



Plan Commission Meeting Agenda

Thursday, July 09, 2026 at 6:30 PM

Columbus City Hall – 105 N. Dickason Boulevard

Call Meeting to Order

Roll Call

Notice of Open Meeting

Approval of Agenda

Approval of Minutes

1. Approve minutes

Regular Business

2. Public comments (limit 3 minutes per person)

3. Consider and take action regarding certified survey map for parcel 1114.1 – located on Tower Drive – Lamps Landing LLC

4. Consider and take action regarding a request for a waiver to the driveway ordinance for a second driveway – 353 W. School Street/Gary Tucker

5. Consider and discuss the draft zoning map and related mapping issues

6. Consider and take action regarding parking zoning requirements and possible August public hearing

7. Consider the role of legacy signs as a section of the draft sign code

8. Future Agenda Items

Adjourn



Plan Commission Meeting Minutes

Thursday, June 11, 2026 at 6:30 PM

Columbus City Hall – 105 N. Dickason Boulevard

Call Meeting to Order

The meeting was called to order at 6:30pm by Meyers.

Roll Call

A quorum in attendance consisted of Anfinson, Hajewski, Meyers, Albright, and Finkler. Staff liaison Kornmann and Bennett along with City Clerk Caine were present.

Notice of Open Meeting

Kornmann acknowledged that the meeting was posted according to law.

Approval of Agenda

Finkler motioned to approve the agenda as presented; seconded by Anfinson. There was no discussion. The motion was carried by unanimous vote.

Approval of Minutes

1. Approve minutes from previous meeting

Finkler motioned to approve the minutes from the meeting of May 14, 2026, as presented; Hajewski seconded the motion. There was no discussion. The motion was carried by unanimous vote.

Regular Business

2. Swearing in of committee members - City Clerk

Clerk Caine swore in Anfinson, Hajewski, Meyers, and Albright as appointments to the Plan Commission.

3. Public Comments (3 minute limit per person)

There were no members of the public present for comment. Kornmann noted that public comment provides opportunities for the public to address the zoning code rewrite.

4. Consider and take action regarding the updating of the city's comprehensive plan

Kornmann presented the connection between updating the City's Comprehensive Plan with funding from the Wisconsin Housing and Economic Development Authority (WHEDA) loan program. The program provides low interest loans, but the municipality has to update its housing chapter of the comprehensive plan every five years and policies to reduce costs to housing development. Kornmann noted there was a previous inquiry into the program, but it wasn't used.

Kornmann highlighted that the City needs to adopt a public participation plan as well.

There was discussion about the program along with updating the comprehensive plan. It was noted the plan will be updated by staff instead of contracted out. The housing portion would be updated in 2026, while land use and possibly other chapters would be updated in 2027. These updates will allow developers to qualify for WHEDA loan funding.

Finkler motioned to approve proceeding to update the comprehensive plan with the emphasis on the housing chapter; seconded by Albright. There was no additional discussion. The motion was carried by unanimous vote.

5. Consider and take action regarding the public participation plan for amending the City's comprehensive plan

Kornmann presented a proposed participation plan regarding the updating of the City's Comprehensive Plan. The plan highlights social media posts, a dedicated web page for updates, and an online survey. Additionally, Kornmann noted the use of public comments at Plan Commission meetings as another tool for input. The goal of the participation plan is to allow for public input at the beginning of the process.

There was additional discussion regarding the potential survey that included length and promotion.

There was discussion about possibly having focus groups to be included in the participation plan that included what theme each focus group would encompass and who would be potential participants. The commission discussed having two focus groups with one consisting of multi-family property owners and managers and the other group consisting of renters and homeowners. The focus groups could be added to the participation plan pending five to nine participants each. Participation could be promoted by direct asking for multi-family housing owners, managers, and developers along with a general ask of renters and single-family homeowners.

Finkler motions to approve the public participation plan with a note to include two focus groups - one for multi-family property owners, managers, and/or developers, with the other group for homeowners, to be 5 -9 participants. If the focus groups cannot achieve the 5 - 9 participants, then there would be no focus groups. Albright seconded the motion. Hajewski would like the motion amended from homeowners to residents in order to include renters. The new term broadens the group.

Finkler amends the motion to change the term homeowner to resident. Albright seconds the amended motion. There was no additional discussion. The motion was carried by unanimous vote.

The approved public participation plan will be presented to the Council at its June 16th meeting. Staff will draft a survey for review at the next Plan Commission meeting.

6. Future agenda items

Kornmann noted that the survey draft, zoning rewrite featuring a draft zoning map, and Tower Drive Certified Survey Map are slated for the next meeting. Meyers would like updates to various projects around the city. The Commission highlighted the Council Recap email list, with Kornmann offering to share the Community and Economic Development department report that's also shared with CDA and Council.

No additional items were added for future agendas.

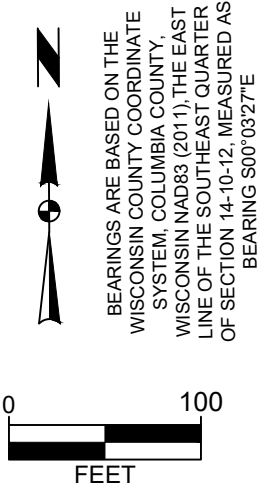
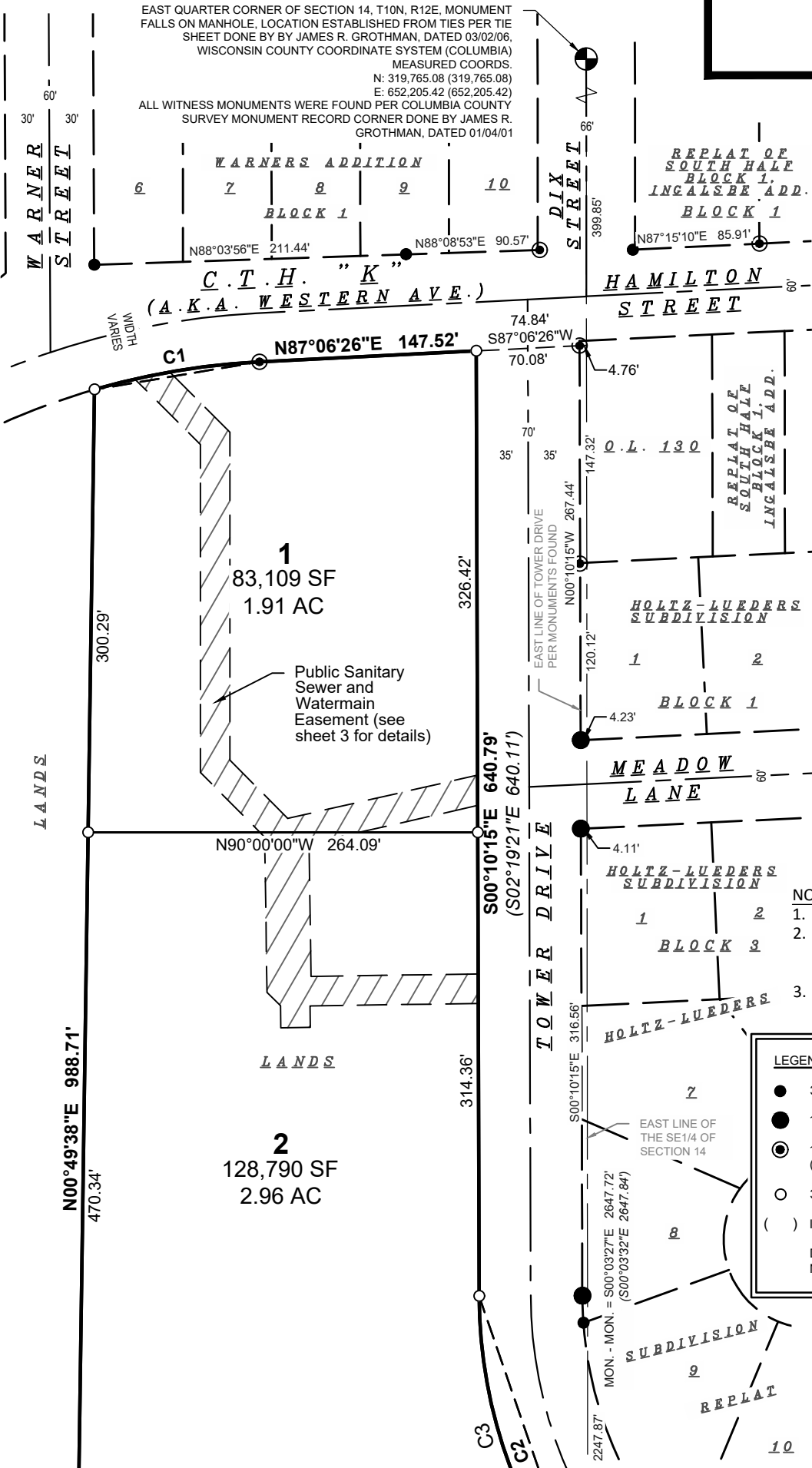
Adjourn

Hajewski motioned to adjourn the meeting; seconded by Anfinson. There was no discussion. The motion was carried by unanimous vote. The meeting was adjourned at 7:25pm.

** These minutes will be approved at a future meeting and may be amended. These minutes are respectfully submitted by David Bennett, Communications and Economic Development Coordinator **

CERTIFIED SURVEY MAP No.

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST
QUARTER OF SECTION 14, TOWNSHIP 10 NORTH, RANGE 12 EAST,
IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.



- NOTES:
1. See sheet 2 for map continuation.
 2. See sheet 3 for Sanitary Sewer and Watermain easement information.
 3. See sheet 4 for additional notes and curve table.

LEGEND

- 3/4" SOLID IRON REBAR FOUND
- 1-1/4" SOLID IRON REBAR FOUND
- ⊙ 1-1/4" IRON PIPE FOUND (UNLESS OTHERWISE NOTED)
- 3/4" x 18" IRON REBAR SET, WT. 1.50 LBS/FT
- () INDICATES RECORDED INFORMATION

DISTANCES ARE MEASURED TO THE NEAREST HUNDREDTH OF A FOOT

C.S.M. NO. _____
DOC. NO. _____
VOL. _____ PAGE _____



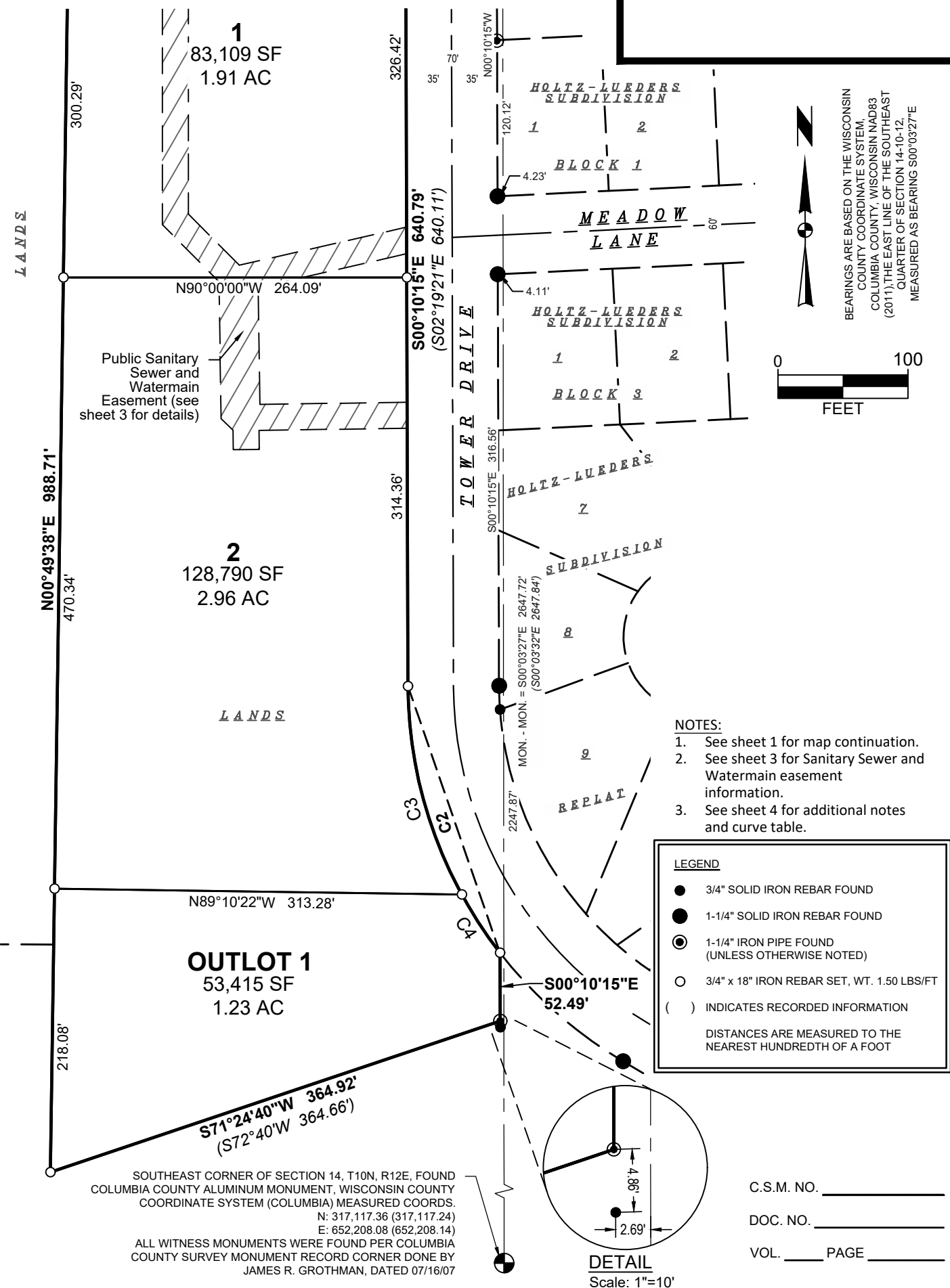
SURVEYED FOR:
Lamps Landing LLC
620 Farwell Drive
Madison, WI 53704

SURVEYED BY:
Snyder & Associates, Inc.
5010 Voges Road
Madison, WI 53718
(608) 838-0444
www.snyder-associates.com

FN: 126.0634.30
DATE: 06-05-26
REVISIONS:
REV1
REV2
REV3

CERTIFIED SURVEY MAP No. _____

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST
QUARTER OF SECTION 14, TOWNSHIP 10 NORTH, RANGE 12 EAST,
IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.



SURVEYED FOR:



SURVEYED BY:

Snyder & Associates, Inc.



FN: 126.0634.30

DATE: 06-05-26

REVISIONS:

REV1

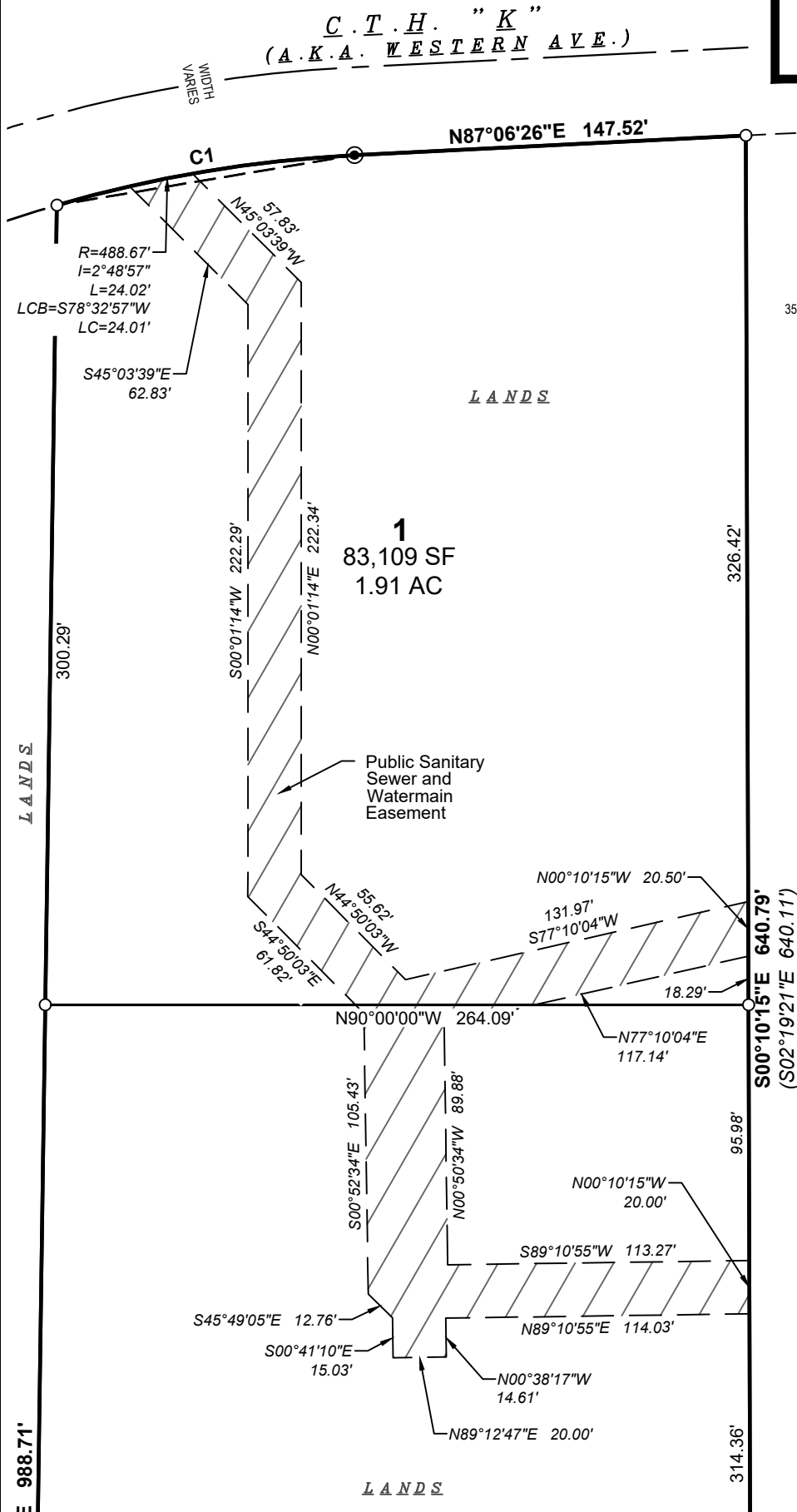
REV2

REV3

SHEET 2 OF 5

CERTIFIED SURVEY MAP No. _____

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST
QUARTER OF SECTION 14, TOWNSHIP 10 NORTH, RANGE 12 EAST,
IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.



