OAK GROVE
COMPREHENSIVE PLAN

Prepared by

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INTRODUCTION

OAK GROVE IS ON THE MOVE. Oak Grove possesses a great as a growing, successful, and prosperous City of the future. Additionally Oak Grove leadership has continued to take steps to ensure that maximum utilization of resources is achieved. One of these key steps taken in this initiative is to update the comprehensive plan for the City of Oak Grove.

Kentucky Revised Statutes, Chapter 100, requires a local government to adopt a comprehensive plan, in order to apply land use regulations – zoning and subdivision regulations. This Comprehensive Plan for the City of Oak Grove will serve as a guide to the planning of land use which allows for decisions that encourage the proper types of development in suitable areas as the city continues to grow and develop while preventing the arbitrary application of land use regulations. Development in accordance with a plan allows a balanced set of land uses and minimizes the conflicts that can occur between land uses. Development in accordance with a plan also permits growth to occur in areas that can accommodate the expansion without placing a strain on the infrastructure designed for growth. And finally, this plan encourages a local community to devise a vision of its future, and to apply land use regulations as tools to implement that vision.

As a community changes and grows, whether that be in the form of new construction or transitional changes, a correctly structured comprehensive plan sets forth guidelines and/or policies which can enhance development through the coordination of activities influencing change. Therefore, the comprehensive plan for the City of Oak Grove will study the City as it relates to the social, physical, environmental and economic characteristics of change, growth, and prosperity within the community.

COMPREHENSIVE PLAN

What is the Legal Authority of **Comprehensive Planning**?

Comprehensive Planning embodies the three basic components of the planning process as outlined in Kentucky Revised Statutes (KRS) 100. KRS 100 empowers the local jurisdiction, whether it is by the city, the county, or a joint effort by both, to establish land use regulations in their respective jurisdiction. Accordingly, the three basic components of the comprehensive planning process include the

Comprehensive Plan, the Zoning Ordinance, and the Subdivision Regulations. In order to ascertain the significance of KRS 100 as it relates to each of the three components, a brief synopsis of the sections pertaining to the Comprehensive Plan, the Zoning Ordinance, and Subdivision Regulations are given below.

KRS 100.183 Comprehensive Plan Required—The planning commission of each unit shall prepare a comprehensive plan, which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. The elements of the plan may be expressed in words, graphics, or other appropriate forms. They shall be interrelated, and each element shall describe how it relates to each of the other elements.

KRS 100.187 Contents of Comprehensive Plan—The Comprehensive Plan shall contain, as a minimum, the following elements:

(1) A statement of goals and objectives, principles, policies, and standards, which shall serve as a guide for the physical development and economic and social well-being of the planning unit;

(2) A land use plan element, which shall show proposals for the most appropriate economic, desirable, and feasible patterns for the general location, character, extent, and interrelationship of the manner in which the community should use its public and private land at specified times as far into the future as is reasonable to foresee;

(3) A transportation plan element, which shall show proposals for the most desirable, appropriate, economic and feasible pattern for the general location, character, and extent of the channels, routes, and terminals for transportation facilities for the circulation of persons and goods for specified times as far into the future as is reasonable to foresee;

(4) A community facilities plan element which shall show proposals for the most desirable, appropriate, economic and feasible pattern for the general location, character, and the extent of public and semi-public buildings, land, and facilities for specified times as far into the future as is reasonable to foresee;

(5) (a) Provisions for the accommodation of all military installations greater than or equal in area to three hundred (300) acres that are:

1. Contained wholly or partially within the planning unit's boundaries;
2. Abutting the planning unit's boundaries; or
3. Contained within or abutting any county that contains a planning unit.

(b) The goal of providing for the accommodation of these military installations shall be to minimize conflicts between the relevant military installations and the planning unit's residential population. These provisions shall be made after consultation with the relevant military installation. These consultations shall include but not be limited to questions of installation expansion, environmental impact, issues of installation safety, and issues relating to air space usage, to include noise pollution, air pollution, and air safety concerns; and

(6) The comprehensive plan may include any additional elements such as, without being limited to, community renewal, housing, flood control, pollution, conservation, natural resources, and other programs which in the judgment of the planning commission will further serve the purposes of the comprehensive plan.

