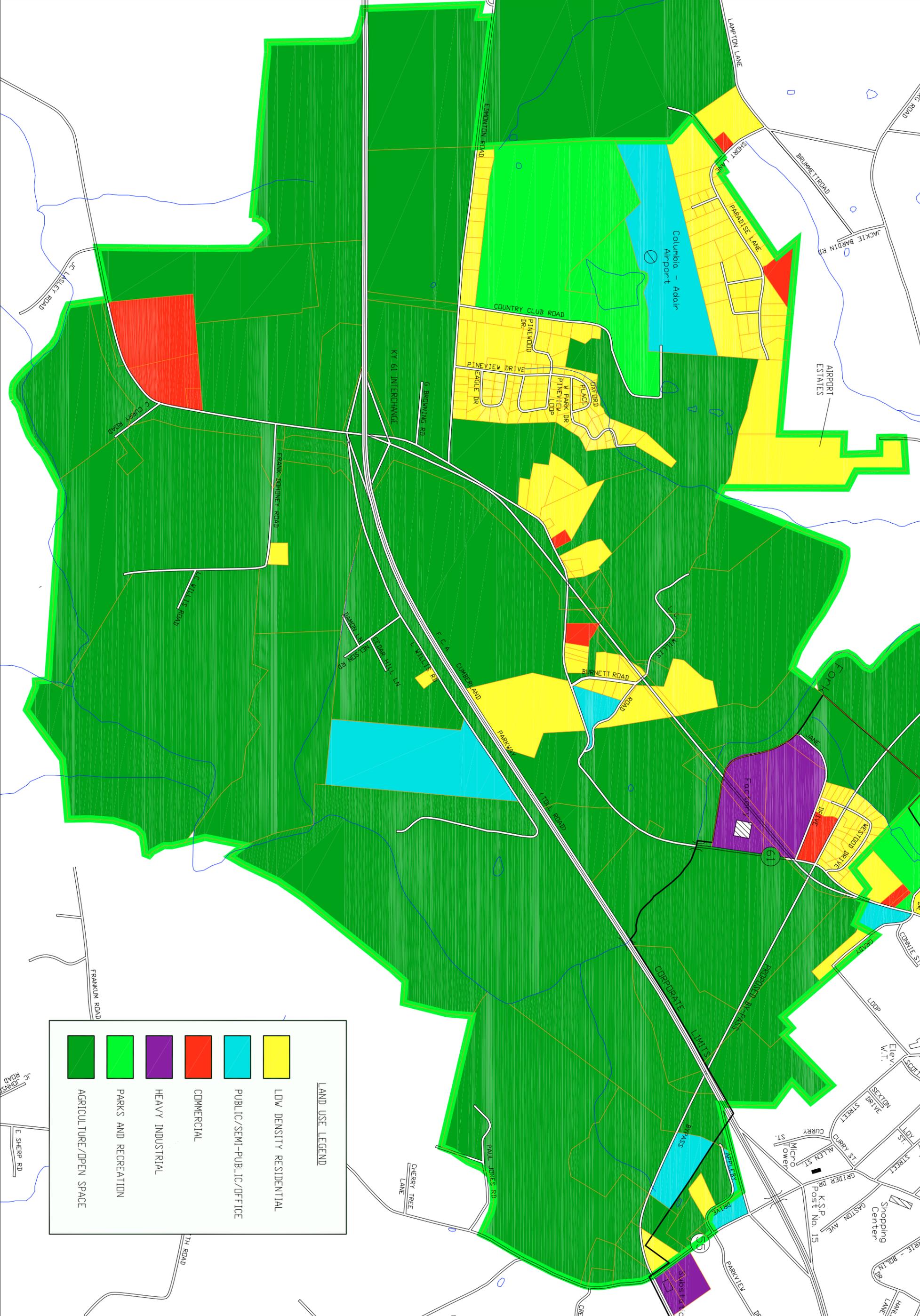
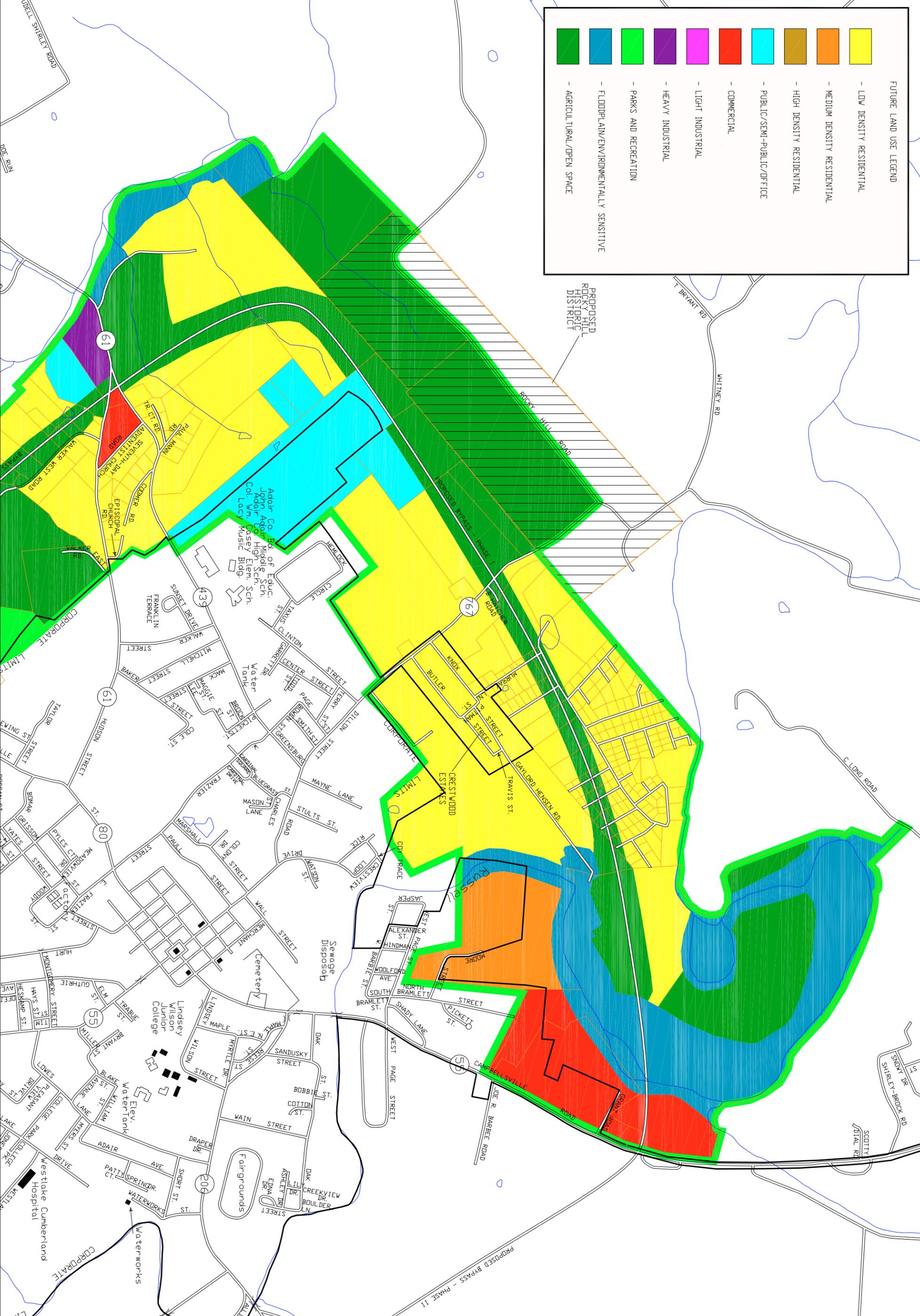