- NOTES:
1. See sheets 1 & 2 for map information.
 2. See sheet 4 for additional notes and curve tables.

LEGEND

- 3/4" SOLID IRON REBAR FOUND
 - 1-1/4" SOLID IRON REBAR FOUND
 - ⊙ 1-1/4" IRON PIPE FOUND (UNLESS OTHERWISE NOTED)
 - 3/4" x 18" IRON REBAR SET, WT. 1.50 LBS/FT
 - () INDICATES RECORDED INFORMATION
- DISTANCES ARE MEASURED TO THE NEAREST HUNDREDTH OF A FOOT

C.S.M. NO. _____

DOC. NO. _____

VOL. ____ PAGE ____

SANITARY SEWER AND WATERMAIN EASEMENT INFORMATION



SURVEYED FOR:
Lamps Landing LLC

SURVEYED BY:
Snyder & Associates, Inc.

FN: 126.0634.30
DATE: 06-05-26
REVISIONS:
REV1
REV2
REV3

CERTIFIED SURVEY MAP No. _____

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST
QUARTER OF SECTION 14, TOWNSHIP 10 NORTH, RANGE 12 EAST,
IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

CURVE TABLE							
CURVE #	Δ	RAD.	ARC LENGTH	CHORD	CHORD BEARING	TAN. BRG. BACK	TAN. BRG. AHEAD
C1	13°16'49"	488.67'	113.27'	113.01'	N80°28'02"E	N73°49'38"E	N87°06'26"E
C2	37°34'05"	337.00'	220.97'	217.03'	S19°01'37"E	S00°14'34"E	S37°48'40"E
C3	28°27'59"	337.00'	167.43'	165.72'	S14°28'34"E	S00°14'34"E	S28°42'33"E
C4	9°06'06"	337.00'	53.53'	53.48'	N33°15'36"W	N37°48'40"W	N28°42'33"W

OWNER'S CERTIFICATE

City of Columbus, as owner, we hereby certify that we caused the land described on this Certified Survey Map to be surveyed, divided and mapped as represented on the map hereon. We further certify that this Certified Survey map is required by S236.34 to be submitted to the City of Columbus for approval. Witness the hand and seal of said owner this _____ day of _____, 2026.

(owner)

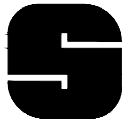
By: _____ Title: _____

State of Wisconsin)
)ss.
County of Columbia)

Personally came before me this _____ day of _____, 20____, the above named _____ (owner, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, State of Wisconsin My Commission expires: _____

C.S.M. NO. _____
DOC. NO. _____
VOL. ____ PAGE _____



SNYDER
& ASSOCIATES

SURVEYED FOR:
Lamps Landing LLC
620 Farwell Drive
Madison, WI 53704

SURVEYED BY:
Snyder & Associates, Inc.
5010 Voges Road
Madison, WI 53718
(608) 838-0444
www.snyder-associates.com

FN: 126.0634.30
DATE: 06-05-26
REVISIONS:
REV1
REV2
REV3

SHEET 4 OF 5

8

CERTIFIED SURVEY MAP No. _____

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, Adam R. Gross, Professional Land Surveyor, hereby certify that in full compliance with the provisions of Chapter 236.34 of the Wisconsin Statutes, Chapter A-E7 of the WI Admin. Code and the subdivision regulations of City of Columbus and under the direction of City of Columbus, owner of said land, I have surveyed, divided and mapped this Certified Survey Map; that such Certified Survey Map correctly represents all exterior boundaries and the subdivision of the land surveyed; and that this land is more fully described as follows:

Part of the Northeast Quarter of the Southeast Quarter of Section 14, Township 10 North, Range 12 East, in the City of Columbus, Columbia County, Wisconsin; more fully described as follows:

Commencing at the East Quarter corner of said Section 14; thence S00°10'15"E along the easterly line of the Southeast Quarter of said Section 14, 399.85' to an extension of the southerly right-of-way line of County Trunk Highway (C.T.H.) "K" (also known as Western Avenue); thence along the said extension, S87°06'26"W, 74.84' to the westerly right-of-way line of Tower Drive and the point of beginning; thence S00°10'15"E along the westerly right-of-way line of Tower Drive, 640.79' to a point of curvature; thence along said westerly right-of-way line and the arc of a curve to the left through a central angle of 37°34'05", a radius of 337.00', an arc length of 220.97', and a chord bearing S19°01'37"E, 217.03'; thence S00°10'15"E, 52.49'; thence S71°24'40"W, 364.92'; thence N00°49'38"E, 988.71' to the southerly right-of-way line of C.T.H. "K" and a point of curvature; thence along said southerly right-of-way line and the arc of a curve to the right through a central angle of 13°16'49", a radius of 488.67', an arc length of 113.27', and a chord bearing N80°28'02"E, 113.01'; thence continuing along said southerly right-of-way line, N87°06'26"E, 147.52' to the point of beginning. This description contains approximately 265,314 square feet or 6.091 acres.

Dated this _____ day of _____, 2026.

Signed: _____
Adam R. Gross, P.L.S. No. 3017
Snyder & Associates, Inc.

CITY OF COLUMBUS APPROVAL CERTIFICATE:

Approved for recording by the City of Columbus, Columbia County, Wisconsin on this _____ day of _____, 2026.

By: _____ Date: _____
Authorized Representative

REGISTER OF DEEDS CERTIFICATE

Received for recording this _____ day of _____, 2026, at _____ o'clock ____m. and recorded in Volume _____ of Certified Survey Maps on pages _____, as Doc. No. _____.

Christine M. Clark, Columbia County Register of Deeds

C.S.M. NO. _____
DOC. NO. _____
VOL. ____ PAGE _____

	SURVEYED FOR: Lamps Landing LLC 620 Farwell Drive Madison, WI 53704	SURVEYED BY: Snyder & Associates, Inc. 5010 Voges Road Madison, WI 53718 (608) 838-0444 www.snyder-associates.com	FN: 126.0634.30
			DATE: 06-05-26
			REVISIONS:
			REV1
			REV2
			REV3
			SHEET 5 OF 5



Agenda Item Report

Meeting Type: Plan Commission

Meeting Date: July 9, 2026

Item Title: Consider and take action regarding certified survey map for parcel 1114.1 – located on Tower Drive – Lamps Landing LLC

Submitted By: Mike Kornmann, Director of Community and Economic Development

Detailed Description of Subject Matter: The property closing was in May and now the new owner is bringing forth the CSM for the implementation of the development agreement. The property will eventually have 8 twin home dwellings and an apartment building. The southern most lot will be deeded back to the city for parkland. Site plans will be reviewed and approved by staff after CSM approval.

Ruekert and Mielke reviewed the CSM and provided a review letter with some needed changes.

List all Supporting Documentation Attached:

- PC Staff Memo – CSM
- Certified Survey Map
- Review Letter

Action Requested: Approve CSM with the condition that the items in the review letter be addressed.

July 1, 2026

Mr. Mike Kornmann
Director of Community and Economic Development
City of Columbus
105 North Dickason Boulevard
Columbus, WI 53925-1565

Re: Tower Drive - Lamp CSM Review

Dear Mike:

Ruekert & Mielke, Inc. (R/M) has completed our review of the Certified Survey Map for the above-referenced project, dated June 5, 2026. This review is for the compliance with Wisconsin Administrative Code Chapter A-E 7, Wisconsin Statute Chapter 236 utilizing the Wisconsin CSM checklist provided by plat review, and the City of Columbus Ordinances Chapter 90, Article VI. This review does not constitute a recommendation for future phases. This review may not include all City requirements for this submittal. We offer the following comments, clarifications, or concerns:

General:

- We note that no existing easements have been shown. If any exist, they should be depicted on the CSM with document numbers. We didn't not have the title report to review, please confirm no existing easement affect this CSM.
- Show sidewalk easement along Western Avenue
- All easements for sidewalk, water and sanitary that are public should have a separate easement document to accompany the CSM for use and rights.
- Show any drainage easement required for site development that may impact future outlot dedication.

Per Wisconsin Administrative Code AE-7:

s. 236.34(1m)(a) Each Sheet of the final recordable CSM must be signed, sealed and dated by the Wisconsin PLS.

s. 236. 34(1m)(c) The map shall be prepared with a binding margin 1.5 inches wide and a 0.5 inch margin on all other sides on durable white media that is 8 1/2 inches wide by 14 inches long, or on other media that is acceptable to the register of deeds, with a permanent nonfading black image. We recommend changing the text of the abutting subdivisions and the section line notes to black rather than gray, as it may be rejected by the register of deeds.

s. 236.20(2)(c) The length and bearing of the exterior boundaries, the boundary lines of all blocks, public grounds, streets, and alleys, and all lot lines. The length of the east line of the CSM, shown as 640.79' totals 640.78'. The adjustment will affect multiple sheets and possibly the legal description.

Per Ch. 90 – City of Columbus, WI Code of Ordinances:

s. 90-212.-Required information:

(1) Inset map of the area concerned showing the location of the proposed certified survey map in relation to the U.S. Public Land Survey section and quarter-section lines and abutting and nearby public streets and highways.

Mike Kornmann
Tower Drive - Lamp CSM Review
July 1, 2026
Page 2

(5) Location, dimensions, and area of any sites to be reserved or dedicated for parks, playgrounds, drainage ways, open space preservation, or other public use. Outlot 1 will be dedicated for public purposes, show on CSM dedication and purpose.

(6) Building or setback lines. Add to map.

(7) Location and names of any adjoining streets, highways, subdivisions, parks, cemeteries, public lands, and watercourses, including impoundments. The owners of record of abutting unplatted lands shall also be shown. Add owner of unplatted lands to the west of the CSM.

(8) Length and bearing of the centerline of all streets. The lengths shall be given to the nearest 0.01 foot and the bearings to the nearest one second of arc. The arc, chord, and radius lengths, and the chord bearing, together with the bearings of the radii of the ends of the arcs and chords, shall be given for all curved lines. Add to map.

s. 90-213.- Additional information:

(5) Boundaries of wetlands. The boundaries of wetlands shall be shown. The wetland boundaries shall be determined by a qualified professional on the basis of a field survey made to identify, delineate, and map those boundaries; and the name of the person, agency, or firm identifying, delineating, and mapping the boundaries shall be provided together with the date of the field survey concerned.

(6) Boundaries of the FW floodway district and the FF flood fringe district in accordance with chapter 46 of the Municipal Code pertaining to floods.

Please feel free to contact me if you have any questions regarding this review.

Respectfully,

RUEKERT & MIELKE, INC.

Jason P. Lietha
Digitally signed by
Jason P. Lietha
Date: 2026.07.01
14:02:17 -05'00'

Jason P. Lietha, P.E.
Chief Operating Officer
Jlietha@ruekert-mielke.com

JPL:alc

cc: Matt Amundson, Columbus City Administrator
Randall Myrum, Columbus Utilities
Paul Johnson, City Attorney



Agenda Item Report

Meeting Type: Plan Commission

Meeting Date: July 9, 2026

Item Title: Consider and take action regarding a request for a waiver to the driveway ordinance for a second driveway – 353 W. School Street/Gary Tucker

Submitted By: Mike Kornmann, Director of Community and Economic Development

Detailed Description of Subject Matter: The driveway ordinance allows for one driveway per residential parcel/lot. It also allows for a waiver to be requested if someone requests a second driveway. There are no standards listed in the code for guidance on reasons to approve the waiver. A copy of the driveway ordinance is attached. The ordinance was amended last year and that amendment is attached also. The main change is it assigns the decision on waivers to the Plan Commission.

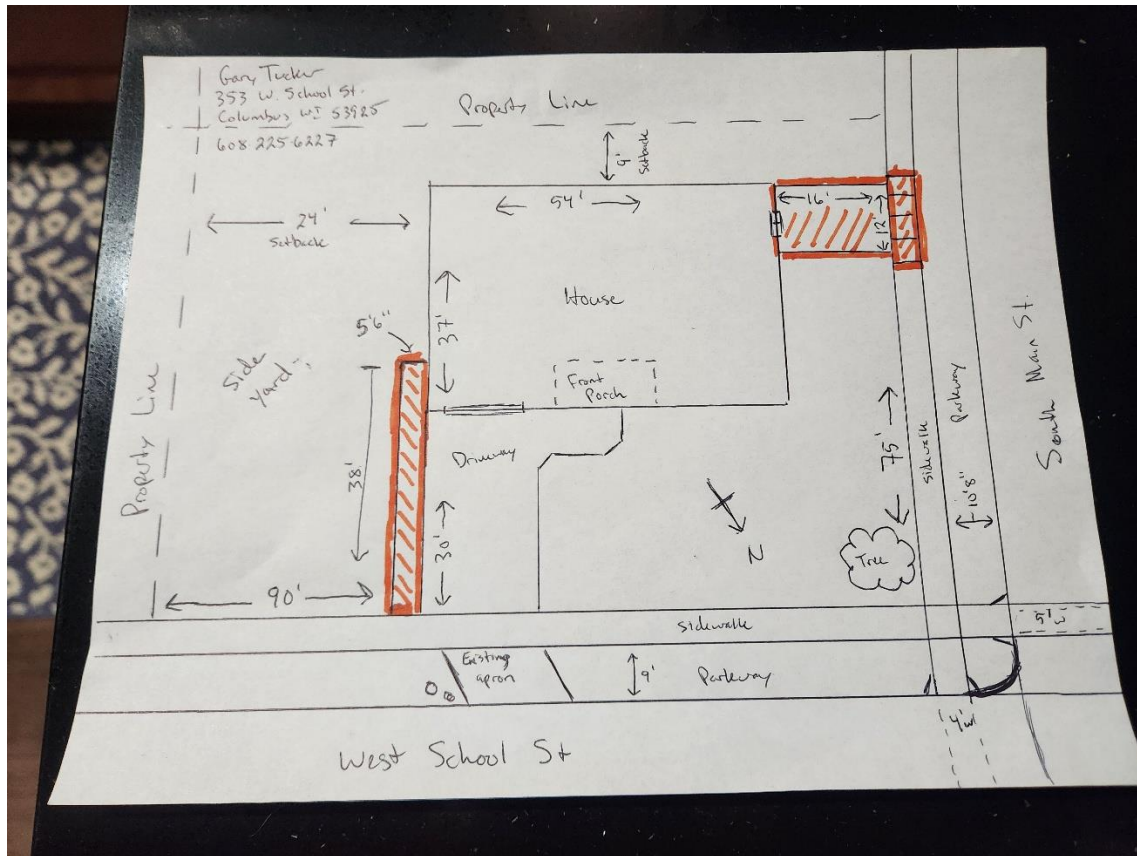
Past history on this corner parcel is a few years ago a permit was taken out for a new driveway to connect to West School Street. This project was part of an addition to the home (garage and second story). At that time the South Main Street. The permit requires cement thickness, flared aprons, and other construction requirements. With the W. School Street driveway, several items required in the permit were not constructed including flared apron, curb/gutter cut, and moving of utilities. (see site photo document)

The 2026 request for a second driveway is to add it in the former location of the original driveway. This area is currently grass - both yard and apron areas.

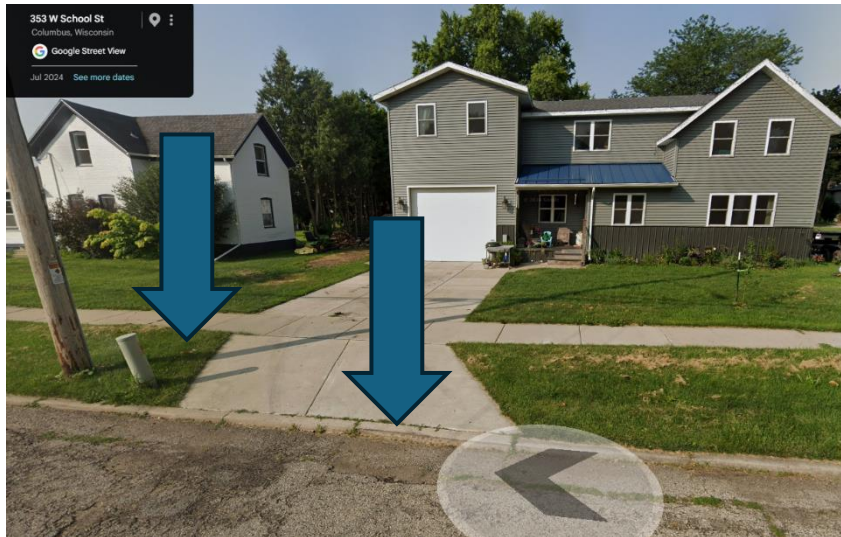
List all Supporting Documentation Attached:

- Project Map
- First driveway permit application site plan
- Second Driveway permit application site plan
- Site photos
- Driveway ordinance
- Amendment to driveway ordinance

Action Requested: Consider and take action on the request for the waiver

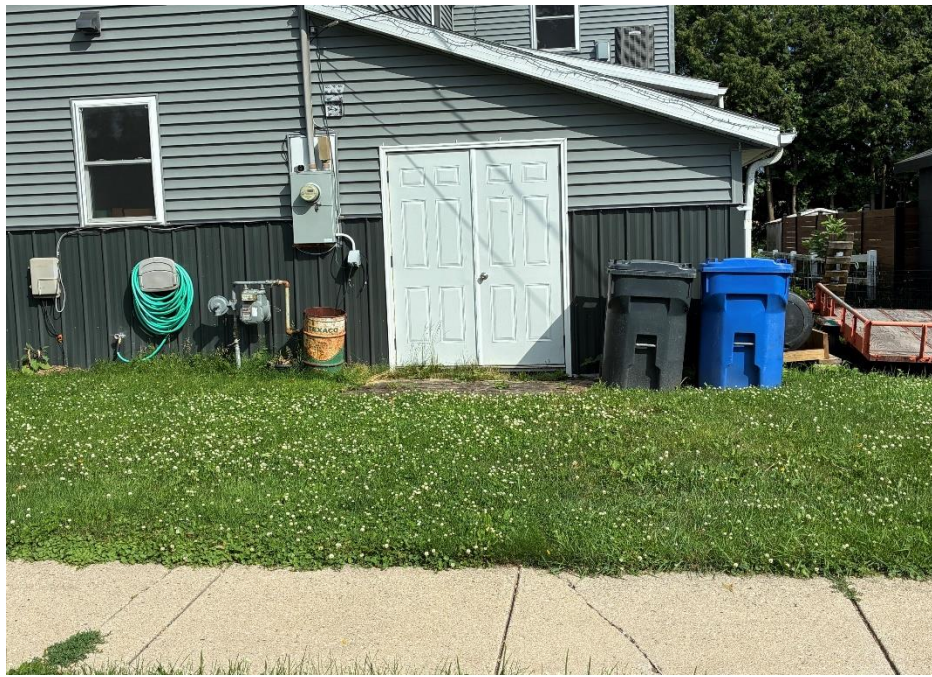


1. Driveway permit for new driveway not constructed to code and permit requirements



2. Apron flare on left missing (left arrow)
3. Utilities not moved
4. Curb cut and gutter not constructed (right arrow)

353 W. School St. (South Main St. side yard/proposed second driveway location)



Sec. 86-191. Requirements for driveways.