KRS 100.191 Research Requirements for Comprehensive Plan—All elements of the comprehensive plan shall be based upon, but not limited to, the following research, analysis, and projections:

(1) An analysis of the general distribution and characteristics of past and present populations and a forecast of the extent and character of future population as far into the future as is reasonable to foresee;

(2) An economic survey and analysis of the major existing public and private business activities, and a forecast of future economic levels, including a forecast of anticipated necessary actions by the community to increase the quality of life of its current and future population through the encouragement of economic development as far into the future as is reasonable to foresee;

(3) Research and analysis as to the nature, extent, adequacy, and the needs of the community for the existing land and building use, transportation, and community facilities in terms of their general location, character and extent, including, the identification and mapping of agricultural lands of statewide importance and analysis of the impacts of community land use needs on these lands; and

(4) Additional background information for the elements of the comprehensive plan may include any other research analysis, and projections which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan.

KRS 100.193 Statement of goals and objectives—The planning commission of each planning unit shall prepare and adopt the **statement of goals and objectives** to act as a guide or the preparation of the remaining elements and the aids to implementing the plans. The statement shall be presented for consideration,

amendment, and adoption by each legislative body and fiscal court in the planning unit.

ZONING ORDINANCE

KRS 100.201 Interim and permanent land use regulations authorized – Designation and regulation of urban residential zones.

(1) When the planning commission and legislative bodies have adopted the statement of goals and objectives, and the planning commission has additionally adopted at least the land use element for the planning unit, the various legislative bodies and fiscal courts of the cities and counties, which are members of the unit, may enact interim zoning or other kinds of growth management regulations which shall have force and effect within their respective jurisdictions for a period not to exceed twelve (12) months, during which time the planning commission shall complete the remaining elements of the comprehensive plan as described by KRS 100.187. Interim regulations shall become void upon the enactment of the permanent regulations as provided in subsection (2) of this section, or after (12) consecutive months from the date such interim regulations are enacted, whichever occurs first.

(2) When all required elements of the comprehensive plan have been adopted in accordance with the provisions of this chapter, then the legislative bodies and fiscal courts within the planning unit may enact permanent land use regulations, including zoning and other kinds of growth management regulations to promote public health, safety, morals, and general welfare of the planning unit, to facilitate orderly and harmonious development and the visual or historical character of the unit, and to regulate the density of population and intensity of land use in order to provide for adequate light and air. In addition, land use and zoning regulations may be employed to provide for vehicle parking and loading space, as well as to facilitate fire and police protection, and to prevent the overcrowding of land, blight, danger, and congestion in the circulation of people and commodities, and the loss of life, health, or property from fire, flood, or other dangers. Land use and zoning regulations may also be employed to protect airports, highways, and other transportation facilities, public facilities, schools, public grounds, historical districts, central business districts, prime agricultural land, and other natural resources; to regulate the use of sludge from water and wastewater treatment facilities in projects to improve soil quality; and to protect other specific areas of the planning unit which need special protection by the planning unit.

(3) Land use and zoning regulations may include the designation of specifically defined areas to be known as urban residential zones, in which:

(a) The majority of the structures were in use prior to November 22, 1926; and

(b) (1) The entire area embodies the distinctive characteristics of a type, period, or method of construction; or

(2) The entire area represents a significant and distinguishable entity whose components may lack individual distinction.

The usage of structures within an urban residential zone may be regulated on a structure-by-structure basis, permitting a mixture of uses in the zone, including single-family and multifamily residential, retail, and service establishments, which stabilizes and protects the urban residential character of the area. The regulation of the usage of any structure shall be guided by the architecture, size, or traditional use of the building.

KRS 100.203 Contents of Zoning Regulation—Cities and counties exercise the power to zone through zoning regulations which shall contain:

(1) A text, which shall list the types of zones which may be used, and the regulations which may be imposed in each zone, which must be uniform throughout the zone…The city or county may regulate:

(a) The activity on the land, including filling or excavation of land, and the removal of natural resources, and the use of watercourses, and other bodies of water, as well as land subject to flooding;

(b) The size, width, height, bulk, location of structures, buildings and signs;

(c) Minimum or maximum areas or percentages of areas, courts, yards, or other open spaces or bodies of water which are to be left unoccupied, and minimum distance requirements between buildings or other structures;

(d) Intensity of use and density of population, floor area to ground area ratios, or other means;

(e) Districts of special interest to the proper development of the community, including, but not limited to, exclusive use districts, historical districts, planned business districts, planned industrial districts, renewal rehabilitation, and conservation districts, planned neighborhood and group housing districts;