FIGURE 10-10
CITY OF COLUMBIA
KY 61 INTERCHANGE
EXISTING LAND USE MAP
 ADAIR COUNTY, KENTUCKY

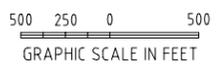


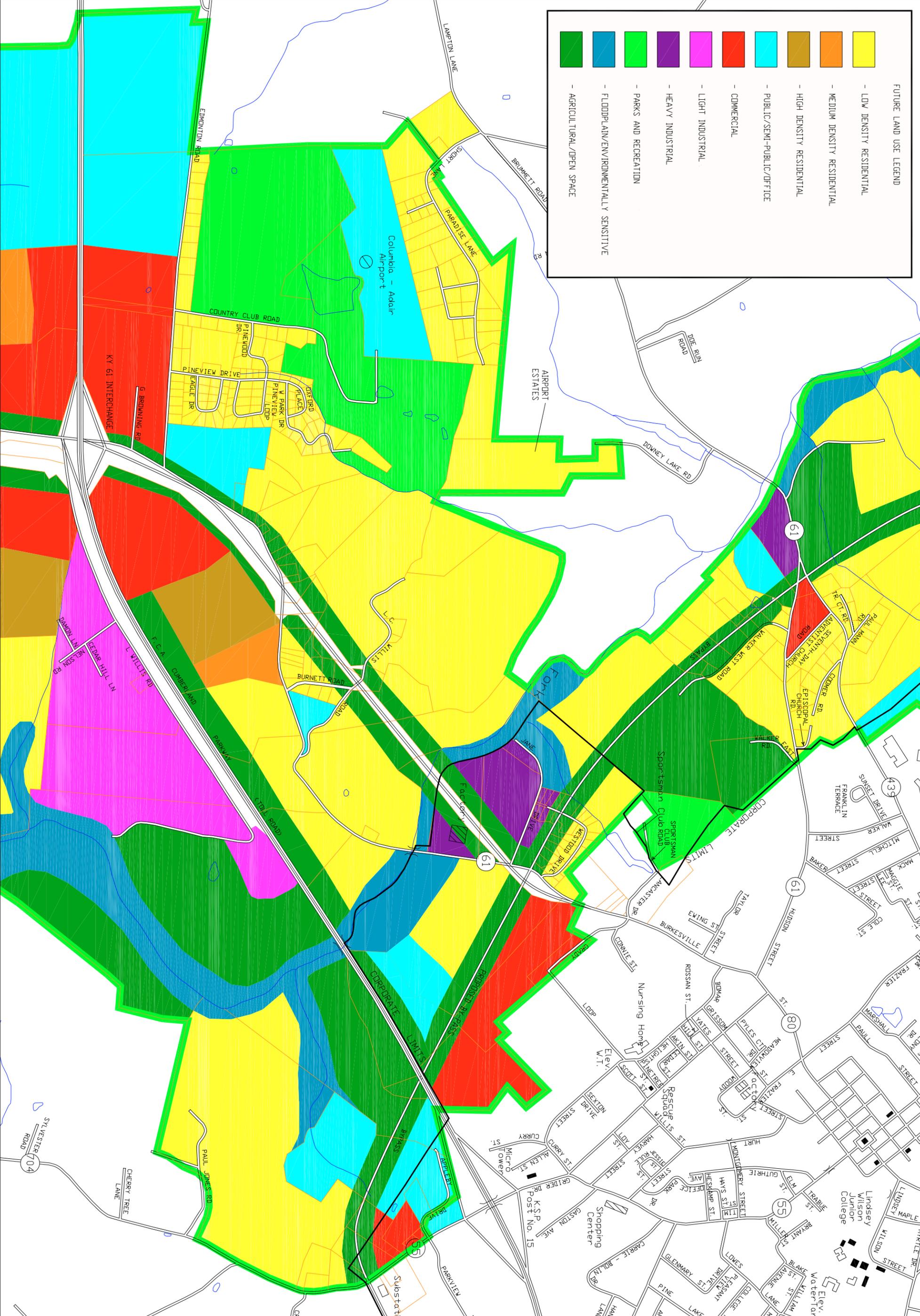


FUTURE LAND USE LEGEND

	- LOW DENSITY RESIDENTIAL
	- MEDIUM DENSITY RESIDENTIAL
	- HIGH DENSITY RESIDENTIAL
	- PUBLIC/SEMI-PUBLIC/OFFICE
	- COMMERCIAL
	- LIGHT INDUSTRIAL
	- HEAVY INDUSTRIAL
	- PARKS AND RECREATION
	- FLOODPLAIN/ENVIRONMENTALLY SENSITIVE
	- AGRICULTURAL/OPEN SPACE

FIGURE 10-11
CITY OF COLUMBIA
KY 55 BYPASS NORTH
FUTURE LAND USE MAP
 ADAIR COUNTY, KENTUCKY

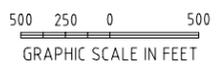


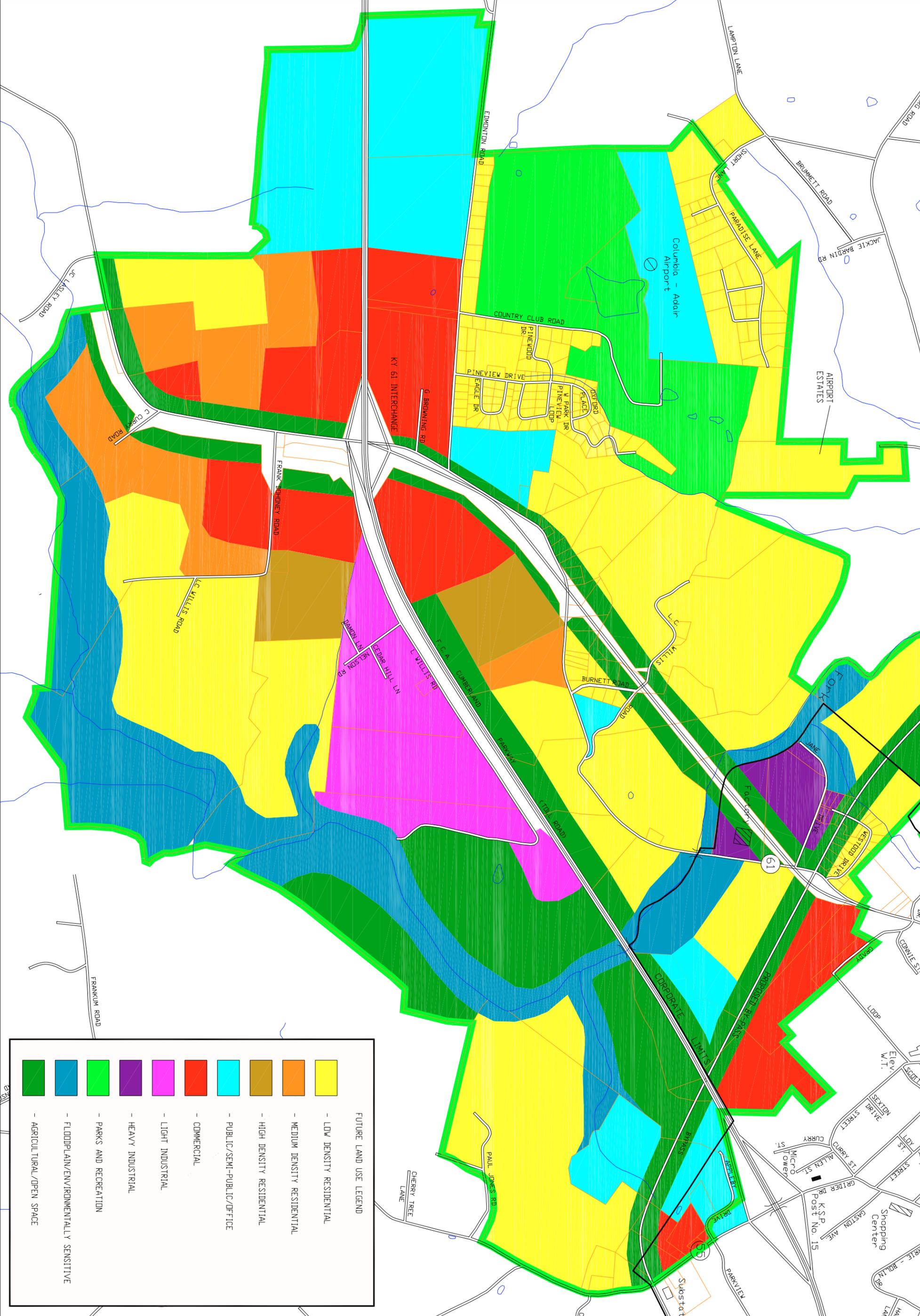


FUTURE LAND USE LEGEND

	- LOW DENSITY RESIDENTIAL
	- MEDIUM DENSITY RESIDENTIAL
	- HIGH DENSITY RESIDENTIAL
	- PUBLIC/SEMI-PUBLIC/OFFICE
	- COMMERCIAL
	- LIGHT INDUSTRIAL
	- HEAVY INDUSTRIAL
	- PARKS AND RECREATION
	- FLOODPLAIN/ENVIRONMENTALLY SENSITIVE
	- AGRICULTURAL/OPEN SPACE

FIGURE 10-12
CITY OF COLUMBIA
KY 55 BYPASS SOUTH
FUTURE LAND USE MAP
 ADAIR COUNTY, KENTUCKY





Color	Future Land Use Legend
Yellow	- LOW DENSITY RESIDENTIAL
Orange	- MEDIUM DENSITY RESIDENTIAL
Red	- HIGH DENSITY RESIDENTIAL
Cyan	- PUBLIC/SEMI-PUBLIC/OFFICE
Magenta	- COMMERCIAL
Purple	- LIGHT INDUSTRIAL
Green	- HEAVY INDUSTRIAL
Blue	- PARKS AND RECREATION
Dark Green	- FLOODPLAIN/ENVIRONMENTALLY SENSITIVE
Light Green	- AGRICULTURAL/OPEN SPACE

FIGURE 10-13
CITY OF COLUMBIA
KY 61 INTERCHANGE
FUTURE LAND USE MAP
 ADAIR COUNTY, KENTUCKY



KY 55 Bypass & KY 61 Small Area Plan

development other than residential. When existing natural vegetation and/or topography exists in a sufficient height and density to provide a visual screen between the bypass and the adjacent land use, an option to leave the existing vegetation should be considered if the required width of the buffer zone is increased to 50 feet when adjacent to residential use and 30 feet for other uses. While no permanent structures should be allowed within the buffer zone, bike paths and walking paths should be allowed. Clearings will be necessary at street intersections for safety and visibility.

A buffer zone should also be maintained between residential uses and the Cumberland Parkway. The width of the buffer zone will depend on site specific conditions. It is recommended that a minimum width be established based on currently available traffic information. Reductions in this width would only be allowed if a site specific noise assessment is conducted to show that noise levels are acceptable if the width of the buffer zone is reduced or noise barriers are present or constructed.

Lighting, Signage and Fence standards - It is recommended that lighting, signage and fence standards be adopted for properties along the bypass and KY 61. This could be done as an overlay zone or by amendments to the zoning ordinance. Lighting in commercial or public/semi-public uses should not infringe upon adjacent residential areas. Lighting should be directed away from and shielded from residential uses. It should be focused on the intended property only. Specific lighting styles could be required for a coordinated visual impact.

High quality fences should be required along the bypass and KY 61. Example standards are to require 4-rail plank fencing, masonry columns with wood panels, stone or decorative masonry. Signs should be limited in the buffer zone. Signage should have a design which coordinates with structures on the property being developed. High quality sign materials such as stone, brick, decorative block, high quality plastic, finished wood or metal should be required.