(a) *Minimum requirements for all driveways.*

- (1) No driveway shall be located closer than 20 feet from a right-of-way line of an intersection of two streets.
- (2) The angle of intersection between the driveway and the street pavement shall be between 75 and 90 degrees.
- (3) Except for permitted joint driveways, the outside edge of the driveway must be at least three feet from the side property line.
- (4) Property line clearance: Driveway approaches shall be located so that the required curb return lies entirely within the property lines extended of the zoning lot served by the driveway approach unless the driveway is being shared with the adjacent zoning lot.
- (5) New driveways shall be constructed of one of the following: Concrete, asphalt, brick or other surface approved by the director of public works. Driveway approaches, between the edge of the pavement and the right-of-way line, shall be constructed of concrete pavement.
- (6) Driveways constructed in areas with curb and gutter shall include a flared section between the curb and gutter and the street side of existing or future sidewalks. The flared section shall be flared 0.5 times the distance between the back of the curb and nearest edge of an existing or future sidewalk, but no greater than 2.5 feet, for a total combined apron flare of five feet. The curb head shall be saw cut or the curb and gutter shall be neatly removed at the driveway opening location and replaced with concrete gutter and driveway approach head.
- (7) All driveways shall be designed to accommodate future or existing sidewalks. All paved driveway entrances and aprons shall provide for concrete sidewalks in accordance with city standards.
- (8) The construction of driveways shall not impede the drainage of the street or off street areas. In areas with existing curb and gutter, the driveway shall not extend further into the street than the face of the gutter. In areas without curb and gutter, or in areas with ditch sections for the drainage of the roadway, a culvert of the size or capacity required by the public works director shall be installed at the time of driveway construction at the property owner's expense.
- (9) Any person, firm or corporation constructing a driveway is responsible for repairing any damage to adjacent property such as sidewalk, bike path, street and/or curb and gutter.
- (10) No person shall install, alter, change, replace or extend any driveway without first obtaining a permit from the building inspector.

(b) *Additional requirements for residential driveways.*

- (1) There shall be no more than one driveway per lot or two driveways per multi-family residential lot per street frontage. One additional drive may be permitted per street frontage when that frontage exceeds 200 feet.
- (2) A driveway shall not exceed 24 feet in width except if the building has a three-car garage. If a building has a three-car garage, the driveway width may be increased an additional 12 feet for a total width not to exceed 36 feet.
- (3) There shall be no residential driveway access to any collector or arterial street unless such street provides the only available access.
- (4) Joint driveways are not permitted on lots that were platted after January 1, 2004. Joint driveways constructed prior to January 1, 2004 may be repair and replaced.

(c) *Additional requirements for commercial and industrial driveways.*

- (1) There shall be no more than two driveways per commercial or industrial lot per street frontage. Driveways on each street frontage shall meet the requirements for each street frontage separately. Driveways may be prohibited or restricted in size, number, or direction of traffic flow, if in the opinion of the public works director, the proposed access will present a hazard to the safety and general welfare of the public. Driveways on one street frontage may be prohibited, only if alternate access can be provided on another frontage.
- (2) Driveways for commercial or industrial lots shall be not wider than 32 feet, measured at the property line.
- (3) Driveways for commercial or industrial lots shall be paved with asphalt or concrete pavements.
- (4) Streets, sidewalks, alleys, and/or public rights-of-way shall not be used for internal traffic circulation or maneuvers into and from off-street parking spaces. Driveways shall be located to promote good internal traffic circulation with minimal disruption of on-street traffic.

(d) *Exceptions to requirements.*

- (1) The common council may waive the requirements for residential drives where, in its opinion, the waiving of the requirements will not have detrimental effect on the safety of the general public.
- (2) The common council may waive the requirements for commercial and industrial driveways if the applicant submits an engineered alternative plan that will effectively permit ingress and egress with a minimum of hazard or congestion to pedestrian and vehicle traffic both on and off the street.

(Code 1978, § 8.10(1); Ord. No. 596-04, §§ 1, 2, 8-17-04; Ord. No. 750-19, § 1, 9-9-19)

CITY OF COLUMBUS**ORDINANCE NO. _____****AN ORDINANCE TO REPEAL AND RECREATE CERTAIN PROVISIONS OF
SECTION 86-191 OF THE CITY CODE OF ORDINANCES CONCERNING
REQUIREMENTS FOR DRIVEWAYS**

The Common Council of the City of Columbus, Columbia County, Wisconsin does hereby ordain as follows:

1. Sec. 86-191(a)(5) is repealed and recreated to read now as follows:
 - (5) Any driveway constructed after January 1, 2004, shall be constructed of one of the following: Concrete, asphalt, brick or other surface approved by the Director of Public Works. Driveway approaches, between the edge of the pavement and the right-of-way line, shall be constructed of concrete pavement.
2. Sec. 86-191(a)(10) is repealed and recreated to now read as follows:
 - (10) No person shall install, alter, change, replace or extend any driveway without first obtaining a permit from the Director of Public Works.
3. Sec. 86-191(b)(1) is repealed and recreated to now read as follows:
 - (1) There shall be no more than 1 driveway per lot or 2 driveways per multi-family residential lot.
4. Sec. 86-191(c)(1) is repealed and recreated to now read as follows:
 - (1) There shall be no more than 2 driveways per commercial or industrial lot. Each driveway on a commercial or industrial lot shall meet the requirements for street frontage separately. Driveways may be prohibited or restricted in size, number or direction of traffic flow, if, in the opinion of the Public Works Director, the proposed location of a driveway will present a hazard to the safety and general welfare of the public.
5. Sec. 86-191(d)(1) and (2) are repealed and recreated to now read as follows:
 - (1) The City Planning Commission may waive the requirements for residential, commercial or industrial driveways when, in its opinion, the waiving of the requirements will not have a detrimental effect on the safety of the general public. The Plan Commission may require the applicant for a waiver to submit an engineered plan that will effectively permit ingress and egress with a minimum of hazard or congestion to pedestrian and vehicle traffic both on and off the street.

6. **Severability.** Each section, paragraph, sentence, clause, word, and provision of this Section is severable, and if any such provision shall be held unconstitutional or invalid for any reason, such decision(s) shall not affect the remainder of the ordinance nor any part thereof other than that affected by such decision.
7. **Effective Date.** This Ordinance shall take effect immediately upon its passage and posting as required by law.

Adopted this ____ day of _____, 2025.

CITY OF COLUMBUS

By: _____
Joseph Hammer, Mayor

By: _____
Susan L. Caine, Clerk

City of Columbus Zoning Code Rewrite

**Plan Commission
July 9, 2026
Draft Zoning Map**



Today's Discussion

Item #5.

- Last Meetings
 - Historic Preservation (May 14)
 - Joint Plan Commission & Council Update (May 19)
- Today (July 9)
 - Review zoning map
 - Key zoning map policy questions

Overall Goals of the Draft Zoning Map

Item #5.

- Preserve existing development patterns by reflecting current land uses and zoning where appropriate
- Maintain consistency with the Future Land Use Map and Comprehensive Plan
- Correct mapping inconsistencies and legacy errors identified through a comprehensive review
- Minimize downzoning

Draft Zoning Map: Five-Step Process

Item #5.

1. Directly translated existing zoning districts to the closest comparable new zoning district
 - Example: R-1 = SR-1
2. Parcel by parcel analysis to uncover any issues
 - Identified questions to discuss with staff
 - Example: Single-Family Residences were zoned LI

Draft Zoning Map: Five-Step Process

Item #5.

3. Reviewed with City Staff

- Discussed key question areas and adjusted district or code text as needed
- Example: “Cultivation” and “Private Golf Courses” are added to the PR zoning district to match the PR district as mapped

4. Review with Plan Commission (**Today**)

5. Complete edits

- Based on feedback received

Map Development Resources

Item #5.

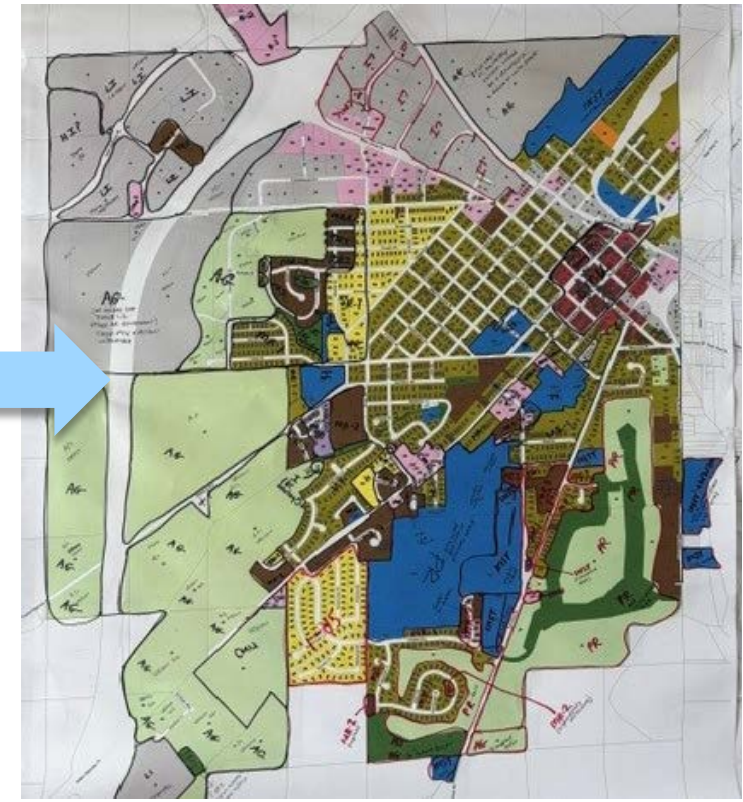
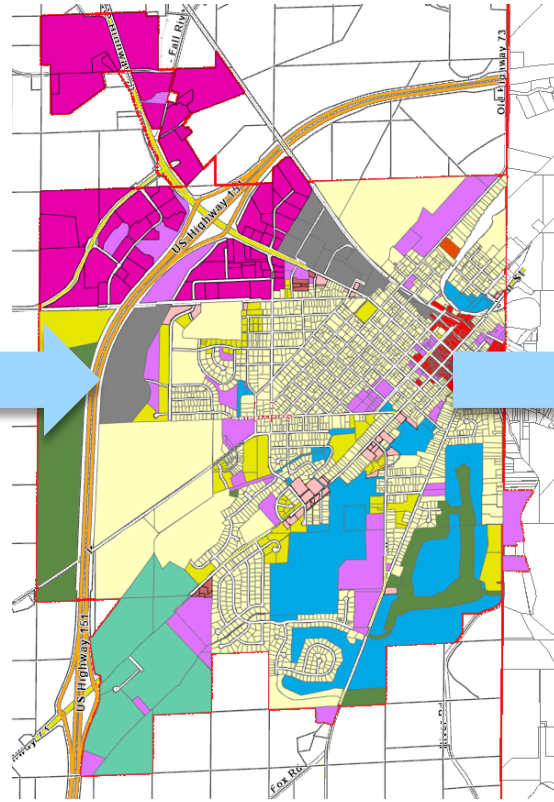
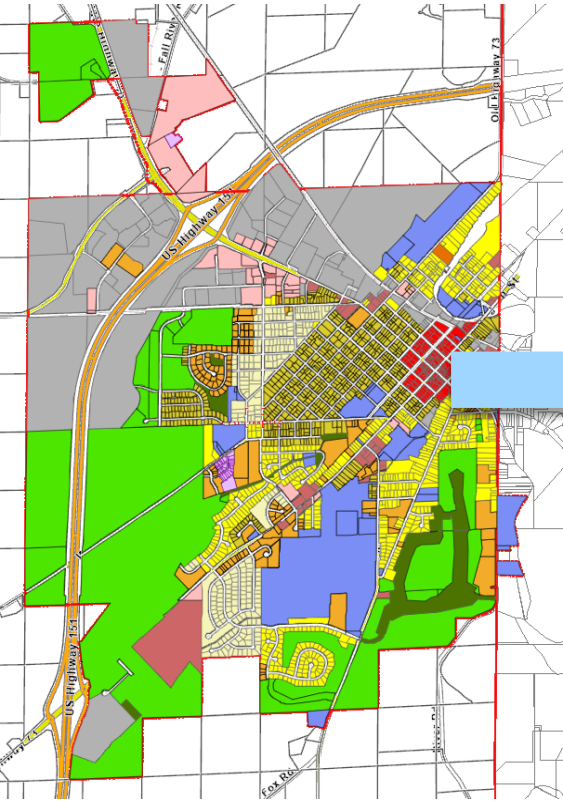
Existing Zoning

Future Land Use

Existing Conditions

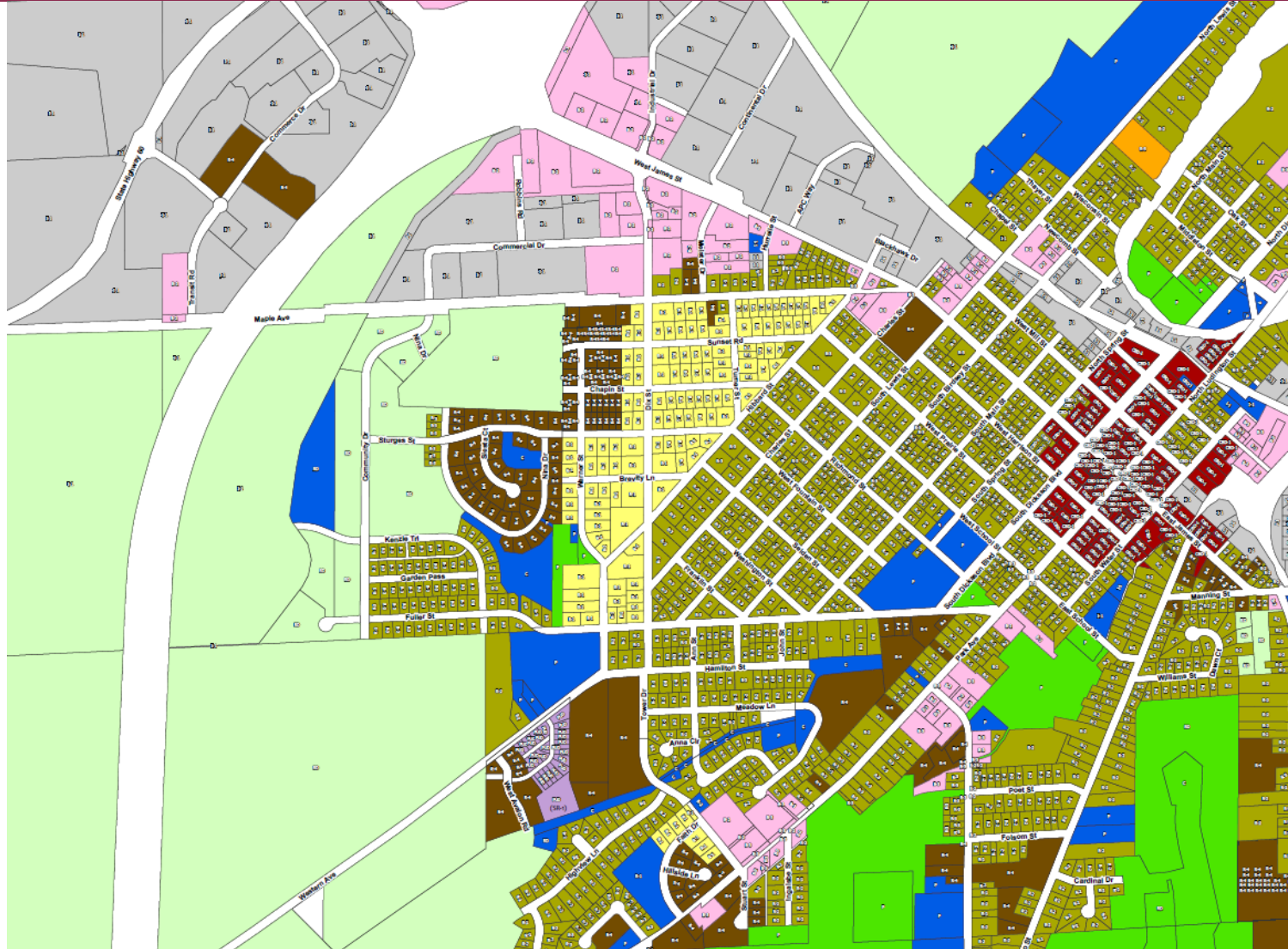


Refined Draft



Draft New Zoning Map

Item #5.



Review of Draft Zoning Districts as Mapped

Key Change from Existing Zoning Map

Item #5.

- Complete set of new districts
- Public and quasi-public properties zoned INST or PR
 - Except City Hall (remains DMU)
- Golf courses zoned PR
- Stormwater zoned INST
- Multiple properties zoned AG
 - Holding district for future development
- Planned Developments stay PD except one undeveloped area
- Overlay districts still to be added after draft map is updated

Overview of Map & Applied Zoning Districts

Item #5.