(f) Fringe areas of each district, by imposing requirements which will make it compatible with neighboring districts; and

(g) The activities and structures on the land at, or near, major thoroughfares, their intersections, and interchanges, and transportation

arteries, natural or artificial bodies of water, public buildings and public grounds, aircraft, helicopter, rocket, and spacecraft facilities, places having unique interest or value, flood plain areas, and other places having a special character or use affecting or affected by their surroundings;

(2) The text may provide that the planning unit, as a condition to the granting of any zoning change, may require the submission of a development plan which, where agreed upon, shall be followed. As a further condition to the granting of a zoning change, the planning unit may require that substantial construction be initiated within a certain period of time of not less than one (1) year; provided that such zoning change shall not revert to its original designation unless there has been a public hearing;

(3) A map, which shall show the boundaries of the area which is to be zoned, and the boundaries of each zone;

(4) Text provisions to the effect that land which is used solely for agricultural purposes shall have no regulations except that:

(a) Setback lines may be required for the protection of existing and proposed streets and highways;

(b) All buildings or structures in a designated floodway or flood plain or which tend to increase flood heights or obstruct the flow of flood waters may be fully regulated;

(c) Mobile homes and other dwellings may be permitted but shall have regulations imposed which are applicable, such as zoning, building, and certificates of occupancy;

(5) The text may empower the planning commission to hear and finally decide applications for variances or conditional use permits when a proposed development requires a map amendment and one (1) or more variances or conditional use permits;

(6) The text shall provide that the applicant for the map amendment, at the time of the filing of the application for the map amendment, may elect to have any variances or conditional use permits for the same development to be heard and finally decided by the planning commission at the same public hearing set for the map amendment, or by the board of adjustments;

(7) In urban-county governments the text of the zoning regulations may provide, as a condition to granting a map amendment, that the planning unit may:

(a) Restrict the use of the property affected to a particular use, or a particular class of use, or a specified density within those permitted in a given zoning category;

(b) Impose architectural or other visual requirements or restrictions upon development in areas zoned historic; and
(c) Impose screening and buffering restrictions upon the subject property;

The text shall provide the method whereby such restrictions or conditions may be imposed, modified, removed, amended, and enforced.

SUBDIVISION REGULATIONS

KRS 100.273 Land Subdivision Regulations Permitted—Any planning commission which has completed the objectives, land use plan, transportation plan, and community facilities elements of a comprehensive plan may adopt regulations for the subdivision of land within its boundaries.

KRS 100.281 Contents of Subdivision Regulations—Subdivision regulations shall be based on the comprehensive plan, in those counties which have adopted a comprehensive plan and all subdivision regulations shall contain:

(1) The procedure for the submission and approval of preliminary and final plat and the recording of final plats…;
(2) Specifications for the contents and the format of all subdivision plats;
(3) Requirements for the design of streets, blocks, lots, utilities, recreation areas, other facilities, hazardous areas, and areas subject to flooding. Such requirements may deal with all forms of land use including residential, commercial, industrial, and other uses. If the subdivision plat includes a proposal for any street to cross a jurisdictional line out of the planning unit, the commission shall require that notice of the proposal be given to the planning commission serving the planning unit into which the road will cross. If there is no planning unit for that area, the notice shall be given to the affected city or county government;
(4) Specifications for the physical improvements of streets, utilities, and other facilities, and the extent to which they shall be installed or dedicated as conditions precedent to approval of any plat, including the provision of subdivision performance bonds to insure proper completion of physical improvements; and
(5) Specifications for the extent to which land is to be used for public purposes shall be reserved as a condition precedent to approval by the commission of any subdivision plat.
(6) The text may empower the planning commission to hear and finally decide applications for variances when a proposed development requires a subdivision and one (1) or more variances.

The logic of the Comprehensive Planning Process, as outlined above, is self-evident. The comprehensive plan analyzes the community and establishes goals for the community to achieve. The zoning ordinance and subdivision regulation are the vehicles of implementation for the comprehensive plan, as they include the land use regulations to guide public and private land use decisions, for whatever jurisdiction they are adopted.

Obviously, the importance of the term "process" should not be overlooked when dealing with planning. All three components of **Comprehensive Planning** are integrated into a process, which, by definition, means a series of actions, changes, or functions that bring about a particular result. Thus, the intended result of **Comprehensive Planning** is the optimal utilization of land in order to elevate the quality of life in the community through the promotion of orderly planned growth and development.