City of Columbia



KY 55 Bypass & KY 61 Small Area Plan

Pedestrian and Bikeway Facilities - It is recommended that the all new developments within the planning area be required to have sidewalks and/or a paved ten foot wide walking path/bikeway. The green space buffer zone and the floodplain/environmentally sensitive areas can serve as corridors for these multi-modal facilities. These facilities should also be provided along any new streets within the planning area. It is recommended that a Pedestrian/Bikeway Plan be developed and adopted for the City of Columbia and Adair County and be amended into the Comprehensive Plan. Contractors can then be required to construct bike paths that follow the recommended routes. Including a Pedestrian/Bikeway Plan in the Comprehensive Plan will also help to ensure that these facilities are considered by the Kentucky Transportation Cabinet when future road improvements are designed.

Commercial Development Policies - It is recommended that design standards be adopted and required for all commercial developments with retail space of 50,000 square feet or more. This requirement can be added to the existing commercial zones for all new developments. These design standards should require facades and exterior walls which incorporate wall projections or recesses instead of long, continuous blank walls. Arcades, display windows, entry areas or awnings should be incorporated into the facade design to add interest. Smaller retail spaces which separate exterior entrances should be mixed into the development. Buildings should have architectural features and patterns that provide visual interest at a pedestrian scale. These features should reflect the local character of the community. Variations in roof lines should be used to add interest to the buildings and reduce the massive scale. Exterior building materials and colors should be aesthetically pleasing and compatible with surrounding neighborhoods. Building entrances should be highly visible to customers and have architectural interest.

Design standards should also address site design. Large retail buildings should have multiple entrances. The parking areas should surround the building rather than be located only in front. Parking areas should be landscaped with parking islands which include trees. Buildings should be located close to streets with parking on the sides or rear to allow convenient access to pedestrians as well as vehicles. The visual impact of the rear of the building

KY 55 Bypass & KY 61 Small Area Plan

should be addressed if the rear is visible from a public or private right of way. Outdoor storage, trash collection and loading areas should be screened from surrounding areas to reduce negative visual, noise and light impacts. Commercial developments should incorporate sidewalks, walking paths and bike paths into the overall design to provide safe access to and from surrounding residential areas.

Streets and Access Management - The bypass was constructed to address congestion and safety problems associated with increasing regional highway traffic using existing main city streets and the courthouse square. The purpose of the bypass is to move traffic around the city in a quick, safe and efficient manner. The bypass also provides access to local commercial and residential areas. When a bypass is constructed, new development is drawn to it. Unless properly controlled, this new development can result in safety and operational problems that impair the road's performance and recreate the conditions it was designed to correct.

One way to ensure that the bypass continues to function primarily as a highway to move regional traffic is to limit access to the road. As the bypass is considered a rural highway, the Kentucky Transportation Cabinet limits access points to not closer than 1200 feet. There are 20 access points along the bypass. These access points range from existing road intersections to farm access points. This does not mean that the Columbia Planning Commission has to allow new roads to access the bypass at these points. New developments should be required to access the bypass by way of existing roads whenever possible. Existing roads should be upgraded between new developments and the bypass to increase the safety and carrying capacity of existing roads. Frontage roads, rear roads and other access management techniques can be used in new developments to avoid multiple new access points.

City of Columbia



KY 55 Bypass & KY 61 Small Area Plan

FUTURE LAND USE

The proposed future land use within the SAP is discussed below. It should be noted that any new development within the planning area should be contingent upon municipal wastewater service being available or constructed at the time of development. Each new development should be required to submit a development plan and follow the subdivision regulations. Road improvements should be required to be in place prior to or as part of the development.

KY 55 Bypass - Figures 10-11 and 10-12 show the proposed future land use around the bypass. Commercial and medium density residential development are recommended east of Russell Creek. Access to these areas should be by way of existing streets or the existing route of KY 55, not the bypass. Low density residential development is recommended between KY 767 and the Russell Creek conservation area. Any new development in this area should use existing streets to access the bypass, no new access points should be required. No new development should be allowed to the north east of KY 767 to protect the Rocky Hill Historic District and the rural nature agricultural nature of this area. Low density residential development is recommended at the south west intersection of KY 767 and the bypass. However, development of this land should only be allowed if KY 767 is widened and improved between the development and the bypass and the access to the development is off of KY 767. When new residential development occurs along the bypass, the developer should consider having the first row of houses face the bypass with an access street to the rear of the property.

Public/semi-public use is recommended for the school owned properties. The school property will have direct access to the bypass which will greatly reduce bus and school traffic on narrow city streets. Low density residential development is also recommended between the school and the Rocky Hill area the reconstructed KY 61 although steep slopes will limit development in this area. Very steep areas should remain undeveloped open space. Commercial development is recommended on the north side of the bypass between KY 61 (Burkesville Road) and the Cumberland Parkway. Most likely one new access point will be needed in this area. The land to the southwest of the bypass in

KY 55 Bypass & KY 61 Small Area Plan

this area is very steep and should remain undeveloped or have very low density residential use. Public/semi-public and commercial use is recommended between the Cumberland Parkway and KY 55 north of the bypass. Due to steep topography the remaining land in this area should remain undeveloped or have limited low density residential use.

KY 61 Interchange - The proposed Future Land Use along the reconstructed portion of KY 61 and near the new Cumberland Parkway interchange is shown on Figure 10-13. Due to steep slopes, the area between Pettys Fork and the intersection with the old portion of KY 61 is recommended for low density residential development only. Development in this area should use existing access roads such as the old loop of KY 61. The land near the Cumberland Parkway interchange is where commercial, office and public/semi-public uses should occur. Higher density residential uses are suitable as a buffer between commercial uses and lower density residential uses. Residential development should not occur immediately adjacent to the Cumberland Parkway due to the noise concerns addressed previously. Light industrial uses are suitable along L. Willis Road due to the existing industrial use (the transfer station), close access to the Cumberland Parkway and the lack of residential development in this area.

IMPLEMENTATION

The first step to implementing this SAP should be to annex the land within KY 61 Interchange planning area into the City of Columbia. As the interchange and road improvements in this area will soon be completed, the pressure to develop the area is imminent. The Comprehensive Plan, with this SAP incorporated into it, should be finalized and adopted by the end of 2006. The next step will be to update the zoning regulations and subdivision regulations as necessary to implement the changes recommended by as part of the Comprehensive Plan update and this SAP.

City of Columbia



Comprehensive Plan

Appendix A

Kentucky Heritage Council Database of Historic Survey Properties in Adair County and the City of Columbia

SITE NUM	HISTORIC NAME	LOCATION	OWNER NAME	STATUS DESCRIPTIC
AD 1	LOG HOUSE (RELOCATED)	KY 551		UNDETERMINED
AD 2	CASE CREEK SCHOOL	HWY 1742 - CASEY CREEK		UNDETERMINED
AD 3	HOUSE	HWY 1742 CASEY CREEK	MRS JOE ABELL	UNDETERMINED
AD 4	CASEY CREEK GENERAL STORE	JUNCT KY 1742 & YUMA-ROLY RD		UNDETERMINED
AD 5	GOODE HOUSE	ROLY-YUMA RD	MRS ZELMA MORTON	UNDETERMINED
AD 6	WILLIAMS HOUSE	ROLY-YUMA RD		UNDETERMINED
AD 7	D K PELLY HOUSE	HWY 206, PELLYTON	MRS LETHO LEMMON	UNDETERMINED
AD 8	FRAME BUILDING	KY 206 1.5 M E OF PELLYTON	MAE WILKERSON	UNDETERMINED
AD 9	JOEL W ELLIS LOG HOUSE	KY 206 1.5 M E OF PELLYTON	HOMER DUTTON	UNDETERMINED
AD 10	HOUSE	PELYTON-PEGG-BROCK RD	WILMAR ADAMS	UNDETERMINED
AD 11	HOUSE	OLD PELLYTON RD	MRS EFFE HUDSON	UNDETERMINED
AD 12	MARTHA D WITHERS HOUSE	DAMERON CREEK RD 295 M S OF KY	WILKERSON	UNDETERMINED
AD 13	DOC WILLIAMS HOUSE	KY 531 W OF JUNCT KY 206 NEAR NE	JIM GOODE	UNDETERMINED
AD 14	HOUSE	KY 531 2 M W OF KY 76/206 NEAR NEA		UNDETERMINED
AD 15	JANICE HOLT GILES HOUSE	KY 76 2 M N OF KY 206 JUNCT	HENRY GILES	NATIONAL REGISTE
AD 16	CHURCH	KY 531 NEAR EUNICE		UNDETERMINED
AD 17	WILLIAMS HOUSE	KY 531 2 M E OF EUNICE	WILLIAMS	UNDETERMINED
AD 18	NEAL HOUSE	KY 531 2 M E OF EUNICE	CHARLIE NEAL	UNDETERMINED
AD 19	GEORGE WASHINGTON GENTRY MILL	GENTRYS MILL RD AT RUSSELL CREE	FRANK REEDER	UNDETERMINED
AD 20	HOUSE	GENTRYS MILL RD AT RUSSELLS CRE		UNDETERMINED
AD 21	G MILL STORE	CENTRYS MILL RD AT RUSSELL CREE		UNDETERMINED
AD 22	BAILEY HOUSE	KY 80 AT WHEELS RD JCT	MARION COOK	UNDETERMINED
AD 23	ROY BENNETT HOUSE	KY 92 AT MONTPELIER		UNDETERMINED
AD 24	MONTPELIER STORE	KY 92 AT MONTPELIER	L STEPHEN WESTON	UNDETERMINED
AD 25	DUDLEY-WILLIAMS HOUSE	KY 92 & WILLIS RD JCT AT MONTPELI	BILL DUDLEY	UNDETERMINED
AD 26	JOSEPH HOLIDAY HOUSE	WHITE OAK CHURCH RD AT WHITE O	MABEL UPCHURCH	UNDETERMINED
AD 27	HOUSE	WHITE OAK CHURCH RD 2 M S OF KY		UNDETERMINED
AD 28	HOUSE	WHITE OAK CHURCH RD 1/4 M E OF R		UNDETERMINED
AD 29	DR JONES HOUSE	COFFEY RD AT RUSSELL CREEK	ARL COFFEY	MEETS N/R CRITERI
AD 30	HOUSE	KY 768 4 M NW OF CHANGE	BILL GARRET	UNDETERMINED
AD 31	POOR FARM	MILLS RD; 2.5 M NW OF MONTPELIER	HORACE ANTLE	UNDETERMINED
AD 32	DR BUTLER KELSEY HOUSE	GLENS FORK KY 55	ED LEE GRIDER	UNDETERMINED
AD 33	SIDNEY HELM - CRIDER HOUSE	KY 55 AT GLENS FORK	RAY GRANT	REJECTED FOR N/R