On each parcel on the map:

- Existing Zoning = labels
- New Zoning = colors

Proposed Zoning District*

	SR-1 - Single Family Residential
	SR-2 - Single Family Residential
	MR-1 - Mixed Residential Low Density
	MR-2 - Mixed Residential High Density
	MH - Mobile Home District
	CMU - Corridor Mixed Use
	BP - Business Park
	DMU - Downtown Mixed Use
	LI - Light Industrial
	HI - Heavy Industrial
	INST - Institutional
	PR - Parks and Recreation
	IOA - Intensive Outdoor Activity
	AG - Agriculture
	PUD - Planned Unit Development (Underlying Zoning labeled in parentheses)

*The Existing Zoning is labeled on all parcels with an assigned District.

6/8/2026

Residential Districts

Item #5.

Existing Zoning District	New Zoning District	Rationale/Land Use Type
Residential Districts		
R-1, Low-Density Res	Single Family Residential-1 (SR-1)	Larger Lot sizes (8,000 sf)
None	Single-Family Residential-2 (SR-2)*	Smaller lot sizes (3,000-5,000 sf)
R-2, Medium-Density Resi R-3, High-Density Resi	Mixed Residential-1 (MR-1)	Mix of single-family, duplex, two-flat, twin home
R-4, Multi-Family Resi	Mixed Residential-2 (MR-2)	Mix of single-family, duplex, two-flat, twin home, and multi-family
R-5, Mobile Home Park	Mobile Home (MH)	Mobile Home Residential

** Not currently mapped but available through a Zoning Map Amendment*

Residential

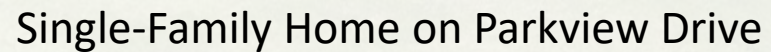
Yellow circles identify general areas of the City mapped in the new Residential Districts

-  SR-1 - Single Family Residential
-  SR-2 - Single Family Residential
-  MR-1 - Mixed Residential Low Density
-  MR-2 - Mixed Residential High Density
-  MH - Mobile Home District



Item #5.

tem #5.



-

Item #5.



Mixed Residential (MR-2)

Item #5.



Multifamily Residential on River Road

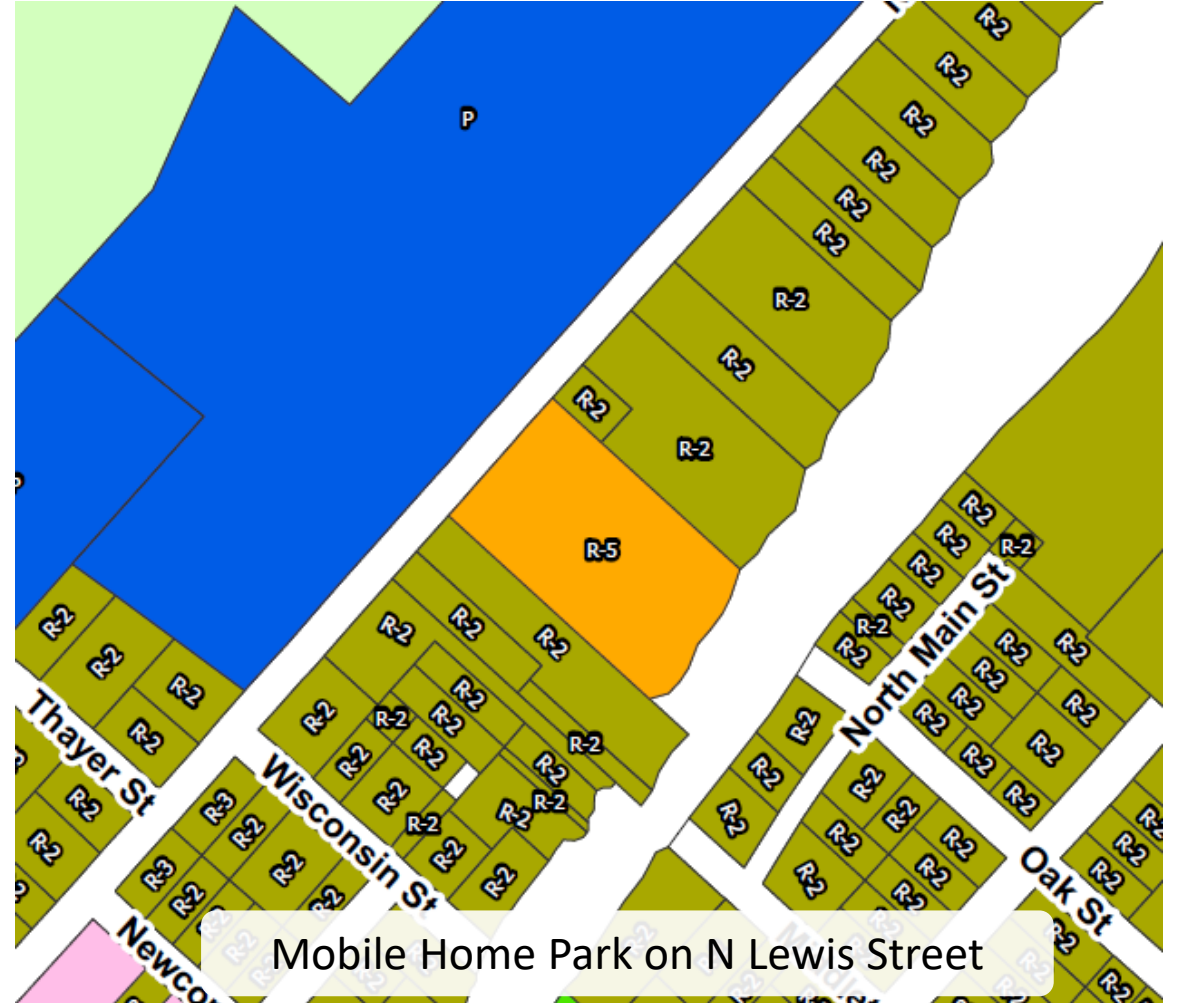
- The MR-2 District applies to the multifamily neighborhoods
- Translates from the existing R-4 District

Mobile Home (MH)

Item #5.



- MH District applies to mobile home parks
- Translates from the existing R-5 District



Mobile Home Park on N Lewis Street

Commercial/Mixed Use Districts

Item #5.

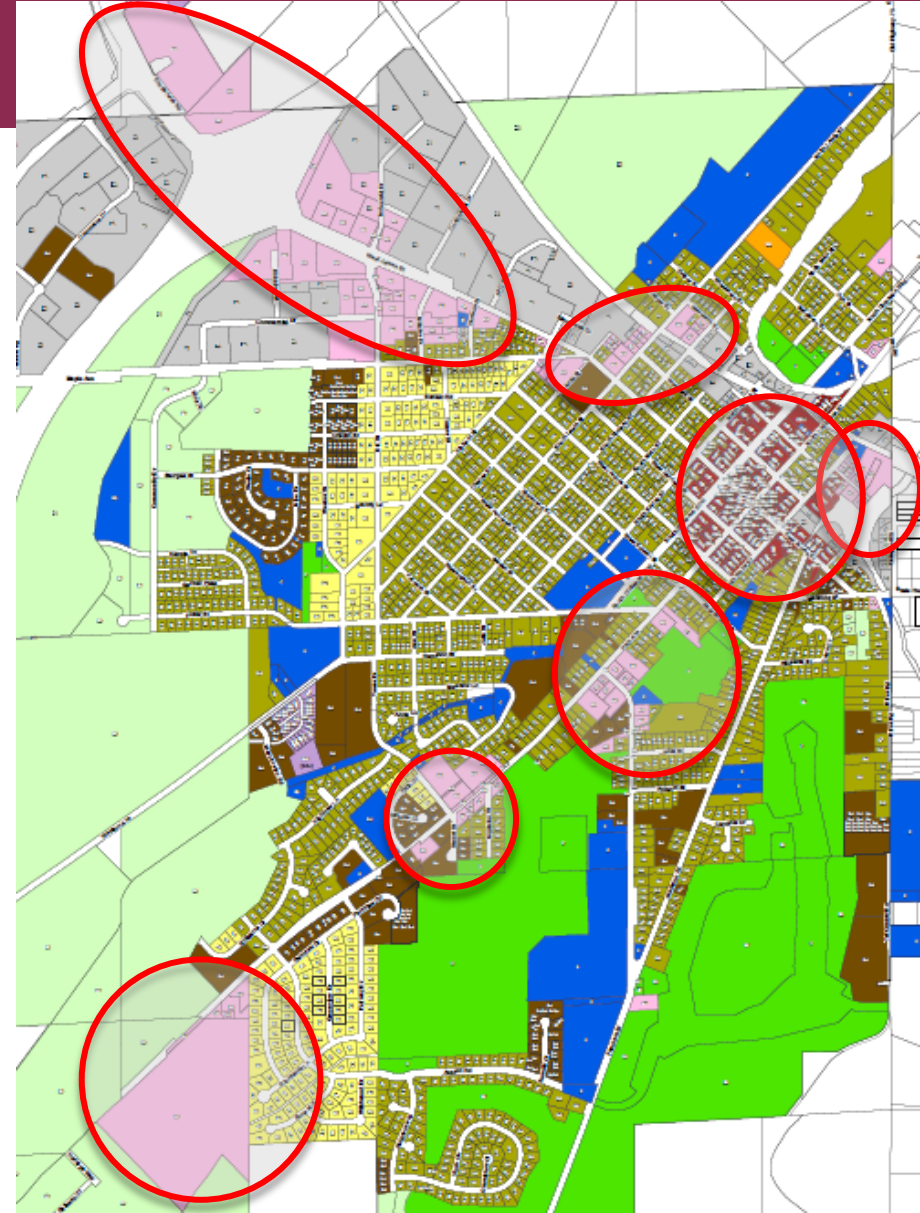
Existing Zoning District	New Zoning District	Rationale/Land Use Type
Commercial/Mixed Use Districts		
CBD-1, Central Business District	Downtown Mixed Use (DMU)	Existing mixed-use in downtown style and format (requires ground floor commercial)
B-2, Highway Commercial B-3, General Commercial	Corridor Mixed Use (CMU)	Grouped and mapped along commercial corridors with planned mixed-use development patterns

Commercial/Mixed Use

Item #5.

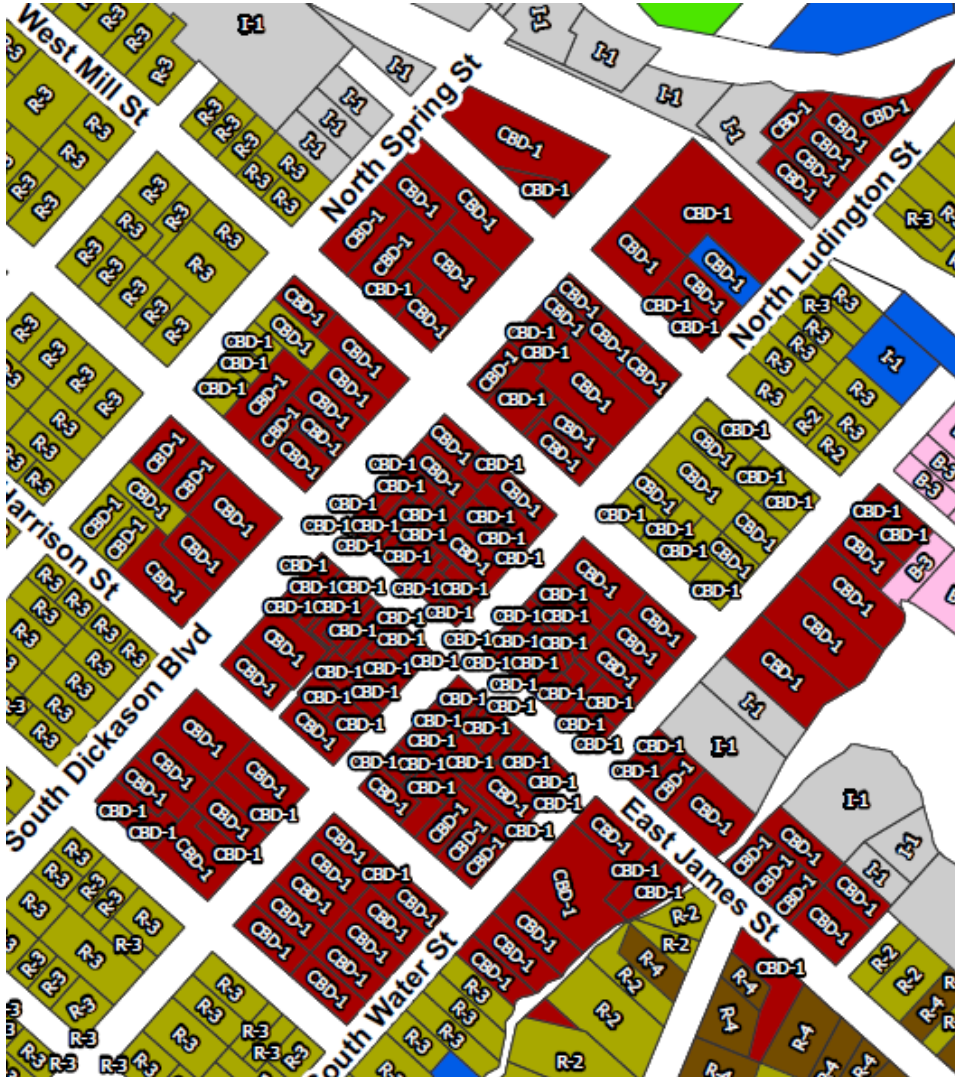
Red circles identify general areas of the City mapped in the new Commercial or Mixed-Use Zoning Districts

-  CMU - Corridor Mixed Use
-  DMU - Downtown Mixed Use



Downtown Mixed Use (DMU)

Item #5.



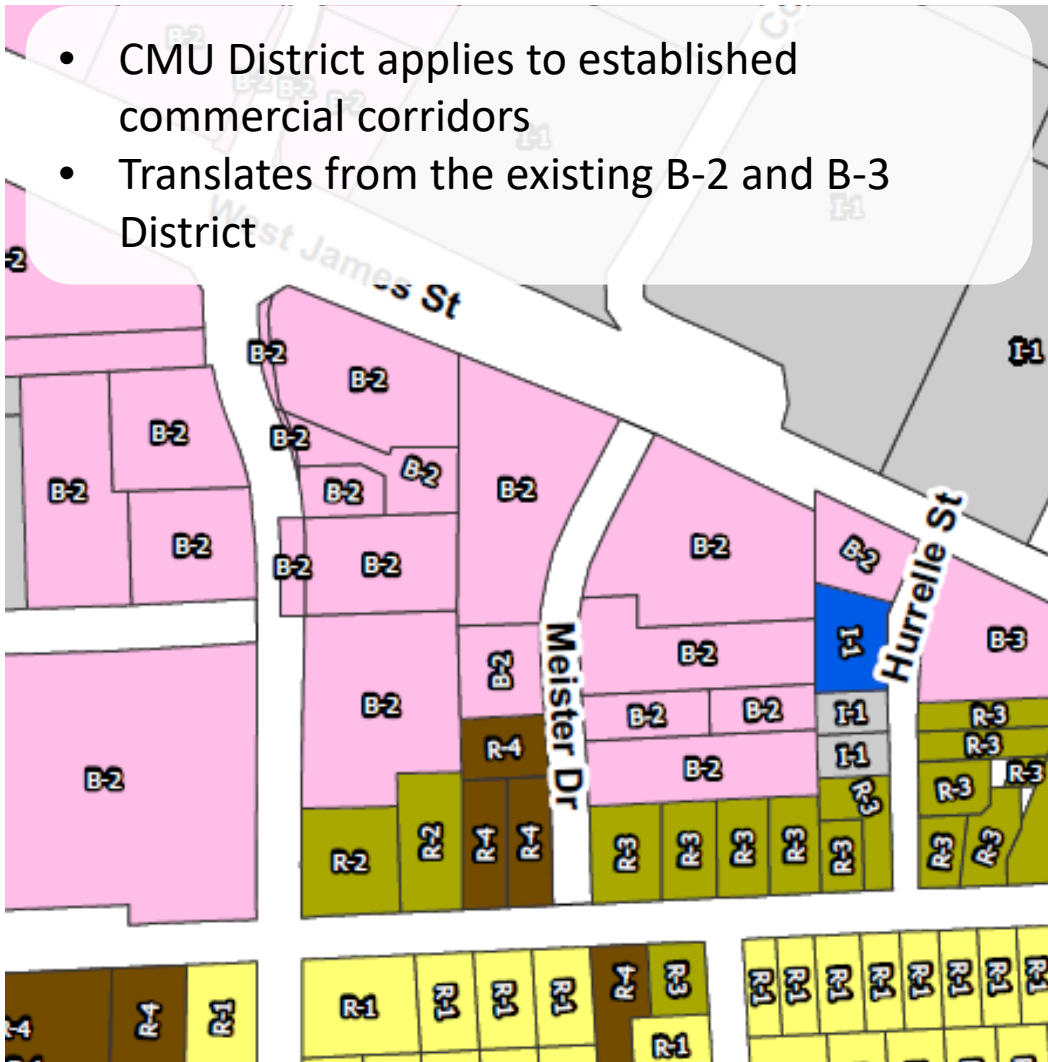
Mixed-Use Buildings on W James Street

- DMU District applies to downtown Columbus
- Translates from the existing CBD-1 district

Corridor Mixed Use (CMU)

Item #5.

- CMU District applies to established commercial corridors
- Translates from the existing B-2 and B-3 District



Commercial Building on W James Street

Industrial Districts

Item #5.