What is the Comprehensive Plan?

The material contained in the **Comprehensive Plan** is an investigative overview of the dynamic processes that take place in or around Oak Grove. By fully understanding the dynamic processes, sound planning practices can be established in order to achieve optimal growth and development. Dynamic processes can be defined as those characteristics, attributes, or properties of a community that, when combined with private and public sector actions or activities, produce a community's image. Therefore, with this in mind, the purpose of the **Comprehensive Plan** is to devise a set of strategies or policies that will guide and coordinate this dynamic process ensuring a healthy, vital, and energetic community, not only for the present generation, but also for future generations.

According to KRS 100, the document must meet certain legal qualifications before it can become a standard guide for growth and development. In the **Comprehensive Plan**, these qualifications are addressed in the respective sections of the document.

KRS 100.183 (Requirement)	Entire Plan
KRS 100.187 (Contents)	Data Base, Projections, Community Assessment
KRS 100.191 (Research)	Projections, Community Assessment

KRS 100.193 (Objectives)	Community Assessment, Development Strategy
KRS 100.197 (Adoption)	Appendix

Why is the Comprehensive Plan needed?

As a document, the **Comprehensive Plan** has several important aspects. First, the document unifies the diverse community demands into a single, concise policy statement. Second, the document contains projections of future growth and subsequent community needs. Third, the document has direct community input or public participation incorporated in every phase of development. And fourth, the document can be used as a basis for other studies or plans. By incorporating these aspects into one document, the resulting product is an assessment of the community's needs. However, the plan does not stop here. It suggests standards which will act as a guide for future growth and development. In conclusion, the **Comprehensive Plan** combines all the information necessary for a community to determine where it is, where it wants to go, and how it wants to get there.

What is the theory behind the Comprehensive Plan?

The **Comprehensive Plan** must be seen as a guide in making future decisions. Decision making should be based on accurate and sound information. The theory behind a planning process must bring together the desired knowledge into a uniform, flexible, and practical body of policy which will guide decision making.

The theory must take into account two problems. The first problem is the methodology to assimilate information quickly in a rapidly changing environment. The second is the logical presentation of that information in a document which will support the necessary action. The action in this case would be the implementation of a desired decision. In simpler terms, the theory must address the age old problem of putting a plan into action.

In regard to a planning theory, a method has been developed which will treat the community as a dynamic organism (continually changing), allow quick generation of information (knowledge), and develop a consistent, coordinated set of policies for implementation (action). This method is Action Research. Action Research provides the **Comprehensive Plan** with a design concept which can readily determine the pace and direction of a changing community. This method also involves two organizational approaches which simplify the presentation of the

material. The first utilizes a system format. The system format separates the subcomponents of the **Comprehensive Plan** into the corresponding steps of the Action Research model. The use of this approach allows the orderly revision and modification of the document without the need to overhaul the entire plan.

The second organizational approach integrates the subcomponents of the document by use of cross-referencing. The cross references of the **Comprehensive Plan** are separated into two areas – functional and territorial. The functional area refers to the vertical integration of four generalized categories of social, environmental, physical, and economic characteristics. These categories attempt to classify the dynamic processes on the basis of their relationship to the community. The territorial areas refer to the horizontally integrated elements found within each functional category. These elements have a direct or indirect relationship with the other elements in the classification scheme.

How was the Comprehensive Plan prepared?

Citizen participation was considered paramount in the preparation of this document. As the needs, concerns, and perceptions of the residents, should be reflected in all planning studies, the citizen participation aspect is critical to a comprehensive plan, due to the unique impact and direct effect the plan has on the whole community. Another factor, of considerable importance was the selection of the plan format which could incorporate both short-term and long-term community goals in a perpetual planning process. With these two components acting as the cornerstone for plan development, a planning theory deemed Action Research was agreed upon as the basis for the plan.

Action Research is, basically, planning in action; it transforms theoretical planning techniques into practical application by incorporating citizen participation. Action Research begins by generalizing the community's perceptions and concerns. Through these initial findings, data is gathered by analyzing the dynamic processes existing in the community. From this information, a preliminary diagnosis is made, and the diagnosis is then fed back to the community for review and comment. The final assessment of the dynamic processes is made, and policies and plans are developed according to the assessment.