SITING #	HISTORIC NAME	LOCATION	OWNER NAME	STATUS DESCRIPTION
AD 34	IKE TAYLOR HOUSE	KY 55 AT GLENS FORK		UNDETERMINED
AD 35	WILL GARNETT HOUSE (& LOG CRIB)	GLENS FORK RD 3 M N OF GLENS FO	HENRY GARNET	UNDETERMINED
AD 36	SIMON P TAYLOR HOUSE	GLENS FORK RD 2 M N OF GLENS FO		UNDETERMINED
AD 37	LIZZIE HELM HOUSE	HAMNRA SCHOOL RD 1 M NW OF GLE	TIMMY DALE BLEDSO	UNDETERMINED
AD 38	GEO COLLINS HOUSE	HAMMER SCHOOL RD AT KY 55 1/2 M	ROY GRANT	UNDETERMINED
AD 39	WILLIAM T AARON LOG HOUSE	COLLINS RD 1/2 M W OF CROCUS	ROY ANTLE	UNDETERMINED
AD 40	NELSON HOUSE	KY 900 AT CROCUS CREEK	NELSON HEIRS	UNDETERMINED
AD 41	K WALKUP HOUSE	KY 900 AT COLLINS RD	NOEL BLANKENSHIP	UNDETERMINED
AD 42	CROCUS POST OFFICE	KY 1313 AT CROCUS		UNDETERMINED
AD 43	LOUIS POWELL LOG HOUSE (NO PHO	ED DOUDLEY 3/4 M E OF KY 704		UNDETERMINED
AD 44	TURNER HOUSE	KY 704 NEAR INROAD	DEWEY TURNER	UNDETERMINED
AD 45	PETTY HOME	KY 704 1/4 M S OF INROAD	ORD PETTY	UNDETERMINED
AD 46	CRAWFORD LOG HOUSE	KY 704 4.5 M N OF INROAD	JOE GADBERRY	UNDETERMINED
AD 47	FAYETTE BRYANT LOG HOUSE	KY 704 4.5 M N OF INROAD	BRYANT HEIRS	UNDETERMINED
AD 48	REPUBLICAN SCHOOL	KY 704 3/4 M S OF INROAD		UNDETERMINED
AD 49	M ARMSTRONG HOUSE	KY 704 3 M S OF INROAD	GEORGE BLEDSOE	UNDETERMINED
AD 50	SIMPSON PLACE	OFF KY 704 1 M S OF INROAD	JACK KEMPER	UNDETERMINED
AD 51	WOODY PETTY HOUSE	NELSON RIDGE RD 1 M E OF INROAD	WILLIAM BLOYD	UNDETERMINED
AD 52	LOG HOUSE (RECONSTRUCTED)	JOPPA VICINITY	ORVILLE HOLT	UNDETERMINED
AD 53	MONTGOMERY LOG HOUSE	DINK RD AT RUSSELL CREEK	MRS FRED TROUTMA	UNDETERMINED
AD 54	HOUSE	KY 92 JOPPA	OTHA FLAT	UNDETERMINED
AD 55	HOUSE	KY 92 1.5 M S OF JOPPA		UNDETERMINED
AD 56	YOUNGS MILL (MONTGOMERY MILL)	WILSON RD AT JOPPA CREEK	RIPPITOE	UNDETERMINED
AD 57	JOHN YOUNG HOUSE	WILSON RD 1 M N OF KY 92	WALTER GREEN	UNDETERMINED
AD 58	HOLIDAY PLACE	KY 55 1/2 M W OF JCT WITH KY 92	JONES	UNDETERMINED
AD 59	HOUSE & STORE	KY 704 GADBERRY	WINNIE HURT	UNDETERMINED
AD 60	TABER CHURCH	KY 705 1.5 M N OF GADBERRY		UNDETERMINED
AD 61	MCCLISTER HOUSE	KY 704 1 M W OF FAIRPLAY	ELI S LONG	UNDETERMINED
AD 62	CONCORD METHODIST CHURCH	KY 704 1.5 M S OF FAIRPLAY		UNDETERMINED
AD 63	WALNUT GROVE SCHOOL	KY 704 2 M S OF FAIRPLAY		UNDETERMINED
AD 64	SCHOOL	CHANCE - INROAD RD AT CHANCE		UNDETERMINED
AD 65	TURNER HOUSE	CHANCE - INROAD RD 1.5 M W OF INR	ELMER TURNER	UNDETERMINED
AD 66	OLD METHODIST PARSONAGE	KY 768 1/2 M N OF MORRIS CHAPEL (C	CLIFTON BENNETT	UNDETERMINED

SITE NUM	HISTORIC NAME	LOCATION	OWNER NAME	STATUS	DESCRIPTIVE
AD 67	MURPHY HOUSE	KY 768 4 M NW OF CHANCE	MURPHY	UNDETERMINED	
AD 68	BARDIN HOUSE	KY 1952 3 M N OF CHANCE		UNDETERMINED	
AD 69	PATTERSON HOUSE	MORRIS RD 3 M S OF CHANCE AT HA	J E MARSHON	UNDETERMINED	
AD 70	HOUSE	MORRIS RD 3 M S OF CHANCE AT HA		UNDETERMINED	
AD 71	BARN	KY 61 2 M N OF SPARKSVILLE		UNDETERMINED	
AD 72	BARN	KY 61 1/4 M S OF SPARKSVILLE		UNDETERMINED	
AD 73	HOUSE	KY 61 1/4 M S OF SPARKSVILLE		UNDETERMINED	
AD 74	HOUSE	KY 61 1.5 M S OF SPARKSVILLE		UNDETERMINED	
AD 75	AIKENS HOUSE	KY 768 3 M W OF SPARKSVILLE	FRED SEXTON	UNDETERMINED	
AD 76	HOGARD CHAPEL	GREENBRIAR RD 2.5 M SE OF PICNIC		UNDETERMINED	
AD 77	HOUSE	SPARKSVILLE DIRGIO-PICNIC RD AT H	OSCAR HENDERSON	UNDETERMINED	
AD 78	BREEDING UNITED METHODIST CHU	KY 61 AT BREEDING		UNDETERMINED	
AD 79	GEORGE BREEDING HOUSE	KY 61 AT BREEDING	FRED ENGLAND	UNDETERMINED	
AD 80	RICH BREEDING HOUSE	KY 61 BREEDING	ZADA HARVEY	UNDETERMINED	
AD 81	ROBT BREEDING HOUSE	KY 61 BREEDING	MRS DDORA FUDGE	UNDETERMINED	
AD 82	HOUSE	KY 61 AT BREEDING	JOSEPH SPARKS	UNDETERMINED	
AD 83	JOHN REESE HOUSE	KY 61 AT BREEDING	MISS HATTIE AKIN	UNDETERMINED	
AD 84	JOHN SIMPSON HOUSE	KY 61 AT BREEDING	ODLES REECE	UNDETERMINED	
AD 85	SIMPSON HOUSE	SMITH RDD 1/4 M E OF KY 61 AT BREE	CHARLES GIBSON	UNDETERMINED	
AD 86	HOUSE	KY 61 114 M N OF BREEDING		UNDETERMINED	
AD 87	HOUSE	KY 61 114 M N OF BREEDING		UNDETERMINED	
AD 88	HOUSE	KY 61 2 M N OF BREEDING		UNDETERMINED	
AD 89	HARROOS FORK CHURCH	KY 61 3 M N OF BREEDING		UNDETERMINED	
AD 90	HOUSE	KELTNER VICINITY	HARLAN CORBIN	UNDETERMINED	
AD 91	HOUSE	KELTNER VICINITY		UNDETERMINED	
AD 92	HOUSE	KY 768 AT KELTNER RDD INTERSECT	GARON COFFEY	UNDETERMINED	
AD 93	PLEASANT RIDGE CHURCH	1 M S OF KELTNER ON KELTNER RD		UNDETERMINED	
AD 94	RODES DAHONEY HOUSE	OFF KELTNER RD AT PLEASANT RIDD	MRS THOMAS PENDL	UNDETERMINED	
AD 95	RODES DDAHONEY HOUSE (NO 2)	OFF KELTNER RD AT PLEASANT RIDG	MRS THOMAS PENDL	UNDETERMINED	
AD 96	KELTNER HOUSE	KELTNER - PICKETT RD 3 M N OF KEL	DOUGLAS KELTNER	UNDETERMINED	
AD 97	TOM MOSS HOUSE	WEED VICINITY	BROWN	UNDETERMINED	
AD 98	WES SEXTON HOUSE	KY 80 1.5 M E OF WEED	MARVIN SNEED	UNDETERMINED	
AD 99	HOUSE	KY 80 1 M E OF WEED		UNDETERMINED	