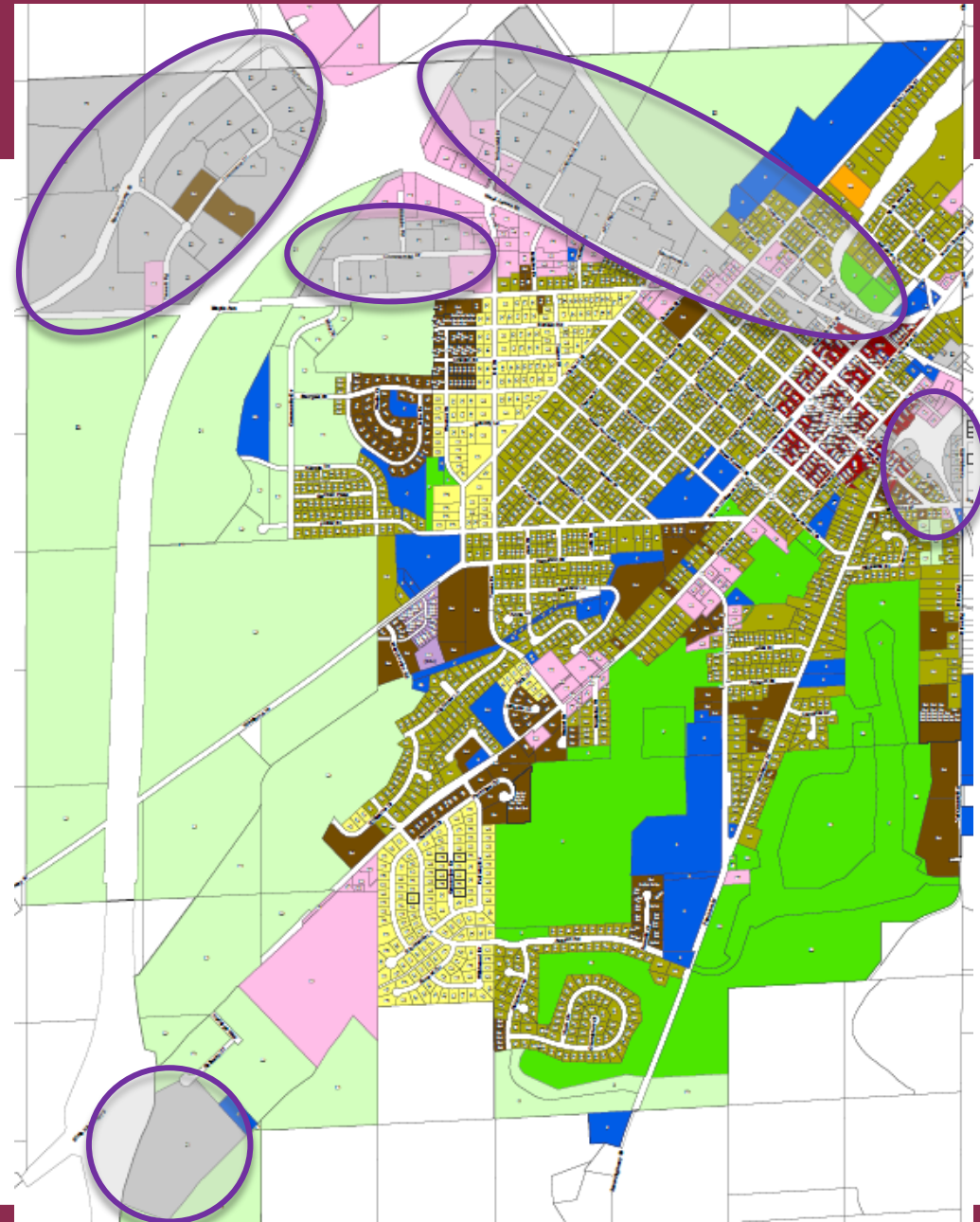
Existing Zoning District	New Zoning District	Rationale/Land Use Type
Industrial Districts		
None	Business Park (BP)*	Mix of commercial and industrial uses
I-1, Light Industrial	Light Industrial (LI)	Less intense industrial all indoors
I-2, General Industrial	Heavy Industrial (HI)*	General Industrial similar to what is found throughout the community
		Spots of high intensity industrial uses

** Not currently mapped but available through a Zoning Map Amendment*

Industrial

Purple circles identify general areas of the City mapped in the new Industrial zoning districts

- BP - Business Park
- LI - Light Industrial
- HI - Heavy Industrial

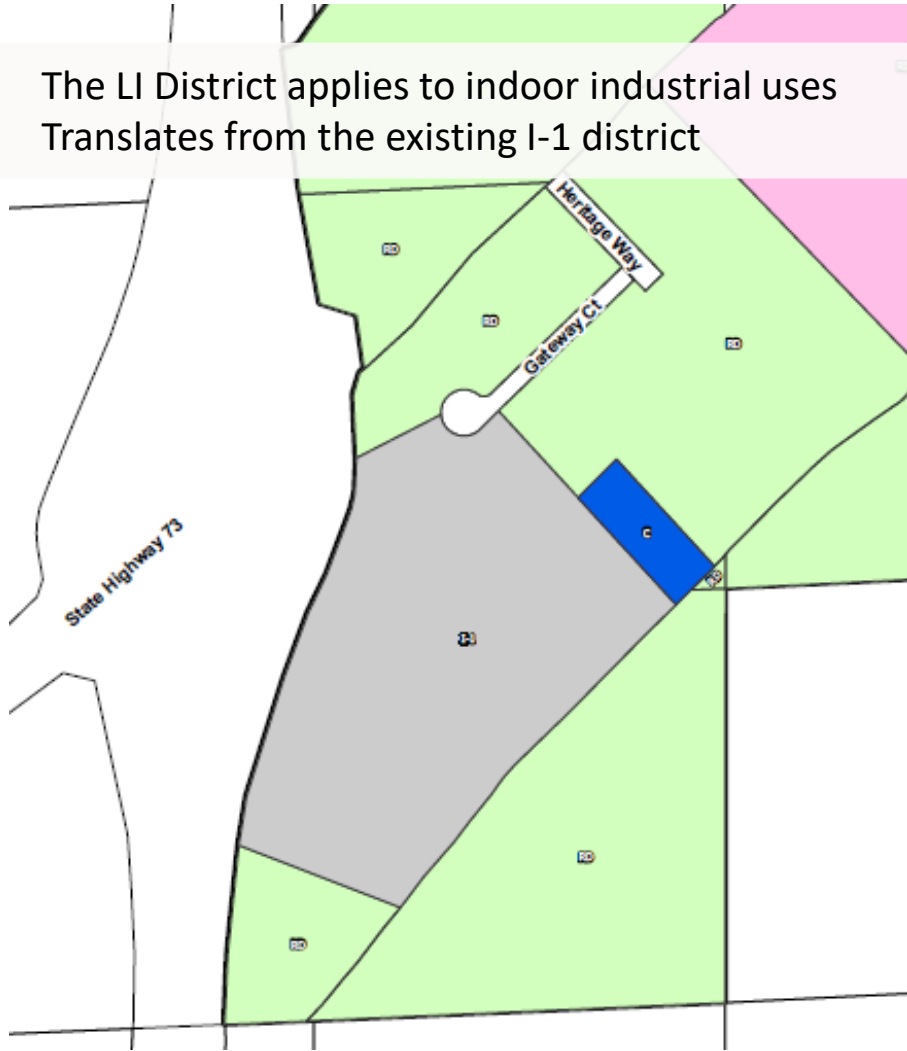


Item #5.

Light Industrial (LI)

Item #5.

- The LI District applies to indoor industrial uses
- Translates from the existing I-1 district



Industrial Building on Gateway Court

Other Districts

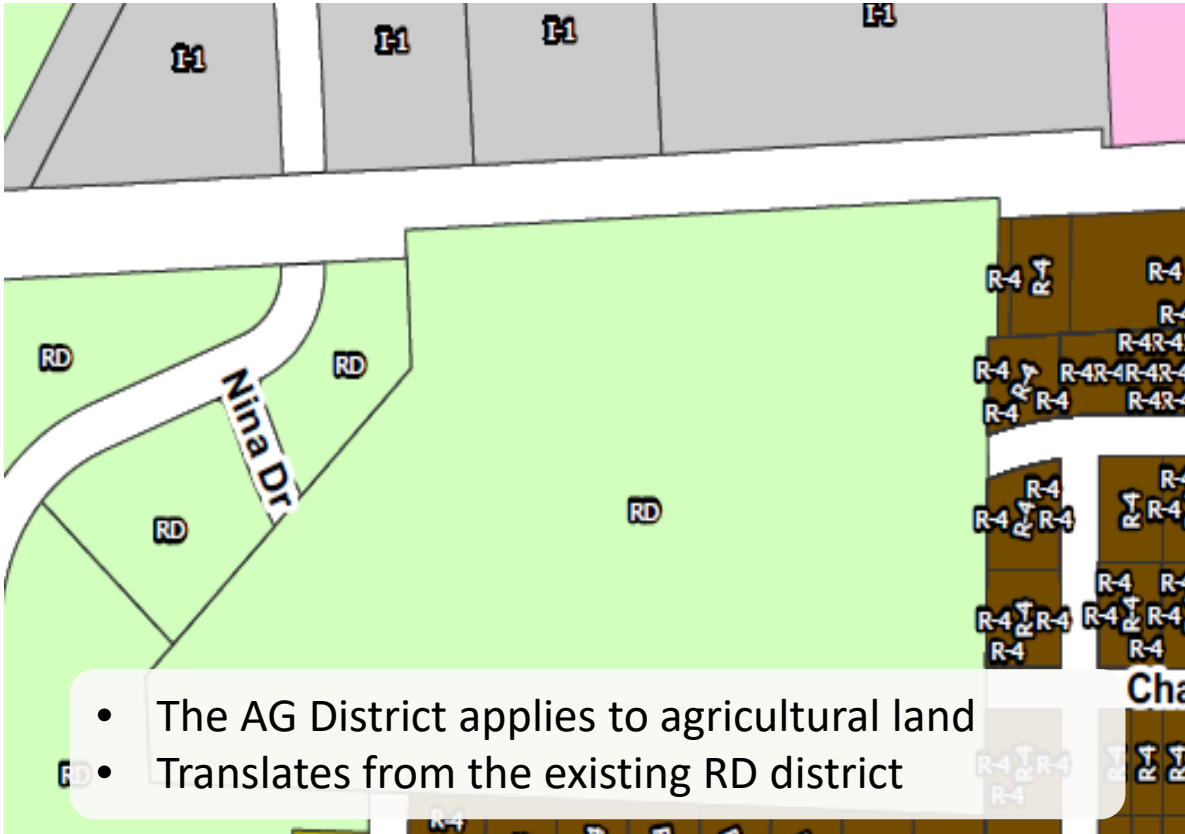
Item #5.

Existing Zoning District	New Zoning District	Rationale/Land Use Type
Other Districts		
RD, Rural Development District	Agriculture (AG)	Agricultural and agricultural-support land uses
P, Public, Semipublic, Inst. Recreation	Institutional (INST)	Public uses such as government buildings, schools, and places of worship
	Parks and Recreation (PR)	Spots of active recreation in public parks
None	Intensive Outdoor Activity (IOA)*	More control than CUP process for high intensity uses (quarry, junk yard, amusement park, etc.)

**Not currently mapped but available through a Zoning Map Amendment*

Agricultural (AG)

Item #5.



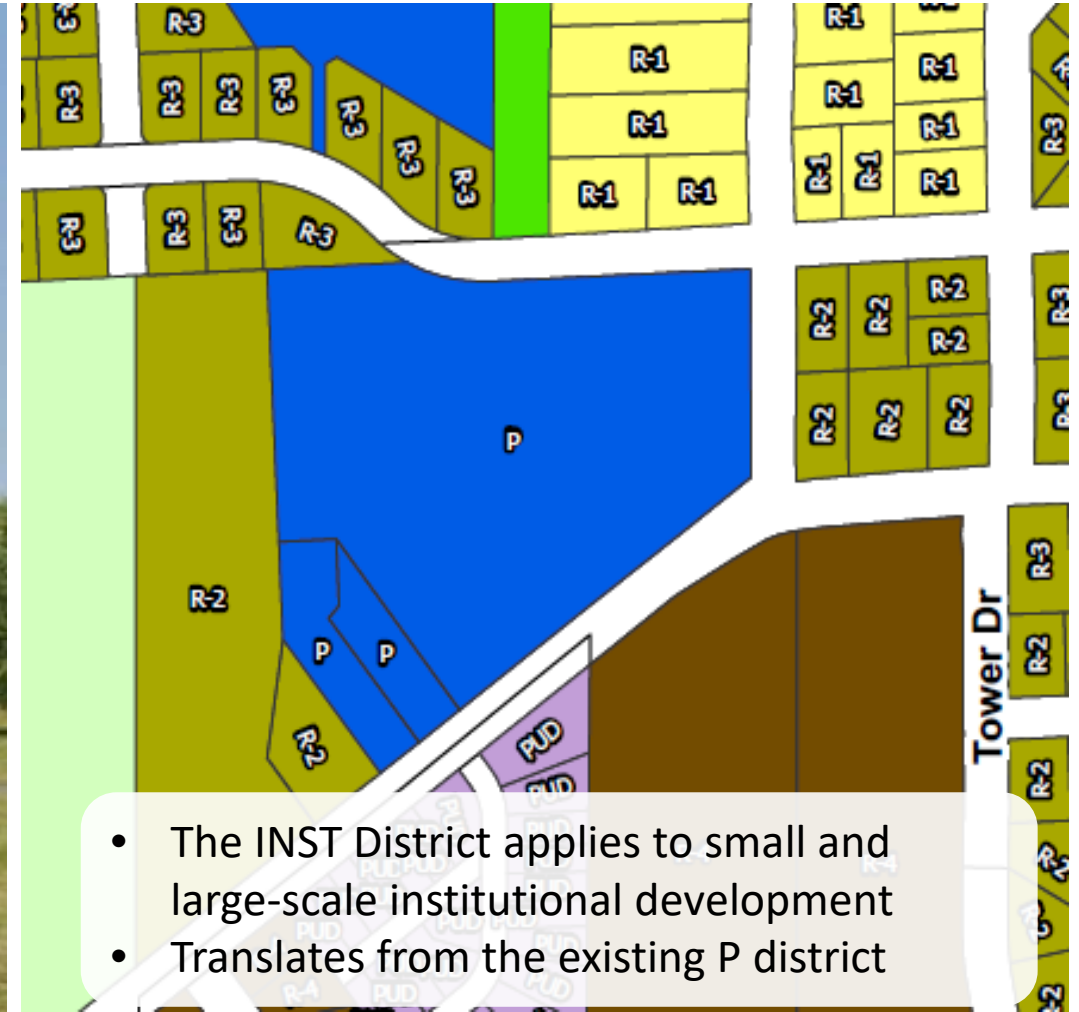
Farm on Maple Avenue

Institutional (INST)

Item #5.



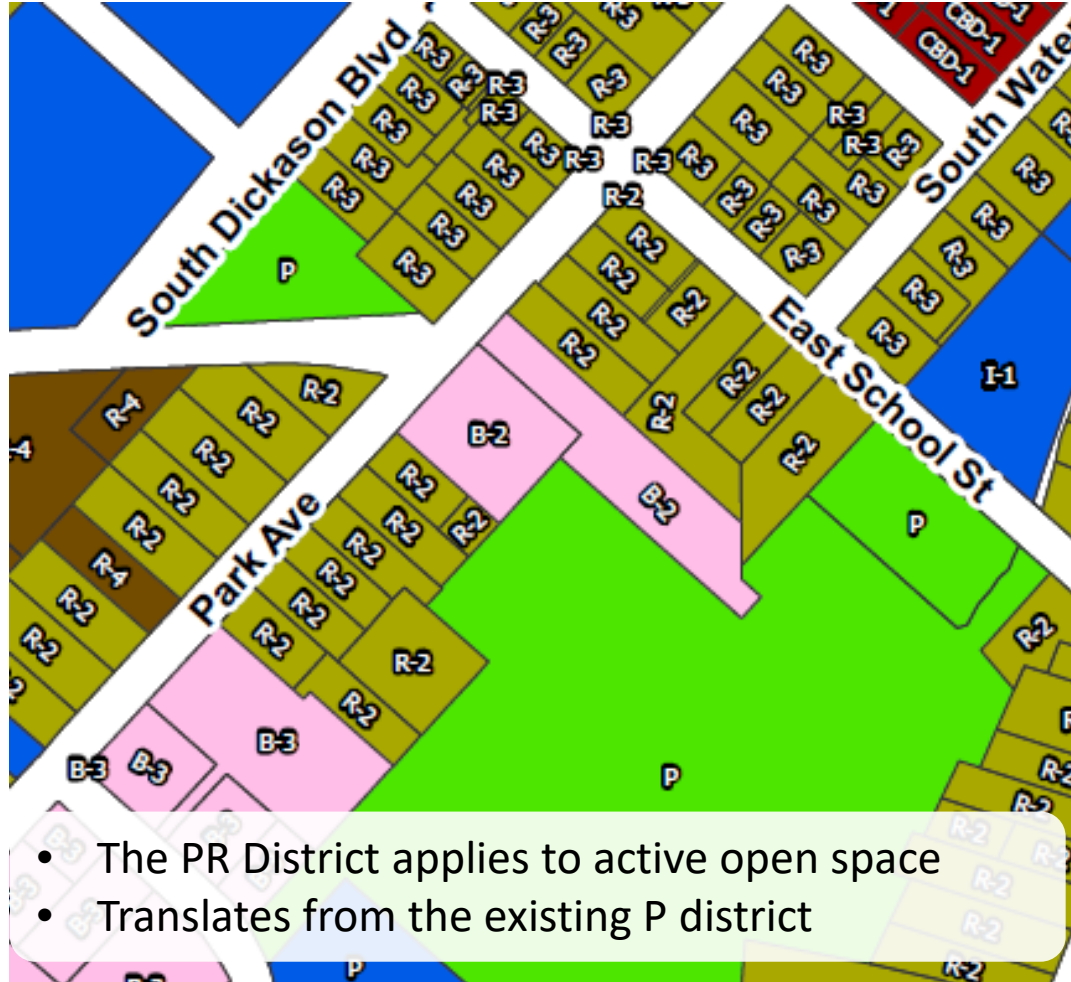
Church on Western Avenue



- The INST District applies to small and large-scale institutional development
- Translates from the existing P district

Parks and Recreation (PR)

Item #5.