SITE NUM	HISTORIC NAME	LOCATION	OWNER NAME	STATUS	DESCRIPTIC
AD 100	WEED SPARKS HOUSE	KY 768 AT WEED	HARRY	UNDETERMINED	
AD 101	BIG CREEK MISSIONARY BAPTIST CH	WEED		UNDETERMINED	
AD 102	GOINS - TAYLOR HOUSE	KY 768 2 M N OF WEED	MARIE TAYLOR	UNDETERMINED	
AD 103	LUTHERBELL HOUSE	BREEDING-NELL RD AT NELL	JOHN BELL	UNDETERMINED	
AD 104	LOG HOUSE	KY 80 AT WELL		UNDETERMINED	
AD 105	LEATHERWOOD CHURCH	LEATHERWOOD CREEK RD 1/5 M E O		UNDETERMINED	
AD 106	KINNARD HOUSE	LEATHERWOOD CREEK RD 3/4 M E O	JOE JAMES	UNDETERMINED	
AD 107	RUFUS PULLUM	LEATHERWOOD CREEK RD 1 M E OF	SEXTON	UNDETERMINED	
AD 108	MOSE ROGERS	OFF KEMP RD AT KEMP		UNDETERMINED	
AD 109	DICK ROGERS HOUSE	OFF KEMP RD AT KEMP	PAUL ROGERS	UNDETERMINED	
AD 110	IRON BRIDGE	KEMP RD AT RUSSELL CREEK		UNDETERMINED	
AD 111	CHAT PICKET HOUSE	KEMP RD AT RUSSELL CREEK	LESTER PICKETT	UNDETERMINED	
AD 112	CALDWELL HOUSE	OLD PORTLAND RD AT RUSSELL CRE	MRS LENA KESSLER	UNDETERMINED	
AD 113	EMERSON CURY HOUSE	OLD PORTLAND RD AT RUSSELL CRE	L C KESSLER	UNDETERMINED	
AD 114	W J EDWARDS HOUSE	KY 1702 1 M E OF PICKET		REJECTED FOR N/R	
AD 115	PICKETS CHAPEL	KY 1702 PICKET		UNDETERMINED	
AD 116	J E ROGERS HOUSE	NELL RD AT SULFUR FORK CREEK	COAKLEY ROGERS	UNDETERMINED	
AD 117	HOUSE	KY 61 205 M N OF FLATWOOD	MRS HARVEY ALLEN	UNDETERMINED	
AD 118	SCHOOL	KY 61 2 M N OF FLATWOOD		UNDETERMINED	
AD 119	H TURK LHOUSE	KY 61 1 M N OF FLATWOOD	JAMES WOODY	UNDETERMINED	
AD 120	L ROGERS HOUSE	FLATWOOD RD 2 M S OF LPORTLAND	PYLES	UNDETERMINED	
AD 121	J O KELTNER HOUSE	FLATWOOD RD O M S OF PORTLAND	HOBERT KELTNER	UNDETERMINED	
AD 122	B KILTNER HOUSE	RATWOOD RD 3 M S OF PORTLAND	HOBERT KELTNER	UNDETERMINED	
AD 123	OLD HATCHER HOUSE	KY 61 1 M S OF GREEN CO LINE	CHESTER BURRIS	UNDETERMINED	
AD 124	ARCH SCRAGGS HOUSE	KY 61 2 M S OF GREEN CO LINE	JIMMY DOWNEY	UNDETERMINED	
AD 125	OLD THOMAS HOUSE	SULPHUR SPRING RD 1.K M E OF KY 6	LARRY LEGG	UNDETERMINED	
AD 126	MERCER HOUSE	KY 768 IN MILLTOWN	KATHERINE MERCER	UNDETERMINED	
AD 127	MERCER STORE	KY 768 IN MILLTOWN	FRANCIS GLASCOV	UNDETERMINED	
AD 128	TUTIS STORE (& HOTEL)	KY 768 IN MILLTOWN	VIRGINIA TUTT	UNDETERMINED	
AD 129	RICK BUTLER HOUSE	KY 768 3/4 M E OF MILLTOWN	BUSTER BEARD	UNDETERMINED	
AD 130	R L CALDWELL HOUSE	KY 959 3 M S OF MILLTOWN	LARRY LEGG	UNDETERMINED	
AD 131	HOUSE	GRADYVILLE VICINITY		UNDETERMINED	
AD 132	CURT HINDMAN HOUSE (NO PHOTO)	GRADYVILLE VICINITY	ORVILLE RICHARDS	UNDETERMINED	

SITE NUMBER	HISTORIC NAME	LOCATION	OWNER NAME	STATUS DESCRIP
AD 133	WALTER CLARKE HOUSE	BUTLER RD 2.5 M S OF KY 80	HARVE SNEED	UNDETERMINED
AD 134	JOE SMITH HOUSE	OFF GRADYVILLE RD AT CAIN	EVERETTE CLARKE	UNDETERMINED
AD 135	ED DIDDLE HOUSE	1/2 M S OF KY 80 ON GRADYVILLE RD	J T COOMER	UNDETERMINED
AD 136	MILTON WILMORE HOUSE	2 M S OF KY 80 ON GRADYVILLE RD		UNDETERMINED
AD 137	JOHN DIDDLE HOUSE	KY 80 AT GRADYVILLE	PLES COOMER	UNDETERMINED
AD 138	FOUNT PENDLETON HOUSE	OFF KY 80 JUST W OF KY 959	W R WALKER JR	UNDETERMINED
AD 139	CHRIS STEVENS HOUSE	KY 80 3 M E OF GRADYVILLE	JAMES E SHIRLEY	UNDETERMINED
AD 140	UNION CHURCH	KY 80 3 M E OF GRADYVILLE		UNDETERMINED
AD 141	GRADYVILLE UNITED METHODIST CH	KY 80 AT KY 959		UNDETERMINED
AD 142	COOL SPRINGS SCHOOL	KY 768 1.5 M W OF WALKER RD	DEL FORD	UNDETERMINED
AD 143	PARIS POST OFFICE (& STORE)	KY 768 1.5 M W OF WALKER RD	ENOS MOSS	UNDETERMINED
AD 144	GEORGE VANCE HOUSE	KY 768 1.5 M W OF WALKER RD	ENOS MOSS	UNDETERMINED
AD 145	LUTHER WILLIS HOUSE	KY 959 1.5 M N OF KY 80	GEORGE H WILLIS	UNDETERMINED
AD 146	EBB SALMON HOUSE	KY .K. 2 M N OF KY 80	EBB SALMON HEIRS	UNDETERMINED
AD 147	DR SAM TAYLOR HOUSE	WALKER RD AT GRADYVILLE	MRS DAISY KELTNER	UNDETERMINED
AD 148	TOM FLOWERS HOUSE	WALKER RD AT GRADYVILLE		UNDETERMINED
AD 149	U S POSTOFFICE GRADYVILLE	WALKER RD AT GRADYVILLE	MRS DAISY KELTNER	UNDETERMINED
AD 150	HUGHES-KEMP STORE	WALKER RD GRADYVILLE		UNDETERMINED
AD 151	GRADYVILLE BAPTIST CHURCH	WALKER RD AT GRADYVILLE		UNDETERMINED
AD 152	BRIDGE	WALKERS STORE RD OVER BIG CREE		UNDETERMINED
AD 153	TOM DUDLEY HOUSE	WALKER RD 3/4 M N OF GRADYVILLE	BERNARD JAMES	UNDETERMINED
AD 154	TOM DOWELL HOUSE	WALKER RD 3 M N OF GRADYVILLE	PHILLIP MOSS	UNDETERMINED
AD 155	PETE MCCAFERTY-WALKER HOUSE	WALKER RD 3.5 M N OF GRADYVILLE		UNDETERMINED
AD 156	BILL BROWNING HOUSE (BARLOW R	KY 61 AT KY 80 INTERSECT	GERTRUDE BROWNI	UNDETERMINED
AD 157	DAHONEY HOUSE	KY 61 AT KY 80 INTERSELT	JAMES DAHONEY	UNDETERMINED
AD 158	ART BRADSHAW HOUSE	KY 80 AT BLISS	KEN SCOTT	UNDETERMINED
AD 159	BLISS STORE	KY 80 AT BLISS	KENNETH SCOTT	UNDETERMINED
AD 160	CASH CHEATHAM	KY 80 AT BLISS	KEN SCOTT	UNDETERMINED
AD 161	DR GRISSON HOUSE	KY 80 AT BLISS	DEPP DAVIS	UNDETERMINED
AD 162	CLYDE PATTERSON HOUSE	KY 80 AT BLISS	MARY GARNETT HOLI	UNDETERMINED
AD 163	WILLIAM CASEY HOUSE	KY 81 1 M E OF BLISS	HORTENSE FLOWER	UNDETERMINED
AD 164	CONOVER HOUSE	KY 80 2 M E OF BLISS	COUNTRY CLUB	DEMOLISHED
AD 165	WILL FLOWERS HOUSE	PAXTON RD 3/4 M N OF KY 80	MRS CARL FLOWERS	UNDETERMINED

SITE NUM	HISTORIC NAME	LOCATION	OWNER NAME	STATUS	DESCRIPTIC
AD 166	HOOD HOUSE	PAXTON RD 1 M N OF KY 80	EVA CHISM	UNDETERMINED	
AD 167	WOOD PAXTON HOUSE	PAXTON RD 1 M N OF KY 80	BENNIE PAXTON	UNDETERMINED	
AD 168	COL ROBERT HASKIN LOG HOUSE	KY 767 JUST S OF GREEN CO LINE	JAMES S COX	UNDETERMINED	
AD 169	RUSSELL PAGE HOUSE (DR INGRAM	KY 767 AT MT VERNON CHURCH	L W COLE	UNDETERMINED	
AD 170	PETTY CUNDIFF HOUSE	KY 767 AT GREEN CO LINE	PAUL BRIDGGEWATE	UNDETERMINED	
AD 171	BUCKNER-CORNFELISON HOUSE	KY 767 JUST S OF GREEN CO LINE	ALTON NEAGLI	UNDETERMINED	
AD 172	HOUSE	OFF GREEN CO RDD AT GREEN CO LI		UNDETERMINED	
AD 173	BUCK INGRAM HOUSE	HANDY RD 1/4 M S OF GREEN CO LIN	LARRY HANDY	UNDETERMINED	
AD 174	HOUSE	GREEN CO RD 1/2 M N OF HUTCHISO	BRANLY KEMP	UNDETERMINED	
AD 175	CHEEK HOUSE	GREEN CO RD 3/4 M N OF HUTCHISO	BEN HANCOCK	UNDETERMINED	
AD 176	HUTCHISON HOUSE	GREEN CO RD 3/4 M N OF HUTCHISO	JAMES KELTNER	UNDETERMINED	
AD 177	HOUSE	HUTCHISON RD		UNDETERMINED	
AD 178	MORT CUNDIFF LOG HOUSE	HUTCHISON RD AT RUSSELL CREEK	HINDMAN COY	UNDETERMINED	
AD 179	COMMERCIAL BLDG	INTERSECTION OF KY 55 & 1913	MRS OTLEY GILPIN	UNDETERMINED	
AD 180	HESCAMP HOUSE	KY 1913 AT KY 55	GEORGE TODD	UNDETERMINED	
AD 181	HOUSE	NEAR TAYLOR CO LINE ON KY 55		UNDETERMINED	
AD 182	OLD CRIDER HOUSE	NEAR TAYLOR CO LINE ON KY 55		UNDETERMINED	
AD 183	THOMAS MASSIE HOUSE		MILES BALDWIN	UNDETERMINED	
AD 184	ROBT HENSON HOUSE	NEAR CANE VALLEY	ROBT HANSON	UNDETERMINED	
AD 185	SUDD HOUSE	KY 55 AT CANE VALLEY	ROGERS	UNDETERMINED	
AD 186	BRIDGEWATER PLACE	CANE VALLEY 55	JOHN SMITH	UNDETERMINED	
AD 187	DR CHARLES D MOORE HOUSE	KY 55 AT CANE VALLEY	MRS BINGHAM MOOR	UNDETERMINED	
AD 188	TOM DUDGEON HOUSE	KY 55 AT CANE VALLEY		UNDETERMINED	
AD 189	HOUSE	KY 55 AT CANE VALLEY		UNDETERMINED	
AD 190	BANK	KY 55 AT CANE VALLEY		UNDETERMINED	
AD 191	COMMERCIAL BLDG	KY 55 AT CANE VALLEY		UNDETERMINED	
AD 192	SMITH HOUSE	CANE VALLEY RD ABOUT 1 M E OF GRC R JONES		UNDETERMINED	
AD 193	HOUSE	KY 55 1/2 M N OF CANE VALLEY	RUBY SANDERS	UNDETERMINED	
AD 194	HUTCHISON SCHOOL/CHURCH	GREEN CO RD 3/4 M N OF HUTCHISO		UNDETERMINED	
AD 195	SMITHS CHAPEL	GREEN CO RD 1 M N OF SHIRLEY RD		UNDETERMINED	
AD 196	HOUSE	GREEN CO RD 2 M N OF SHIRLEY RD		UNDETERMINED	
AD 197	HANCOCK HOUSE	KY 55 ABOUT 1 M SW OF CANE VALLE	NM PAGE	UNDETERMINED	
AD 198	HOUSE	KY 682 & JACKSON RD JUNCT	RAY WILKERSON	UNDETERMINED	

AD #	HISTORIC NAME	LOCATION	OWNER NAME	STATUS DESCRIPTION
AD 199	JOHNSON HOUSE	KY 682 & JACKSON RD JUNCT	RAY WILKERSON	UNDETERMINED
AD 200	LOG BARN	KY 682 & JACKSON RD JUNCT		UNDETERMINED
AD 201	JONES PLACE	HOLMES VICINITY	GOLAN PARKER	UNDETERMINED
AD 202	HUMPHRESS HOUSE	HOLMES VICINITY	GOLAN PARKER	UNDETERMINED
AD 203	RICE HOUSE	HOLMES VICINITY	RAY MCCUBBEN	UNDETERMINED
AD 204	ABSHER-BOSS HOUSE	BROOKS RD ABSHER	ROY BROCKMAN	UNDETERMINED
AD 205	MARTIN HOUSE	KY 551 AT PLUM POINT	E C PRICE	UNDETERMINED
AD 206	MURREL HOUSE	JCT KY 551 & 682 ABSHER	JAMES MURREL	UNDETERMINED
AD 207	BUD TRIPLETT FARM	JCT 551 & 682 ABSHEP	BILLY MURREL	UNDETERMINED
AD 208	CALLISON	KY 682 1 M N OF JCT WITH KY 551	BILLY MURREL	UNDETERMINED
AD 209	WAGGANOR FARM	HOLMES RD 1/4 M W OF KY 551	VIRGIL HOLMES	UNDETERMINED
AD 210	BRIDGEWATER PLACE	HOLMES RD 1/2 M W OF KY 551	CASSIUS W SHEPHA	UNDETERMINED
AD 211	WESLEY WILLIS	SNAKE CREEK RD 1.5 M E OF KY 551	KEATH VAUGHN	UNDETERMINED
AD 212	STEEL TRUSS BRIDGE	NEW CONCORD RD OVER SULFUR C		UNDETERMINED
AD 213	PLEASANT VIEW BAPTIST CHURCH	KY 531 AT SULFUR CREEK	WILLIAM L WALKER	UNDETERMINED
AD 214	BAILEY HOUSE	BRYANT RD 1/2 M E OF CRAYCRAFT	MRS IVAN CABBELL	UNDETERMINED
AD 215	MURELL HOUSE	KY 531 CRAYCRAFT	MAXINE HUMBLE	UNDETERMINED
AD 216	NATHEN MURRELL HOUSE	KY 531 AT CRAYCRAFT	CHARLES PICKET	UNDETERMINED
AD 217	BLAIR HOUSE	NEW CONCORD RD 1 M W OF CRAYC	RAY GRIDER	UNDETERMINED
AD 218	GEO BLAIR HOUSE	HAYES RD AT BIG BRANCH	CECIL BLAIR	UNDETERMINED
AD 219	GRIDER LOG HOUSE	NEW CONCORD CHURCH RD 1 M SE	ERNEST SIMPSON	UNDETERMINED
AD 220	BRYANT HOUSE	TAYLORS FORD RD 1.5 M E OF SULPH	HUBERT IRVIN	UNDETERMINED
AD 221	COMBES HOUSE	TAYLORS FORD RD 1.75 M E OF SULP	ROY MILTON	UNDETERMINED
AD 222	WM MONTGOMERY LOG HOUSE	SHILOH CHURCH RD 1/4 M S OF KY 80		UNDETERMINED
AD 223	LOG HOUSE	WILSON RD 1/4 M S KY 80		UNDETERMINED
AD 224	ZACHARIAH HOLIDAY HOUSE	KY 80 1 M W OF OZARK	LEON PHELPS	UNDETERMINED
AD 225	HOUSE	MURRAH RD AT RUSSEL CREEK	WILLIAM HATCHER	UNDETERMINED
AD 226	TODD-HATCHER HOUSE & OUTBLDG	MURRAH RD AT RUSSEL CREEK	ADDIS HATCHER	UNDETERMINED
AD 227	IRON BRIDGE	GREEN CO RD AT RUSSEL CREEK		UNDETERMINED
AD 228	OLD SAMUEL FEESE HOUSE	GREENSBURG RD ABOUT 2 M NW OF	MRS LYNN JEFFRIES	UNDETERMINED
AD 229	SAMUEL FEESE MILL	OFF OLD GREENSBURG RD ABOUT 2		DEMOLISHED
AD 230	HOUSE (ON S FEESE PROPERTY) (MU	SEE AD 228 & 229		DEMOLISHED
AD 231	PATTERSON HOUSE	KY 802 M E OF COLUMBIA	LARRY MARSHALL	UNDETERMINED