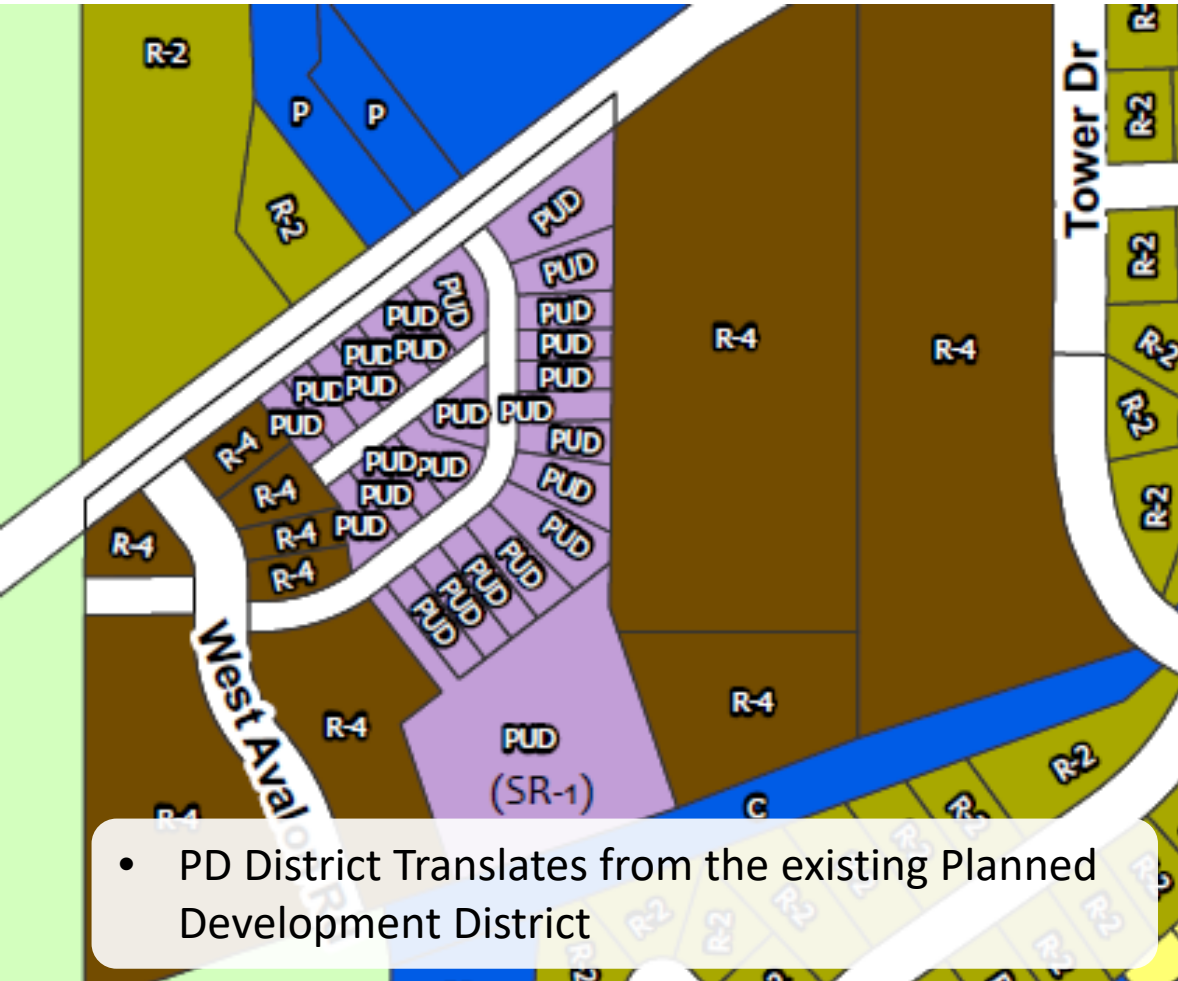
Overlay Districts

Item #5.

Existing Zoning District	New Zoning District	Rationale/Land Use Type
Overlay Districts		
Mixed-Use Overlay District	Remove	Mixed-Use permitted in all former business districts
C, Conservancy District	New Environmental Corridor Overlay (EC)	Protection of natural resources: floodplain, wetlands, steep slopes, drainageways, etc.
Shoreland and Watercourse		
Wastewater Treatment Overlay	Wastewater Treatment Overlay (WTO)	Reflect state statutes
Wellhead Protection Overlay	Wellhead Protection Overlay (WPO)	Keep existing
Planned Development	Planned Development (PD)	Customized and unique zoning standards based on the base zoning district standards
Historic Preservation Division	Historic Preservation (HP)	Protection of Historic Downtown Columbus

Planned Development (PD)

Item #5.



Policy Questions

Upzoning vs. Downzoning

Item #5.

- New Zoning Map will include a mix of upzoning and downzoning situations
 - This is inevitable with a full rewrite
- Upzoning
 - Increases the development density of the land
 - Ex: smaller minimum lot area or reduced setback
- Downzoning
 - Decreases the development intensity of the land
 - Ex: Reduces permitted uses via the assigned district
- Approach was to minimize downzoning

Upzoning Examples

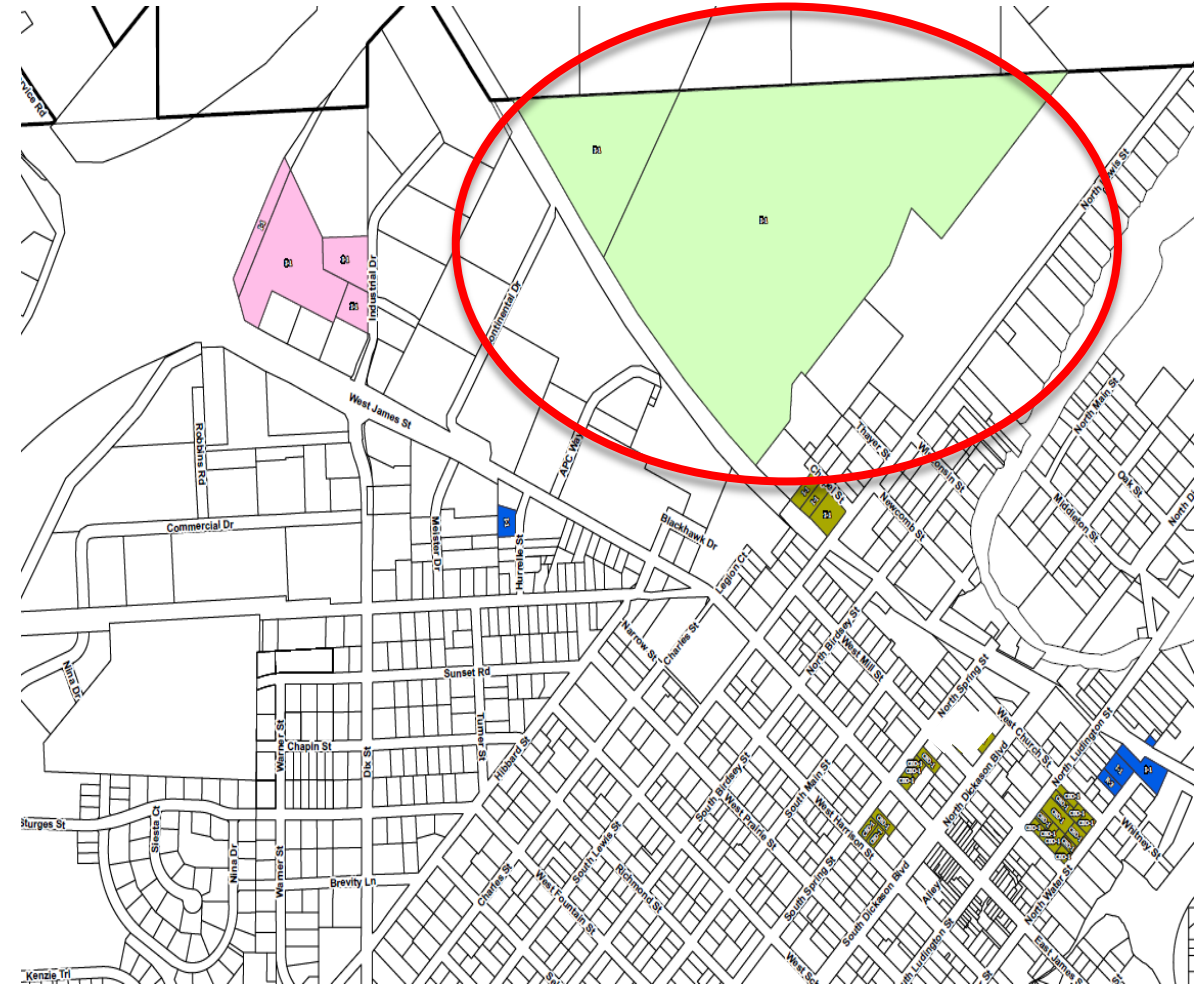
Item #5.

- Kestrel Ridge Golf Course
 - Existing Zoning: C (Conservancy)
 - Proposed Zoning: PR (Parks & Recreation)
 - Why is this an upzone? Allows additional complementary uses to the golf course
- SR-1 Zoning District
 - Existing comparable lot size: 12,150 sf
 - Proposed district lot size: 8,000 sf
 - Why is this an upzone? Allows more useable space on the lot

Potential Downzoning (Area 1)

Item #5.

- Hein Family Trust Properties
 - Existing Zoning: I-1 (Light Ind.)
 - Existing Land Use: Vacant
 - Future Land Use: Residential
 - Proposed Zoning: AG
 - Better matches existing use
- Downzoning: Removes the ability to redevelop the parcels by-right into industrial/manufacturing use



Potential Downzoning (Area 2)

Item #5.

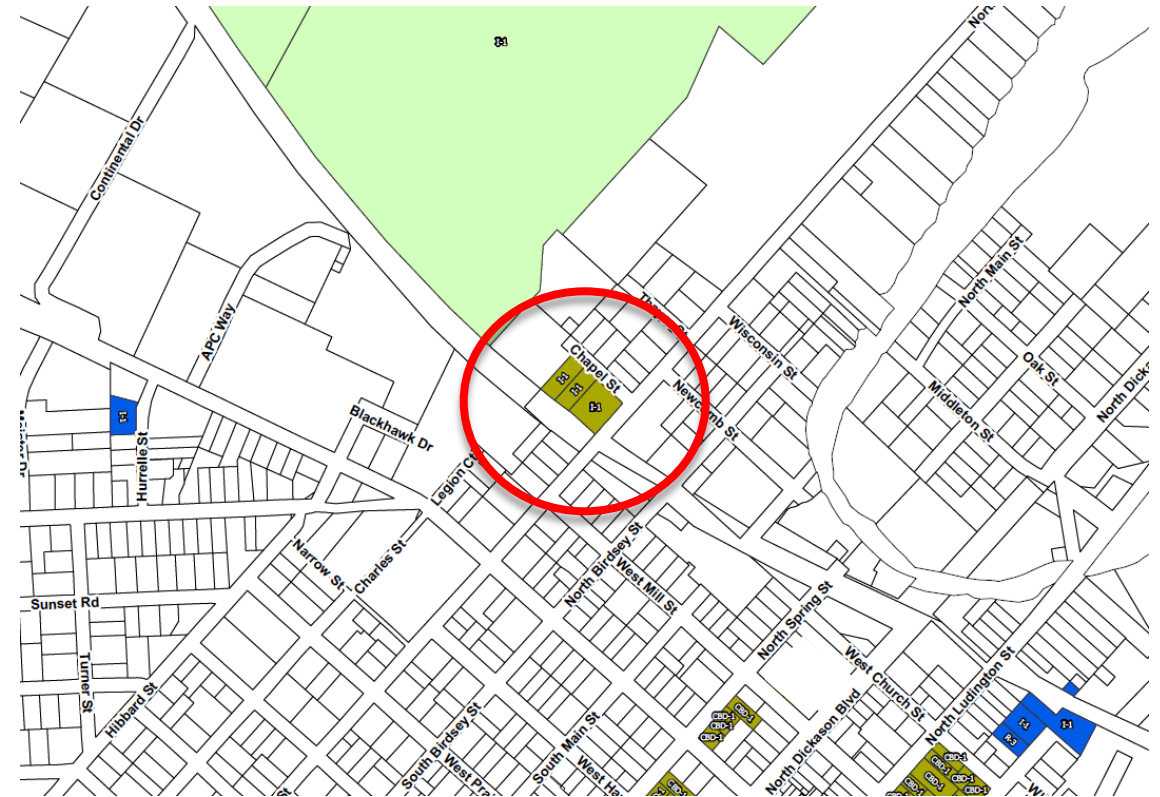
- Maple Ave/Hwy 151
 - Existing Zoning: I-1 (Light Ind.)
 - Existing Land Use: Vacant
 - Future Land Use: Residential & Open Space
 - Proposed Zoning: AG
 - Allows future zoning to match proposed use
- Downzoning: Removes the ability to redevelop the parcels by-right into industrial/manufacturing use



Potential Downzoning (Area 3)

Item #5.

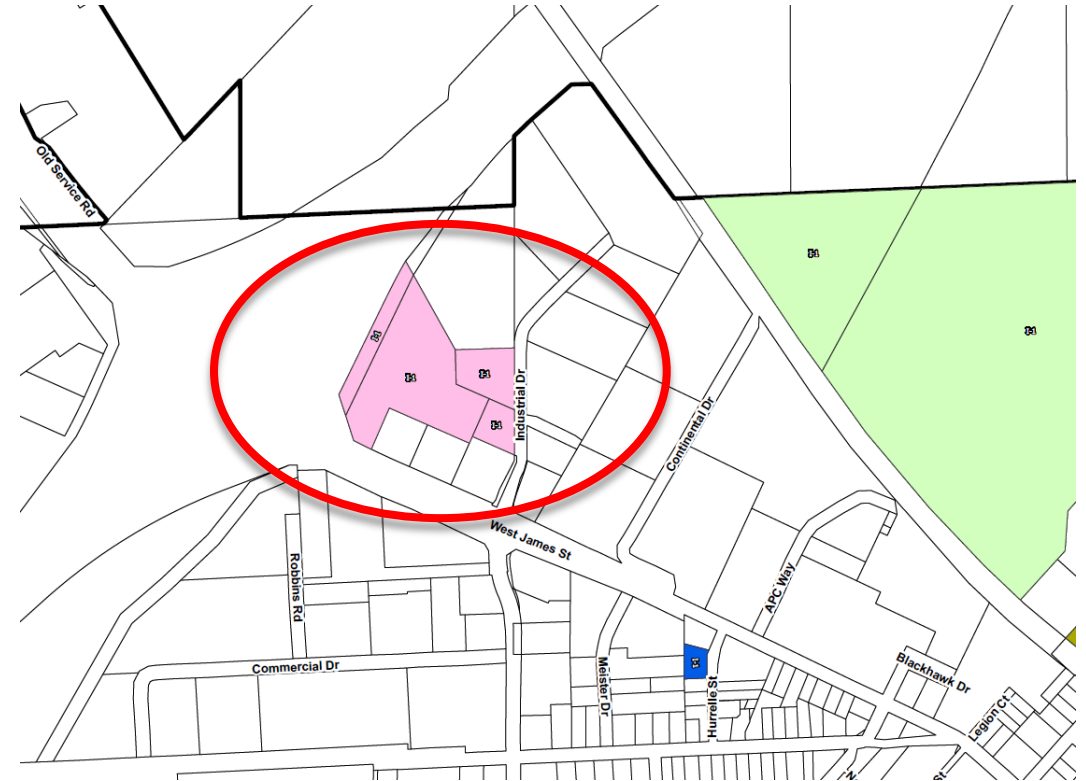
- Chapel Street Residential
 - Existing Zoning: I-1 (Light Ind.)
 - Existing Land Use: Residential
 - Future Land Use: Residential
 - Proposed Zoning: MR-1
 - Better matches existing use
- Downzoning: Removes the ability to redevelop the parcels by-right into industrial/manufacturing use



Potential Downzoning (Area 4)

Item #5.

- West James/Industrial Dr
 - Existing Zoning: I-1 (Light Ind.)
 - Existing Land Use: Commercial
 - Future Land Use: Commercial
 - Proposed Zoning: CMU
 - Better matches existing use
- Downzoning: Removes the ability to redevelop the parcels by-right into industrial/manufacturing use



Potential Downzoning (Area 5)

Item #5.

- Residential by City Hall & Library, North Ludington/North Water
 - Existing Zoning: DMU
 - Existing Land Use: Residential
 - Future Land Use: Residential
 - Proposed Zoning: MR-1
 - Better matches existing use
- Downzoning: Removes the ability to redevelop the parcels by-right into downtown land uses



Potential Downzoning (Area 6)

Item #5.