ITEM NUMBER	HISTORIC NAME	LOCATION	OWNER NAME	STATUS	DESCRIPTIC
AD 232	CONOVER HOUSE	MONTGOMERY RD OFF KY 55	DR GRANT	UNDETERMINED	
AD 233	STEVE CONOVER HOUSE	MONTGOMERY RD AT RUSSELL CREE	RUSSELL MONTGOM	UNDETERMINED	
AD 234	DOC CONOVER HOUSE	MONTGOMERY RD AT GLENS PRONG	ELBERT BURTON	UNDETERMINED	
AD 235	MORT CANOVER HOUSE	MONTGOMERY RDD OFF KY 55	ELBERT BURTON	UNDETERMINED	
AD 236	MILLER PLACE (NO UTMS)	KY 55 1.5 M W OF JCT KY 92	ELLIS PICKETT	UNDETERMINED	
AD 237	ZION MEETINGHOUSE & SCHOOL	KY 55 GLENN'S FORK RD	TRUSTEES ZION MEE	NATIONAL REGISTE	
AD 238	HOUSE	KY 61180 1 M S OF COLUMBIA	CONOVER SISTERS	UNDETERMINED	
AD 239	HOUSE	KY 61 2.5 M S OF COLUMBIA	WILL WALKER	UNDETERMINED	
AD 240	W G PICKETT HOUSE	KY 1702 1.5 M E OF PICKET	GLEASON FINN	UNDETERMINED	
AD 241	SIMON FINN HOUSE	KEMP RD	SIMON FINN	UNDETERMINED	
AD 242	COMMERICAL BLDG	KEMP RD	EARL STUTTS	UNDETERMINED	
AD 243	STALTS HOUSE	KEMP RD	HOUSTON PENN	UNDETERMINED	
AD 244	BRUD PICKET	KEMP RD 1/2 M S OF KEMP	G B DAVIS	UNDETERMINED	
AD 245	LOG HOUSE (RECONSTRUCTED)	KY 531 2 M N OF FAIRVIEW	MRS RUTH S ALLEN	UNDETERMINED	
AD 246	THOMAS STOTTS HOUSE	BURKESVILLE RD (NO SITE PROB CO	ROSCOE SQUIRES	UNDETERMINED	
AD 247	JOHN STEWART HOUSE	GREENSBURG RD (NO SITE PROB CO	MRS ELIZABETH GOO	UNDETERMINED	
AD 248	DANIEL SUDDOUTH HOUSE (NO UTM	GREENSBURG RD 1/2 M FROM COLU	NAN FOUUSER	MEETS N/R CRITERI	
AD 249	STOTTS HOUSE	5.5 M SW OF COLUMBIA		UNDETERMINED	
AD 252	HOUSE	WEST SIDE OF HWY 61 AT JCT WITH H		UNDETERMINED	
AD 253	WILLIAM TRABUE HOUSE	SOUTH SIDE ROUTE 767 .5 MILE FROM		UNDETERMINED	
AD 254	JIM MURRAY HOUSE	EAST SIDE OF RT 767 .5 MILE SOUTH		UNDETERMINED	
AD 255	JOE MURRAY HOUSE	EAST SIDE OF ROUTE 767 .5 MILE SO		UNDETERMINED	
AD 256	WILLIS-MURRAY FARMSTEAD	ROCKY HILL RD .5 MILE WEST OF RO		UNDETERMINED	
AD 257	HOUSE	SOUTH SIDE OF ROCKY HILL ROAD 1		UNDETERMINED	
AD 258	ROCKY HILL SCHOOL	SOUTH SIDE OF ROCKY HILL SCHOOL		UNDETERMINED	
AD 259	GEORGE WASHINGTON DOHONEY H	S SIDE ROCKY HILL SCHOOL RD 2 MI		UNDETERMINED	
AD 260	CHEATHAM HOUSE			UNDETERMINED	
AD 261	HOUSE			UNDETERMINED	
AD 263	JAMES GILMER HOUSE	650 FRANKUM ROAD FAIRPLAY KY 7	LUTHER OWEN RANK	NOT REPORTED OR	
AD 264	SPRINGHOUSE ON EUBANK SPRING	118 JAMESTOWN STREET (BEHIND G	B C HARDEN	UNDETERMINED	
AD 265	HOUSE	KY 61		UNDETERMINED	
AD 266	CUMBERLAND HOUSE	KY 61		UNDETERMINED	
AD 267	CUMBERLAND HOUSE	BAKER LANE		UNDETERMINED	

SITE NUMBER	HISTORIC NAME	LOCATION	OWNER NAME	STATUS DESCRIPTION
AD 268	STONE CAPE COD HOUSE	KY 61		UNDETERMINED
AD 269	HOUSE	KY 61		UNDETERMINED
AD 270	HOUSE	KY 61		UNDETERMINED
AD 271	CUMBERLAND HOUSE	KY 61		UNDETERMINED
AD 272	CUMBERLAND HOUSE	KY 61		UNDETERMINED
AD 273	HOUSE	KY 61		UNDETERMINED
AD 274	HOUSE #EL#	(SEE COORDINATES)		UNDETERMINED
AD 275	HOUSE	KY 61		UNDETERMINED
AD 276	HOUSE	KY 61		UNDETERMINED
AD 277	HOUSE	KY 61		UNDETERMINED
AD 278	HOUSE	KY 61		UNDETERMINED
AD 279	HOUSE	(SEE COORDINATES)		UNDETERMINED
AD 280	HOUSE	KY 61		UNDETERMINED
AD 281	HOUSE	KY 61		UNDETERMINED
AD 282	HOUSE	KY 61		UNDETERMINED
AD 283	HOUSE	KY 61		UNDETERMINED
AD 284	HOUSE	LANE OFF KY 61		UNDETERMINED
AD X 33	ARCHEOLOGICAL SITE 15 AD 33 (WHI	TODD FORD RD	BILLY WHITNEY	NATIONAL REGISTE
AD X 36	ARCHEOLOGICAL SITE 15 AD 36 (BLE	NEAR GLENS FORD	JIMMY D BLEDSOE	NATIONAL REGISTE
AD X 54	ARCHEOLOGICAL SITE 15 AD 54	ABOUT 1 M N OF COLUMBIA	GAYLORD HENSON	NATIONAL REGISTE
AD X 70	ROGERS CAVE - ARCHEOLOGICAL SI	US 61 - GREENSBURG RD	MRS MAYRINE ROGE	PENDING N/R
ADC 1	ADAIR COUNTY COURTHOUSE	PUBLIC SQUARE	ADAIR CO FISCAL CO	NATIONAL REGISTE
ADC 2	OLD HOTEL	422 PUBLIC SQUARE	HASKEL ROWE	UNDETERMINED
ADC 3	COMMERCIAL BLDG	404 PUBLIC SQUARE	MRS EARL MYERS	UNDETERMINED
ADC 4	COMMERCIAL BLDG	400 N PUBLIC SQUARE	CHRISTINE STEPHEN	UNDETERMINED
ADC 5	CREEL BLDG	328 N PUBLIC SQUARE	LUTHER COLLINS	UNDETERMINED
ADC 6	COMMERCIAL BLDG	PUBLIC SQUARE		UNDETERMINED
ADC 7	COMMERCIAL BLDG	304 PUBLIC SQUARE	RUBY RUSSELL HEIR	UNDETERMINED
ADC 8	COMMERCIAL BLDG	228 E PUBLIC SQUARE	BOBBIE JEFFRIES	UNDETERMINED
ADC 9	COMMERCIAL (OWENS) BLDG	214 PUBLIC SQUARE THRU 218	MRS ROY OWENS	UNDETERMINED
ADC 10	COMMERCIAL BLDG	200 PUBLIC SQUARE	DOC WALKER	UNDETERMINED
ADC 11	COMMERCIAL BLDG	144 PUBLIC SQUARE	DOC WALKER	UNDETERMINED
ADC 12	HOUSE	105 GREENSBURG	MRS EDWIN HUTCHI	UNDETERMINED

SITE #	HISTORIC NAME	LOCATION	OWNER NAME	STATUS	DESCRIPTI
ADC 13	ADAIR COUNTY JAIL	204 GREENSBURG	ADAIR CO FISCAL CO	MEETS N/R CRITERI	
ADC 14	OLD COUNTY JAIL		STOTTS AND PHELPS	UNDETERMINED	
ADC 15	HOUSE	211 GREENSBURG	MRS CHARLES GARN	UNDETERMINED	
ADC 16	BENJAMIN LAMPTON HOUSE	307 GREENSBURG	MRS RUTH P BURDE	UNDETERMINED	
ADC 17	HOUSE	511 GREENSBURG	HERB TAYLOR	UNDETERMINED	
ADC 18	WILLIAM TRABUE HOUSE	0 OLD GREENSBURG RD	ZACK CUNDIFF HEIR	UNDETERMINED	
ADC 19	HOUSE	405 MERCHANT	DAN HADLEY	UNDETERMINED	
ADC 20	DR NATHAN GAITHER HOUSE	100 S HIGH	MARY H PATTERSON	NATIONAL REGISTE	
ADC 21	HOUSE	202 HIGH	ALLEN PHELPS	UNDETERMINED	
ADC 22	INGRAM HOUSE	207 GUARDIAN	J P TRAYLOR	UNDETERMINED	
ADC 23	CREEL HOUSE	200 CAMPBELLSVILLE	DAVID HESKAMP	UNDETERMINED	
ADC 24	CHANDLER HALL (MENS DORM)	LINDSEY WILSON COLLEGE	LINDSEY WILSON CO	UNDETERMINED	
ADC 25	ADMINISTRATION BLDG	LINDSEY WILSON COLLEGE	LINDSEY WILSON CO	UNDETERMINED	
ADC 26	PHILLIPS HALL (GIRLS DORM)	LINDSEY WILSON COLLEGE	LINDSAY WILSON CO	UNDETERMINED	
ADC 27	HUNDLEY DINING HALL	LINDSEY WILSON COLLEGE	LINDSEY WILSON CO	UNDETERMINED	
ADC 28	DANIEL TRABUE HOUSE	299 JAMESTOWN	1ST FEDERAL SAVIN	NATIONAL REGISTE	
ADC 29	MARYBELLE PATTERSON HOUSE	401 JAMESTOWN	SUSAN MILLER	UNDETERMINED	
ADC 30	DIDDLE TAVERN	104 GUTHRIE	J E MORRISON	UNDETERMINED	
ADC 31	HOUSE	208 BURKESVILLE	EDWIN HUTCHINSON	UNDETERMINED	
ADC 32	JOHN FIELD HOUSE	111 E FORTUNE	EVA RIGNEY	NATIONAL REGISTE	
ADC 33	TODD HOUSE	114 FORTUNE	MRS HERMAN ROGE	UNDETERMINED	
ADC 34	HINDMAN HOUSE	109 FRAZIER AVE	BILL WALKER	UNDETERMINED	
ADC 35	REV SAMUEL ROBERTSON HOUSE	209 GUARDIAN	RUSSELL ARNOLD	UNDETERMINED	
ADC 36	PRESBYTERIAN CHURCH	BURKESVILLE	COLUMBIA-UNION PR	UNDETERMINED	
ADC 37	GILMER HOUSE	103 CHURCH	DOC WALKER	UNDETERMINED	
ADC 38	HOUSE	405 BURKESVILLE	JACKIE REECE	UNDETERMINED	
ADC 39	HURT HOUSE	BURKESVILLE	MRS RALPH HURT	MEETS N/R CRITERI	
ADC 40	BAKER HOUSE	520 BURKESVILLE	HERSCHEL B JONES	UNDETERMINED	
ADC 41	GLOWALKER HOUSE	605 BURKESVILLE	RAVIN ANDREWS	UNDETERMINED	