- Government Owned Parcels
 - Existing Zoning: Industrial & R-3
 - Existing Land Use: City/Utility
 - Future Land Use: Institutional
 - Proposed Zoning: Institutional
 - Better matches existing use
- Downzoning: Removes the ability to redevelop the parcels by-right into industrial/residential land uses



Zoning Districts Not Yet Mapped

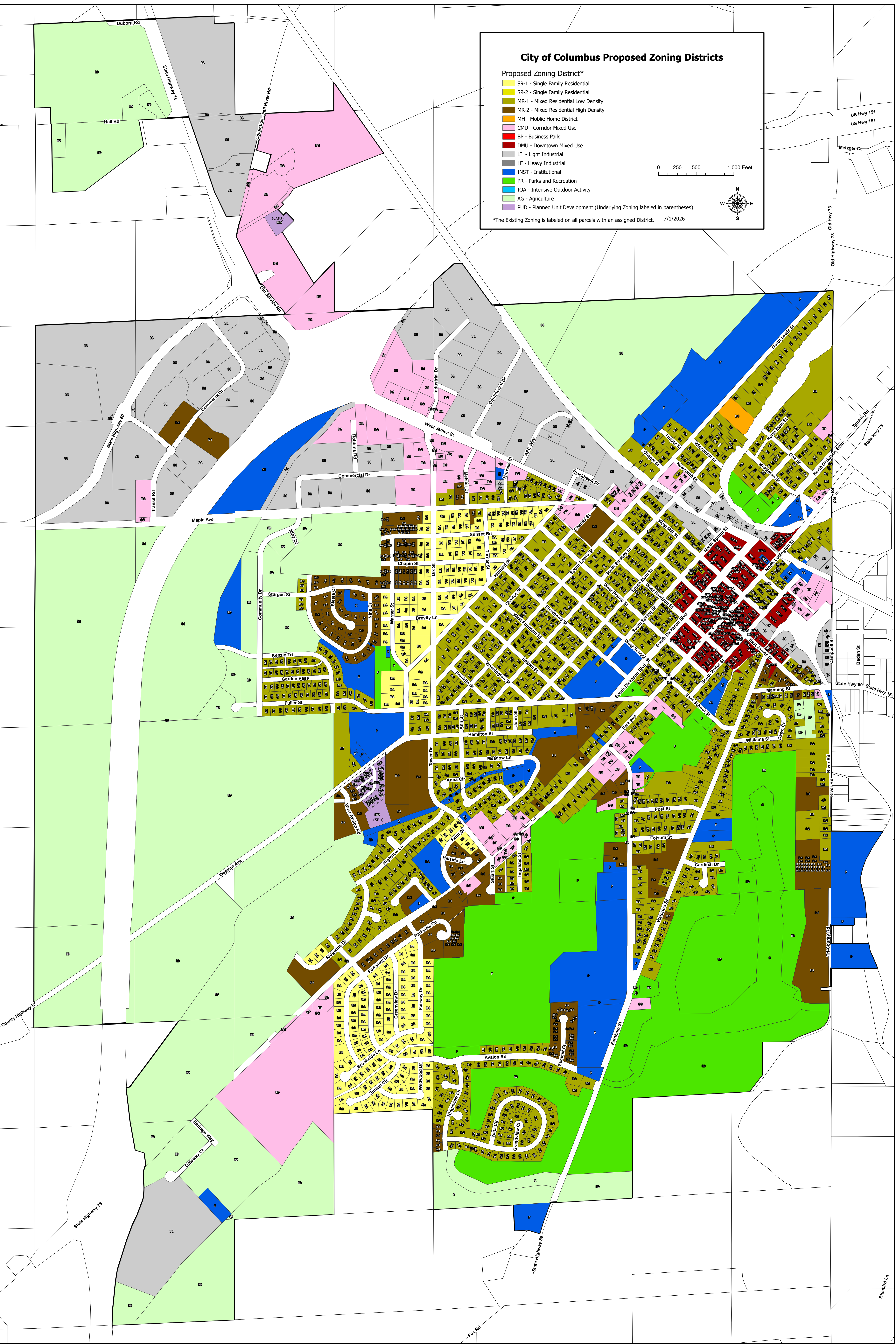
Item #5.

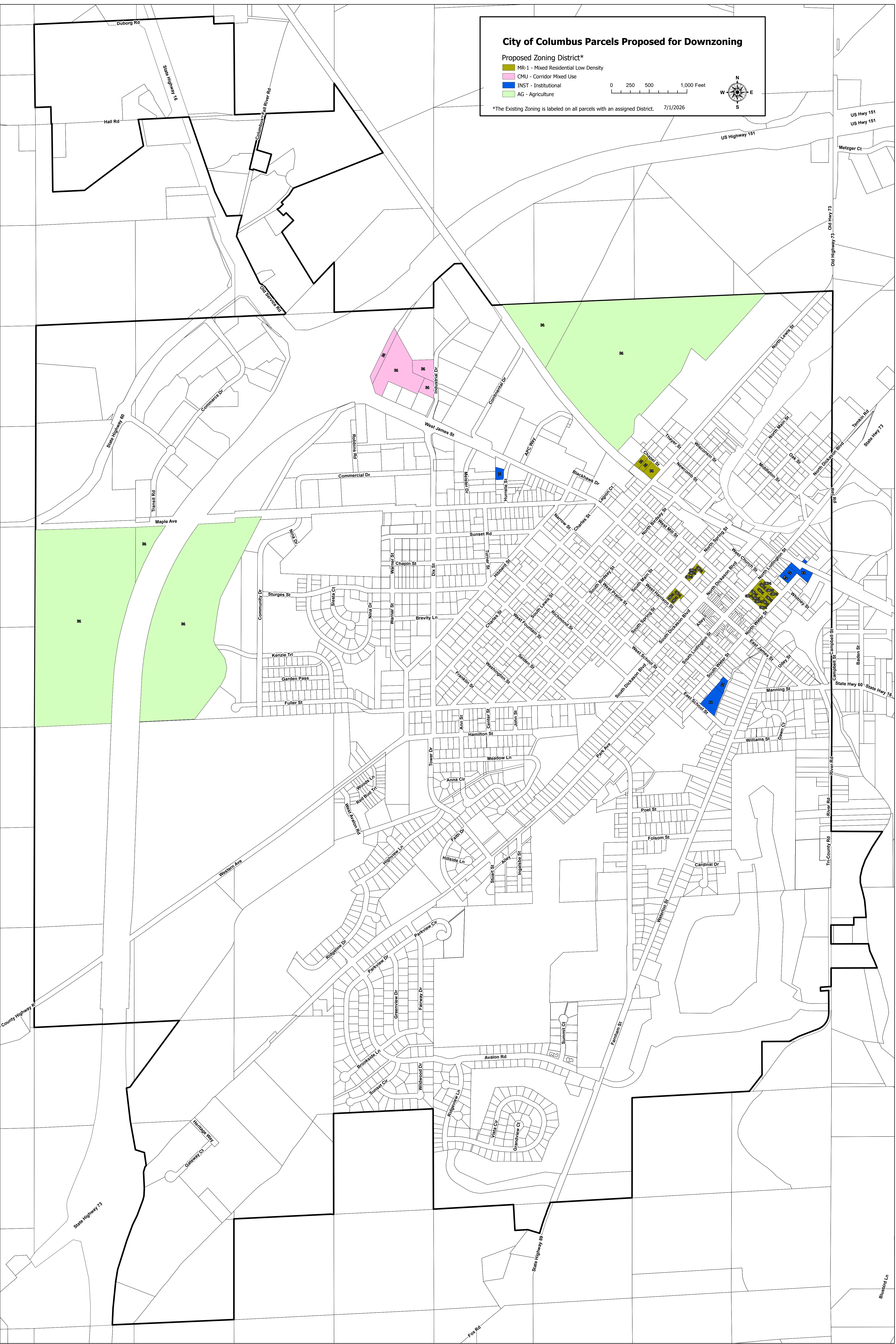
- The following districts are not mapped on the draft zoning map:
 - SR-2 (Single-Family Residential)
 - BP (Business Park)
 - HI (Heavy Industrial)
 - IOA (Intensive Outdoor Activity)
 - EC Overlay (Environmental Corridor Overlay)
- Some districts may be used when a development proposal is presented (SR-2, HI, IOA)
- The EC overlay will still be reviewed as part of this mapping process
- Should the BP district be retained? We have not found it to be necessary.

Next Steps & Questions

Item #5.

- Update Zoning Map based on feedback received
- Review additional components of “Part 2”





Section 114.06.06: Off-Street Parking and Traffic Circulation

- (1) Purpose. The purpose of this Section is to alleviate or prevent congestion of public rights-of-way so as to promote the safety and general welfare of the public by establishing minimum requirements for the provision of off-street parking and circulation in accordance with the use of various sites and types of development. The bicycle parking requirements are intended as a means of reducing dependence on private automobiles, reducing pollution and congestion associated with automobile use, and fostering more compact development patterns which encourage bicycle, and pedestrian circulation.
- (2) Applicability. The requirements of this Section shall apply to all new development and redevelopment.
- (3) Review and Approval. Through the site plan review process (see [Section 114.10.43](#)), the Zoning Administrator shall review and approve all development for conformance with this Section.
- (4) Depiction on Required Site Plan. All required elements of the Site Plan ([Section 114.10.43](#)) shall be depicted on the submitted Site Plan for off-street parking and traffic circulation.
- (5) Computation. Fractional space requirements of up to one-half ($\frac{1}{2}$) space shall be rounded down to the next whole number and greater than one-half ($\frac{1}{2}$) rounded up to the next whole number.
- (6) Parking Quantity Standards.
 - (a) Minimum Number of Required Off-Street Parking Spaces. Off-street parking requirements for each land use are generally tied to the use's capacity and gross floor area or the number of employees at the subject property during the largest work shift.
 1. The term "capacity" means the maximum number of persons that may be accommodated by the use as determined by its design or by state building code regulations, whichever number is greater.
 2. The term "employees on the largest work shift" means the maximum number of employees working at the facility during a single given day, regardless of the time period during which this occurs, and regardless of whether any such person is a full-time employee. The largest work shift may occur on any particular day of the week or during a lunch or dinner period in the case of a restaurant.
 3. The term "gross floor area" shall mean the total floor area inside the building envelope on all levels of a building.
 - (b) A garage stall shall be considered a parking space (see subsection (7) below).
 - (c) One reserved parking space shall be provided for each service vehicle used by the operation during business hours.
 - (d) See [Figure 114.06.06a](#) for the number of parking spaces required by land use. Also, see [Figure 114.06.06b](#) for the number of ADA-compliant off-street parking spaces required by land use. See [Section 114.06.06\(7\)\(i\)](#) for minimum bicycle parking spaces required by land use.
 - (e) Potential Reduction in Minimum Parking Requirements. The parking requirements listed in [Figure 114.06.06a](#) can be reduced, eliminated, or increased as determined by the Plan Commission through a Conditional Use Permit, Planned Development, Site Plan review, or Parking Study. The following factors shall be used to determine a reduction in minimum parking requirements:
 1. The proposed development or lot has unique or unusual characteristics which factor into creating a parking demand that may not be typical in comparison to other land uses.
 2. The lot and its surroundings provide an opportunity to address the anticipated parking demand of the proposed land use.

3. Pedestrian and bicycle connectivity is provided and connects to adjacent pedestrian and bicycle facilities. Also see [Section 114.06.06\(7\)\(i\)](#).
 4. The need for additional parking can be reasonably met through provision of on-street or shared parking with nearby uses.
- (f) **Parking Studies.** The Zoning Administrator or Plan Commission may require a parking study to determine parking requirements. Where a parking study is required, the study shall contain information on the anticipated number of employees, customers, visitors, clients, shifts, events, or deliveries to the use, and may refer to other studies or similar situations elsewhere.
- (g) **Partial or Phased Development of Required Parking Spaces.**
1. Any development may seek permission from the Plan Commission to phase-in a portion of its required parking at time of site plan review; however, the site plan shall depict the minimum number of required parking spaces.
 2. Areas required for parking, but not immediately improved, shall be reserved for future parking.
 3. Undeveloped future parking areas shall be seeded with a grass mix or vegetative cover acceptable to the Zoning Administrator until said area is developed into a parking surface.
- (h) **Joint Off-Site Parking Facilities.**
1. Parking facilities which have been approved by the Plan Commission to provide required parking for one or more uses shall provide a total number of parking spaces which shall not be less than the sum total of the separate parking needs for each use during any peak hour parking period when said joint parking facility is utilized at the same time by said uses.
 2. **Joint Use Parking Facility.** Up to a 50 percent reduction in the number of required parking spaces may be authorized by the Zoning Administrator, following approval of a plan which provides for a collective parking facility serving multiple separate land uses.
 3. **Day-Night Use Parking Facility.** The Zoning Administrator may authorize the shared day-night use of parking facilities under the following conditions:
 - a. Up to 50 percent of the parking facilities by nighttime uses may be supplied by the off-street parking facilities of daytime uses.
 - b. Up to 50 percent of the parking facilities of daytime uses may be supplied by the off-street parking facilities of nighttime uses.
 4. The applicant(s) for approval of a joint or day-night use parking facility shall demonstrate to the satisfaction of the Zoning Administrator that there is no substantial conflict in the demand for parking during the principal operating hours of the uses for which the joint parking facility is proposed to serve. Conditions required for joint use shall be as follows:
 - a. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 1,000 feet of such parking facilities. A walkway shall be provided between joint off-site parking facilities meeting the standards of [Section 114.06.03\(4\)\(b\)](#).
 - b. A properly drawn legal instrument, executed by the parties concerned for joint use of off-street parking facilities, duly approved as to form and manner of execution by the City attorney, shall be recorded at the Register of Deeds. Said agreement shall cover a period of no less than 30 years. Joint use parking privileges shall continue in effect only so long as such an instrument, binding on all parties, remains in force. If such

instrument becomes legally ineffective, then parking shall be provided as otherwise required in this Chapter.

Figure 114.06.06a: Number of Off-Street Parking Spaces Required by Land Use

Commented [SK1]: This has been updated to reflect Plan Commission discussion from 2/25/2026

Land Use		Minimum Number of Off-Street Parking Spaces Required	Maximum Number of Off-Street Parking Spaces Permitted
Residential	Apartments/Multiplex, Townhomes	1.5 space per studio/one-bedroom unit, 2 per two-bedroom or greater unit	None
	Boarding Housing Living Arrangement	1 space per room for rent	None
	Duplex, Twin House, Two-Flat	2 space per dwelling unit	None
	Single-Family Dwelling Unit, Mobile Home, Mobile Home Subdivision or Park	2 space per dwelling unit	None
DMU Zoning	All Land Uses In the DMU Zoning District	None	None
Mixed-Use	Mixed-Use Building, Live/Work Unit	Per the minimum of each individual land use	Per the maximum of each individual land use
Commercial	All Commercial Land Uses, Unless Specified Below	1 space per 500 square feet of gross floor area	2 spaces per 500 square feet of gross floor area
	Bed and Breakfast	1 space per bedroom, plus minimum required for principal residence	2 spaces per bedroom, plus maximum required for principal residence
	Campground	1 space per campsite	None
	Commercial Indoor Lodging	1 space per room for rent, plus 1 space per each employee on the largest work shift	2 space per room for rent, plus 2 space per each employee on the largest work shift
	Drive-Through and In-Vehicle Sales and Service	Per the minimum of all other principal land use	Per the maximum of all other principal land use
	Golf Course	1 space per 500 square feet of gross floor area, plus 1 space per each employee on the largest work shift	None
	Daycare Center (9+ children), Indoor Vehicle and Boat Sales, Outdoor Maintenance Service, Outdoor Vehicle and Boat Sales	1 space per each employee on the largest work shift	2 spaces per each employee on the largest work shift
	Indoor Commercial Entertainment, Intensive Outdoor Activity, Outdoor Commercial Entertainment, Water Related Recreation	1 space for every 5 persons at maximum capacity	2 spaces for every 5 persons at maximum capacity
	Outdoor Sales and Display	1 space per 500 square feet of gross outdoor display area	2 spaces per 500 square feet of gross outdoor display area

Land Use		Minimum Number of Off-Street Parking Spaces Required	Maximum Number of Off-Street Parking Spaces Permitted
Institutional	Active Outdoor Recreation, Passive Outdoor Recreation, Indoor Institutional, Institutional Residential	Determined by the Plan Commission	Determined by the Plan Commission
	Community Living Arrangement 1-8, 9-15, 16+	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
	Small Scale Public Services and Utilities, Outdoor Open Space Institutional	None	None
	Large Scale Public Services and Utilities	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Industrial	All Industrial Land Uses	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Storage	All Storage Land Uses	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Transportation	Airport and Transit Center	Determined by the Plan Commission	Determined by the Plan Commission
	Distribution Center and Freight Terminal	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
	Heliport, Off-Site Parking Lot, Off-Site Structure Parking	None	None
Telecommunication	Communication Tower	None	None
Extraction	All Extraction and Disposal Land Uses	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Energy	Large Solar Energy System, Large Wind Energy System	None	None
Agricultural	Agricultural Services, Cultivation, Husbandry, Intensive Agriculture	1 space per each employee on the largest work shift	None
	Community Garden	None	None
	On-Site Agricultural Retail	1 space per 500 square feet of gross floor area	None
Accessory	All Accessory Land Uses	None, except as required for the principal land use	None, except as required for the principal land use
	Accessory Dwelling Unit	none	None
	Home Occupation	1 space per non-resident employee	None

Land Use		Minimum Number of Off-Street Parking Spaces Required	Maximum Number of Off-Street Parking Spaces Permitted
	Short-Term Residential Rental	A minimum of one off-street parking space per sleeping room shall be provided on the subject property for each Short-Term Residential Rental	None
Temporary	All Temporary Land Uses	None, except as required for the principal land use	None, except as required for the principal land use

*The Plan Commission may consider alternative available off-site parking to satisfy the minimum off-street parking space requirements of [Figure 114.06.06a](#). Said alternative available off-site parking shall not include a City-owned public parking facility or on-street public parking facility. See [Section 114.06.06\(6\)\(h\)](#) for joint parking facility requirements.

Figure 114.06.06b: Number of Handicap Off-Street Parking Spaces Required by Land Use*

Total Parking Spaces Provided		Required Minimum Number of Accessible Spaces
All Land Uses	1 to 25	1
	26 to 50	2
	51 to 75	3
	76 to 100	4
	101 to 150	5
	151 to 200	6
	201 to 300	7
	301 to 400	8
	401 to 500	9
	501 to 1,000	2% of total
	More than 1,000	20 plus one for each 100 over 1,000

* Per IBC Section 1106.1. Any existing parking areas intended to be restriped shall provide accessible parking spaces per the requirements above in accordance with the 2010 ADA Standards for Accessible Design.

(7) Design Standards.

- (a) Parking Space Design Standards. Other than accessible parking, permitted parking in residential driveways, and where otherwise regulated in this Section, each off-street parking space shall comply with the minimum requirements of **Figure 114.06.06c**. All parking spaces shall have a minimum vertical clearance of at least 7 feet.

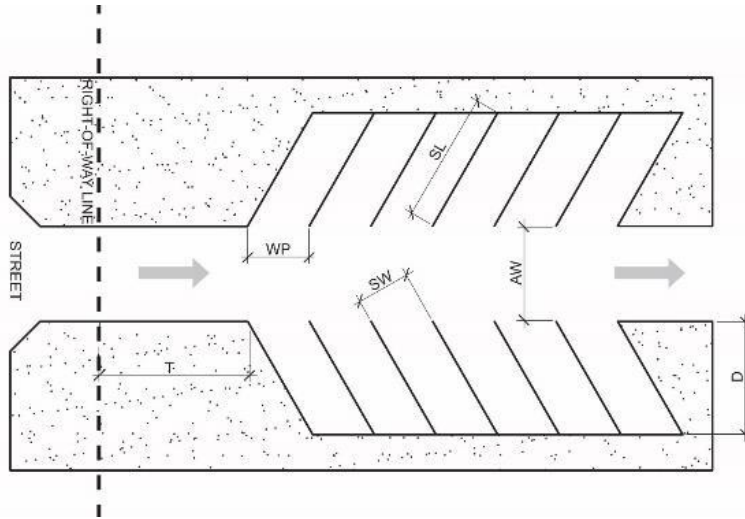
Figure 114.06.06c: Parking Layout Dimensions

Minimum Permitted Dimensions	Parking Angle in Degrees				
	0°	45°	60°	75°	90°
Stall Width at Parking Angle (SW)	9'	9'	9'	9'	9'
Stall Width Parallel to Aisle (WP)	20'	12'	10'	9'	9'
Stall Depth to Wall (D) ¹	9'	18'	18'	18'	18'
Stall Length (SL)	18'	20'	20'	20'	18'
Cross Aisle Width for 1-way traffic flow (AW)	14'	14'	14'	14'	14'
Cross Aisle Width for 2-way traffic flow (AW)	24'	24'	24'	24'	24'
Throat Length (right-of-way to parking angle) (I) ²	Figure 114.06.06d				

Notes:

¹Stall Depth (D) may be reduced by 2 feet, provided vehicle overhang is located over a landscaped area or pedestrian walk if said walk is oversized to provide a minimum of 5 feet of clear pedestrian access and a concrete curb or wheel stop is provided to protect vegetation and pedestrians.

²In no case shall the throat length be less than the required pavement setback.



(b) Parking Space Design for Single and Two-Family Uses.

1. Surfacing. All off-street parking and traffic circulation areas shall follow the surfacing requirements [Section 114.06.06\(7\)\(f\)](#).
2. Legal Spaces. Parking spaces shall be provided either within a garage, in a driveway, or as uncovered parking spaces meeting the requirements of this Section. See [Figures 114.06.06c](#).
3. Driveway Parking Spaces. A driveway parking space shall be at least 12 feet wide and 18 feet deep. Driveway Parking Spaces may be stacked when each space in the stack is for the same dwelling unit.
 - a. Parking is not permitted in the front yard, except for driveways leading to legal parking spaces.
4. Lots shall not exceed the maximum impervious surface ratio for the applicable zoning district.

(c) Parking Space Design for Multi-Family Land Uses served by individual driveways shall comply with the following standards:

1. Surfacing. All off-street parking and traffic circulation areas shall follow the surfacing requirements of [Section 114.06.06\(7\)\(f\)](#).
2. Driveway Parking Spaces.
 - a. Driveways shall be considered legal, “stacked” (meaning in front of one another) parking spaces for all required stalls.
 - b. Required parking spaces may be located in a driveway or in a garage. Each space shall be at least 12 feet wide and 18 feet deep.
3. Parking is not permitted in the front yard, except for driveways leading to legal parking spaces.
4. All driveways shall meet the minimum pavement setbacks as required in [Sections 114.04.11 to 114.04.14](#) for the applicable zoning district.

5. Any uncovered parking spaces associated with these land uses shall meet the minimum requirements of [Section 114.06.06\(d\)](#) below.
- (d) Off-Street Parking and Traffic Circulation Standards for Multi-Family and Nonresidential Uses.
1. Circulation. The site shall be designed to provide for the safe and efficient movement of all traffic entering, exiting, and circulating on the site. Circulation patterns shall conform to the general rules of the road. All traffic control measures shall meet the requirements of the Manual of Uniform Traffic Control Devices.
 - a. Traffic patterns which are determined as too complicated by the City Engineer shall be prohibited. Complications may be identified due to steep grades, inadequate throat depths, offset intersections, too many intersections within a particular area, dangerous and conflicting traffic movements, movements compromised by limited visibility, or restricted turning radii for the types of vehicles likely present on the site.
 2. Surfacing. All off-street parking and traffic circulation areas shall follow the surfacing requirements of [Section 114.06.06\(7\)\(f\)](#).
 3. Drainage. All off-street parking and traffic circulation areas shall be designed in such a manner as not to alter the surface water drainage pattern on adjacent properties nor cause erosion, and to meet the requirements of [Chapter 104](#) of the City of Columbus Municipal Code.
 4. Marking. All off-street parking and traffic circulation areas shall be marked, striped, and maintained in a clear and visible manner which clearly indicates parking spaces, pedestrian walkways, and other designated areas.
 5. Curbing. A 6-inch-high curb shall be installed around all traffic circulation, parking areas, and internal landscape islands, except as follows:
 - a. Where stormwater management facilities are utilized as part of an approved grading and drainage plan, use of curb cuts or other alternatives to the installation of curbing may be considered by the City Engineer, provided that measures are taken to protect the landscaping from vehicular circulation damage. See also landscaping requirements in [Section 114.08.30\(2\)](#).
 - b. For industrial uses within industrial zoning districts, curbing is only required adjacent to buildings, planting islands, required front yards, and where necessary to prevent any part of a vehicle from extending over or beyond any pedestrian paths or rights-of-way.
 6. Access. Each off-street parking space shall open directly upon an aisle or driveway that is wide enough to provide a safe and efficient means of vehicular access to the parking space without directly backing or maneuvering a vehicle into any pedestrian way or right-of-way.
 7. Location. All traffic circulation areas shall meet the minimum pavement setbacks as required in [Sections 114.04.11 to 114.04.14](#) for the applicable zoning district.
 8. Lighting. See [Section 114.06.20](#).
 9. Signage. All signage located within, or related to, required off-street parking or traffic circulation shall comply with the requirements of [Article IX](#).
 10. Landscaping and Screening. Parking lots shall meet the screening requirements of [Section 114.06.06\(7\)\(h\)](#). Landscaping used to meet this requirement shall count toward the landscaping required for paved areas in [Article VIII](#).
 11. Minimum Permitted Throat Length.

Commented [SK2]: Staff: Please confirm this is the correct location of your current stormwater regulations.

Commented [BR3]: Policy decision on when to require curbing for industrial projects.

- a. Refer to Figure 114.06.06d below to determine the minimum permitted throat length of access drives serving parking lots as measured from the right-of-way line along the centerline of the access drive. As determined by the Zoning Administrator, the minimum permitted throat length standard may be met with the length of the access drive measured as the shortest distance from the curb to the traffic circulation or parking area when there is adequate driveway length to meet the standards below for the applicable land use.
- b. In no case shall the throat length be less than a surface parking lot's minimum required setback.

Figure 114.06.06d Minimum Permitted Throat Length

Land Use	Type	Scale of Development	Type of Access Street	
			Collector	Arterial
Residential	Any Residential	0-100 dwelling units	20'	-
		101-200 dwelling units	50'	75'
		201+ dwelling units	75'	125'
Commercial	All Commercial Uses	0-25,000 gross sq.ft.	20'	50'
		25,001-100,000 gross sq.ft.	25'	75'
		100,000-500,000 gross sq.ft.	50'	100'
		500,001+ gross sq.ft.	75'	200'
Industrial	All Industrial uses	0-100,000 gross sq.ft.	20'	50'
		100,000-500,000 gross sq.ft.	50'	100'
		500,000+ gross sq.ft.	50'	200'
All Other Use	6+ Parking Space		20'	50'

(c) Special Provisions for Nonconforming Parking Lots.

1. Legally established parking facilities constructed prior to the effective date of this Chapter which do not meet the minimum setbacks required by this Chapter shall be permitted to be reconstructed with reduced setbacks, subject to approval of a parking lot layout plan by the Plan Commission. Said parking lot layout plan shall be designed in accordance with the dimensions identified in Figure 114.06.06c of this Chapter. Parking lot setback reductions shall only be provided in the following instances:
 - a. To prevent the loss of legal parking spaces as required by this Chapter.
 - b. To prevent the loss of required internal circulation aisles.
 - c. To retain the functionality of the parking lot.
2. The remaining setback area shall be devoted to landscape buffer area per the landscape requirements for paved areas described in Section 114.08.30(2). If, in the opinion of the Zoning Administrator, the remaining setback area cannot effectively support any type of vegetation, the parking facility may be reconstructed to the existing setback, with the exception that curbing, decorative masonry wall, and/or wrought iron fence be installed along said parking lot perimeter to prevent vehicles from encroaching over the right-of-way or property lines.
3. Parking lots with existing curbing installed along perimeter property lines and adjacent to the right-of-way shall be allowed to be reconstructed inside of said curbed area.

4. The provisions of this Chapter pertaining to the installation of curbing located in [Section 114.06.06\(7\)\(d\)5](#), and internal landscaping located in [Section 114.08.30\(2\)](#) shall not apply to the reconstruction of parking lots of 50 stalls or less.
- (f) Surfacing.
1. All off-street parking, loading, and traffic circulation areas shall be graded and surfaced so as to be dust-free and properly drained and shall be paved with a hard, all-weather or other surface. Also see [Chapter 86](#) of the Columbus Municipal Ordinance.
 - a. Paved pads surfaced with concrete or asphalt may be used for recreation equipment trailer storage or residential utility trailer storage in any provided interior side yard or rear yard.
 - b. Paved pads surfaced with concrete or asphalt are required for any motorized vehicles including passenger vehicles, light trucks, recreational vehicles (RVs), and any recreation equipment not on a trailer.
 2. The following shall be exempt from these surfacing requirements:
 - a. Driveways in the AG, and PR districts shall be exempt.
- (g) Installation and Maintenance.
1. Off-street parking and circulation areas and required screening and landscaping shall be continuously maintained in good condition and appearance. Surfacing, lighting, barriers, markings, planting materials, and all other aspects of the off-street parking and circulation facility shall be repaired or replaced in compliance with the provision of this Chapter.
 2. All off-street parking and traffic circulation areas shall be completed prior to building occupancy and shall be maintained in a dust-free condition at all times, except for approved phased development of parking spaces as provided for by [Section 114.06.06\(6\)\(g\)](#), above. In no instance or manner shall any off-street parking or traffic circulation area be used as a storage area, except as provided for by [Section 114.03.16](#).
- (h) Screening Requirements. All uncovered parking areas shall meet the minimum landscaping requirements for paved areas in [Article VIII](#) and minimum pavement setback requirements for the applicable zoning district in [Article IV](#).
- (i) Bicycle Parking Standards.
1. Required provision of bicycle parking areas.
 - a. For all Multi-Family Land Uses, 0.25 bicycle parking spaces shall be provided per dwelling unit. The Plan Commission can reduce such standards following a determination that there is no safe method for bicycles to access the subject property.
 - b. For Commercial Land Uses, four bicycle parking spaces shall be provided per use. The Plan Commission can reduce such standards following a determination that there is no safe method for bicycles to access the subject property. Properties zoned DMU, Downtown Mixed Use are not required to provide bicycle parking.
 - c. The automobile parking requirements may be reduced by providing additional bicycle parking. After the bicycle parking requirement has been met, a minimum of four bicycle parking spaces may be provided in lieu of one required automobile parking space.
 - d. All bicycle parking racks shall permit the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position. All racks shall accommodate cable locks and “U” locks including removing the front wheel and locking it to the rear fork and frame. The “inverted-U” type bike rack is the preferred bicycle parking rack

and means of providing off-street bicycle parking spaces as required in this Section (“wheel-bender” style bike racks do not provide sufficient support). One inverted-U type rack will count as 2 bicycle parking spaces. Freestanding bicycle parking racks shall be securely fastened to the ground.

- e. Bicycle parking spaces shall be located on a paved or pervious, surface with a slope no greater than three percent (3%). Surfaces shall not be gravel, landscape stone, or wood chips.
- f. Bicycle parking spaces shall be a minimum of two (2) feet by six (6) feet. There shall be an access aisle a minimum of five (5) feet in width. Each required bicycle parking space shall be accessible without moving another bicycle and its placement shall not conflict with pedestrians and motorized traffic. Bicycle racks shall be installed to the manufacturer’s specifications, including the minimum recommended distance from other structures. The spaces shall be placed where bicyclists would naturally transition to pedestrian mode.

(8) Locational Standards.

(a) Locational Prohibitions for Off-Street Parking Areas.

- 1. On a lot containing a single family or two-family dwelling unit, off-street parking shall not be located between the principal structure and a street right-of-way, except within residential driveways leading to a legal parking space.
- 2. No private parking shall occur within the right-of-way or any interior traffic circulation areas.

(b) Setbacks.

- 1. The distance from an off-street parking area to the property line of an abutting property shall meet the required setbacks in [Article IV](#).
- 2. Existing parking areas that do not meet the requirements of this Chapter may be maintained or repaired at their setback as of the effective date of this Chapter.

(9) Limitations on Uses of All Off-Street Parking Areas.

- (a) All vehicles shall be in condition for safe and legal performance on public rights-of-way, be registered, and display current license plates.
- (b) Under no circumstances shall any vehicle or equipment be used as living quarters, except in approved Campground land uses.
- (c) Outside of active construction activities associated with an approved Building Permit, vehicles or equipment not normally associated with a residential use shall not be parked or stored outdoors on a residential property except for as provided in subsection (d) below. On a nonresidential property, such vehicles or equipment shall not be parked or stored outdoors, except in areas identified on an approved site plan for the purpose of heavy vehicle parking or an Outdoor Storage land use. Such vehicles or equipment include:
 - 1. Construction equipment such as bulldozers, backhoes, skid steers, and fork lifts
 - 2. Dump and stake body style trucks
 - 3. Cube type vans and trucks
 - 4. Landscaping business equipment such as tractors, tree spades, graders, and scrapers
 - 5. Semi-trailers and tractors
 - 6. Concession, vending, and catering trailers

Commented [SK4]: Staff please review this section

7. Commercial/industrial equipment trailers and lifts
8. Tow trucks, wreckers, or car carriers except for 1 light-duty tow truck (not a roll back, flat bed, or carrier type) with a gross vehicle weight not exceeding 12,000 pounds may be parked on a residential lot when on call, operating under the rotating call list established and kept by the City of Columbus Police Department
9. Amusement rides and similar vehicles
- (d) In residential districts and on lots associated with residential uses, accessory off-street parking facilities shall be solely for the parking of motor vehicles, which shall be regulated as follows:
 1. No front yard of any residential district and no front yard of a lot associated with a residential use shall be used for the parking of a motor vehicle except in approved driveways. Motor vehicles parked on any legal driveway shall not be permitted within five feet of any right-of-way line of a street.
 2. No person shall park any motor truck, truck trailer, trailer, semitrailer or any other vehicle or combination of vehicles weighing more than 30,000 pounds 30 feet in length, or 11 feet in height, except recreational vehicles or motor homes are permitted if parked in a driveway or other legal off-street parking space.
 3. A recreational vehicle (RV) associated with and customary to residential uses may be parked as if a passenger vehicle but shall not be utilized for the storage of goods, materials, or equipment other than that which is considered part of the RV or essential to its function.
 - a. No person shall park or store any recreational equipment within the front yard or corner side yard of any residential zoning district unless the equipment is parked on a driveway which meets all of the requirements in this Section.
 - b. Recreational equipment may be stored on a surface meeting the requirements of Section 114.06.06(7)(f) in the rear yard or the interior side yard areas. If the rear yard of a corner lot abuts the side yard of an adjacent residence, any recreational equipment stored in said rear yard shall not be closer to the street than the required front yard setback distance for said adjacent residence.
 - c. Recreational equipment longer than thirty (34) feet shall not be stored anywhere outdoors in any residential zoning district unless the piece of recreational equipment is being loaded, unloaded, cleaned or otherwise prepared for use or extended storage. The time period that recreational equipment longer than thirty (30) feet may be kept outdoors shall not exceed seven (7) days. For purposes of this subsection, the length of a piece of recreational equipment shall include any portion of a trailer that the equipment is loaded onto.

Commented [SK5]: Staff please review this section in detail

Commented [BR6]: If you're looking for other ideas. New London allowed one commercial vehicle up to 10,000 lbs. And less than 21' long.

Columbus Sign Code Legacy Signage

In both the existing and proposed new Sign Ordinance, there is a provision to remove signs when the on-site business is vacated. A question was raised by staff and the Plan Commission regarding some existing signage downtown that is technically abandoned today (sign is advertising a business that does not occupy that building any longer) and whether some of that signage can be preserved long-term.

Following the *Reed v. Gilbert* U.S. Supreme Court case in 2017, communities can no longer regulate signage based on content. This presents an immediate issue in relationship to potentially allowing some abandoned signs to remain, while potentially requiring others to be removed. Enforcement should be uniform and selecting signs that the community “likes” vs. “dislikes” will inherently create many kinds of issues, most notably that its content based.



However, it's understandable that communities would like to honor characteristics that make them unique by enabling notable structures to remain. Below are a few potential options for addressing the situation:

Option 1: Retain the abandoned signage language and enforce such provisions uniformly.

- This would be no different than how the City is operating today, it avoids trying to create a carve-out provision for certain signage, and is likely to be the most legally-defensible.

Option 2: Allow abandoned signage to stay only within the downtown zoning district.

- This would allow these types of signs to stay as-is and be maintained, but it would also mean that any abandoned sign in the downtown area could also stay, even if it were not well maintained or in good condition.

Option 3: Create a new provision in the Sign Ordinance for “Legacy” signs.

- This could enable certain signage to remain even if the business is no longer occupying that building and tie the standards for allowing it to the historic nature of the sign.

Potential Option 3 Language (Borrowed from the [City of Madison](#))

- (1) Legacy Signs.
- (a) Definition. Any wall-mounted sign that was constructed for a business that is no longer occupying the building in which it is located.
 - 1. The sign must be found to have a provable, demonstrated historical relationship to a prior sign on the building that pre-dates 1940 or to a prior use of the building that pre-dates 1940. The Plan Commission shall find that there is direct historical relationship between the proposed sign and a pre-1940 use of the building.
 - (b) Legacy signs are exempt from the requirements of this section and may remain without an active business occupying the building, structure, or site.
 - (c) Legacy signs may be modified, maintained, or altered without losing their nonconforming status or be subject to meeting the requirements of this Article if:
 - 1. The Plan Commission approves the materials, design, size, and location of the sign and said sign matches the original, to the extent that any details of the original sign are known.
 - a. The sign must blend appropriately with the historic nature of the building.
 - b. The location and size of the sign must be found by the Plan Commission not to interfere with existing signage on the lot.
 - c. If the appearance of a prior sign is known, the proposed sign shall match the prior sign completely and this will satisfy the criteria of this section.
 - 2. This section shall not be used to approve an Off-Premises Sign as defined in this Article.