APPENDIX B
Columbia Bypass Small Area Study - Property Owners

Jul-06

Owner Name	PVA Map No.	Acreage	Address	City and state
1 Vanarsdale Tommy and Marsha	041-056.001	75	P.O. Box 313	Columbia, KY 42728
2 Browning Gertrude B	041-057	57	3011 Burkesville Rd	Columbia, KY 42728
3 McLean Lynn and Jean	041-059.001	20	P.O. Box 12	Columbia, KY 42728
4 Curry Clifton D and Phyllis	041-058	59	3650 Burkesville Rd	Columbia, KY 42728
5 Stotts Porter Jr and Connie	041-059	9.5	3615 Burkesville Rd	Columbia, KY 42728
6 McLean Jean	041-063		P.O. Box 12	Columbia, KY 42728
7 Wheeler Kenneth	041-062	23	3333 Burkesville Rd	Columbia, KY 42728
8 Sexton Fred and Lois	041-059.002	0.87	3553 Burkesville Rd	Columbia, KY 42728
9 McLean Jean	041-063		P.O. Box 12	Columbia, KY 42728
10 Commonwealth of Kentucky	041-060			
11 York Vernon B and Helen	041-061	2	340 Frank Douoney Rd	Columbia, KY 42728
12 McLean Jean	041-063	287	P.O. Box 12	Columbia, KY 42728
13 East Kentucky Power Coop Inc.	041-063.001	0.149	P.O. Box 707	Winchester, KY 40392
14 Held Bruce Walter and Joanne	041-064	255.7	79 L.C. Willis Rd	Columbia, KY 42728
15 Held Bruce Walter and Joanne	041-053.001	61.09	79 L.C. Willis Rd	Columbia, KY 42728
16 Handy Melissa A	041-052.001	50.44	2297 Weed Sparksville Rd	Columbia, KY 42728
17 Graves Hervert H and Doris and Zina Gravo	041-053.003	60.55	1220 Lampton Lane	Columbia, KY 42728
18 Fudge DeWayne and Flora	041-053.002	1	P.O. Box 275	Columbia, KY 42728
19 McKinney Edward and Helen W	041-050	241	P.O. Box 64	Columbia, KY 42728
20 Shelly J M and Marla	041-056	75	1001 Edmonton Rd	Columbia, KY 42728
21 Shelly Dorothy (life estate) and J M	041-055	62	441 Edmonton Rd	Columbia, KY 42728
22 Browning Gertrude B	041-054	28	3011 Burkesville Rd	Columbia, KY 42728
23 Holladay Place LLC	041-053	135	P.O. Box 669	Columbia, KY 42728
24 Willis Steve and Lee Ann	041-052	24	2092 Burkesville Rd	Columbia, KY 42728
25 Holladay James C	041-051	23	P.O. Box 655	Columbia, KY 42728
26 Grider Tommy and Marsha	041-050.001	13.22	P.O. Box 430	Columbia, KY 42728
27 Arnold Ben	041-024	104.83	1385 Burkesville Rd	Columbia, KY 42728
28 Pinewood Country Club	041-032	100	P.O. Box 38	Columbia, KY 42728
29 City of Columbia	041-031.001	24.24	116 Campellsville St	Columbia, KY 42728
30 Columbia Adair County Air Board	041-031	53.7		
31 Aiport Estates Subdivision	041-029			
32 Graves Bobby L	041-028	94	165 Leesburg Rd	Georgetown, KY 42728
33 Arnold Ben	041-030	67	1385 Burkesville Rd	Columbia, KY 42728

34 Walker Richard Lee and Marsha	041-037	24 2799 Burkesville Rd	Columbia, KY 42728
35 Sneed Clara	041-039	32.5 2577 Burkesville Rd	Columbia, KY 42728
36 Graves Bobby L	041-044.001	52.85 165 Leesburg Rd	Georgetown, KY 42728
37 Garrison Lewis and Gayle	041-027.001	78 6960 Greensburg Road	Greensburg, KY 42743
38 Graves Bobby L	041-021	101 165 Leesburg Rd	Georgetown, KY 42728
39 Grider Tommy and Marsha	041-025	70.5 P.O. Box 430	Columbia, KY 42728
40 Image Analysis Inc	041-024.005	10.45 1385 Burkesville Rd	Columbia, KY 42728
41 Majestic Yachts Inc	041-024.001	10 P.O. Box 580	Columbia, KY 42728
42 Commonwealth of Kentucky Transporatino	041-041.001		
43 Downey Jimmie/Barbara/Bobby and Kathy	040-024.005	12.75 P.O. Box 70	Columbia, KY 42728
44 Columbia Baptist Church	040-024.004	1.95 201 Greensburg St	Columbia, KY 42728
45 Downey Jimmie/Barbara/Bobby	040-024.006	5 P.O. Box 70	Columbia, KY 42728
46 Downey Jimmie/Barbara/Bobby and Kathy	040-024.013	6.48 P.O. Box 70	Columbia, KY 42728
47 Downey Jimmie/Barbara/Bobby and Kathy	040-024.015	8.24 P.O. Box 70	Columbia, KY 42728
48 Campbell Barbara Jean and Harold	040-024.014	8.24 271 Walker Rd West	Columbia, KY 42728
49 Campbell Barbara Jean and Harold	040-024.012	5.96 271 Walker Rd West	Columbia, KY 42728
50 Walker William L	040-052	100 409 Burkesville St	Columbia, KY 42728
51 Marra Carol C	040-025	172 1001 Colenol Anderson PKV	Louisville, KY 40222
52 Sargent Emily and Mary May Farm	040-013	4.08 831 Rocky Hill Road	Columbia, KY 42728
53 Adair County Board of Education	040-032	81.53 Greensburg St	Columbia, KY 42728
54 Heun Mary Evelyn	040-034	69 5600 Jessamine Ln	Pleasure Ridge, KY 40258
55 Sapp Betty Helen	040-033	33.88 1289 Pelham Branch Rd	Columbia, KY 42728
56 Willis Bobby and Nancy	040-010	250 226 Rockhill Rd.	Columbia, KY 42728
57 Carter Ralph	040-031.001	24 1244 Greensburg Rd	Columbia, KY 42728
58 Carter Ralph	040-031	24 1244 Greensburg Rd	Columbia, KY 42728
59 Mann Haskel and Stella	040-029	0.5 P.O. Box 264	Columbia, KY 42728
60 Burton Sherman Wayne	040-028	5 1200 Greensburg St	Columbia, KY 42728
61 Bennett Winston	040-030.001	90 Paul Mann Rd	Columbia, KY 42728
62 Bennett Winston and Brenda	040-030.003	0.374 90 Paul Mann Rd	Columbia, KY 42728
63 Burton Sherman Wayne	040-030	1 1280 Greensburg St	Columbia, KY 42728
64 Burton Sherman Wayne	040-024.002	1.1 1280 Greensburg St	Columbia, KY 42728
65 Thomas David W and Shannon	040-035	1.21 P.O. Box 71	Columbia, KY 42728
66 Downey Jimmie and Bobby	040-035.001	2.79 109 Circle Lane	Columbia, KY 42728
67 Henson William G	051-028	253.36 1289 Pelham Branch Rd	Columbia, KY 42728
68 Grider Tommy and Marsha	051-028.003	28.81 P.O. Box 430	Columbia, KY 42728
69 Crestview Estates	051-051		
70 Myers Charlis A and Vera	051-029.001	55 1056 Old Ladiga Rd North	Piedmont, Am 36272

71 Adair County Rescue Squad	051-029	13.21 410 Tutt St	Columbia, KY 42728
72 Withers Billy and Jean	051-028.001	3.77 200 C I Long Rd	Columbia, KY 42728
73 Hancock Tire Center	051-028.002	0.97 1321 Campbellsville Rd	Columbia, KY 42728
74 Jones Paul Berry	052-068	131 3075 S. Highway 55	Columbia, KY 42728
75 Ingram Harry	052-044	75 500 Bomar Heights	Columbia, KY 42728
76 Keltner Clarence	052-046	56 1035 Burkesville Rd	Columbia, KY 42728
77 Keltner Clarence	052-045	21.79 1035 Burkesville Rd	Columbia, KY 42728
78 Blair James C	052-043.02	18 2874 Greensburg Rd	Columbia, KY 42728
79 Adair County Sporsman Club	040-054	15 P.O. Box 188	Columbia, KY 42728
80 Thomas David W and Shannon	040-051	22.34 P.O. Box 71	Columbia, KY 42728
81 Franklin Eddie	040-049	10.55 P.O. Box 669	Columbia, KY 42728
82 Wallace Ann	040-049.001	2.59 P.O. Box 1133	Columbia, KY 42728
83 Carter Ralph	040-031	20.5 1244 Greensburg Rd	Columbia, KY 42728