Implementation is one of the most difficult undertakings of any plan, and the **Comprehensive Plan** is no exception. However, due to the strong emphasis placed on citizen participation, opposition to the plan should have been aired prior to the implementation step and revisions made accordingly. This will reduce plan

opposition at the time of adoption, thus making the process of plan implementation easier.

Following implementation of the plan, continual generation of new knowledge should be produced through an evaluation process. The evaluation completes the circle of the Action research model by providing new information in order to start the process again. As the new information is diagnosed and the results fed back to the community, the effects of the past policies can be judged in order to determine their effectiveness. The result will either be revised or revamped policies, but in either case the policies will be attuned to the changing demands of citizens.

The major subcomponents of the **Comprehensive Plan** follow the same steps of the Action Research model. The corresponding parts are listed as follows:

COMPREHENSIVE PLAN	ACTION RESEARCH MODEL
Subcomponent—	Steps—
Database	Data Gathering
Projections	Diagnosis
Community Assessment	Feedback and Re-Diagnosis
Development/Implementation Strategies	Policy Formation/Plan Implementation
Appendix	Miscellaneous Information

Database—The contents of this section provide the reader with a general description of the present conditions of the community. Information has been generated from reports, studies, individuals, and surveys in order to depict specific areas of community life. With some exceptions, the information is found on lists, graphs, charts, tables, or maps.

Projections—While the "Database" portrays the community as is, this section illustrates how it **might** exist in the future. The areas of concentrated effort are: population expectations, land use requirements, community facility demands, and

fiscal impacts. By carefully analyzing these areas, a good estimate of future conditions was extracted.

Community Assessment—This section is the focal point of community participation. Community participation is incorporated throughout the document; however, this section denotes actual community concern and identifies areas that should be addressed in future plans. From the problem statements, an analysis was performed to help structure goals, objectives, and policies as a framework for an ideal community.

Development/Implementation Strategy—Using the community assessment as the foundation, goals, objectives and policies were formulated in specific areas to help guide private and public actions. The policies were reviewed by the public and their comments incorporated into the final product. The policies contained herein should be regarded as a framework to promote optimal use of the community's resources. Implementation of this plan can take many forms, and this section also provides a comprehensive list of programs, plans and activities which can be used.

Appendix – The last component is the appendix which will contain sections that are necessary and should be included within the comprehensive plan but do not necessarily fit into one of the previous sections.

And finally each component of the Comprehensive Plan will contain sub-components which are:

a) Social

b) Environmental

c) Physical, and

d) Economic

Social – This subcomponent addresses the social aspects of Oak Grove such as logistics, population, housing, educational facilities, medical facilities, and cultural facilities. These items when combined provide the community with a certain personality.

Environmental – The environmental subcomponent deals with natural or manmade conditions which influence the community growth. The topics usually

addressed in this section are climate, physiography, geology, topography, soils, flooding, drainage, urban sensitive areas, and land uses.

Physical – As man moves into an area and begins to build, live, and interact, certain needs arise. The physical subcomponent deals with these items such as transportation, water, sewer, public safety, government, recreation, and solid waste.

Economic – The last subcomponent deals with the economic structure of the community and related aspects for growth potential. To determine a City's economic viability the elements examined are employment, manufacturing, per capita income, unemployment, and taxes.

When will the Comprehensive Plan be used?

The **Comprehensive Plan** should be consulted every time changes occur in the community. These changes, if brought about in accordance with the goals, objectives, and policies of this document should produce optimal growth and development while mitigating adverse impacts on the community.

Where should the Comprehensive Plan end?

Since the planning theory of Action Research is the foundation of this document, and Action Research is a perpetual planning process, the **Comprehensive Plan** should never end. With continual revision of the database and constant community participation, the document can always be active and up-to-date. In other words, the **Comprehensive Plan** is a true working document for the City of Oak Grove.

GOALS AND OBJECTIVES

Prepared by

Social

Goal No. 1: To attract a permanent population to Oak Grove:

A. By recruiting new Businesses.

B. By continuing to encourage fairness and justice in the decisions of the City.

C. By retaining and attracting middle and upper class families.

D. By protecting neighborhoods through local codes.

Goal No. 2: To increase the size of Oak Grove's population consistent with the ability to provide essential infrastructure, i.e., water and sewer.

A. By encouraging diversity among the City's population.

B. By realizing a significant number of military personnel do not change duty stations.

C. By capitalizing on the City's close proximity to the military post.

D. By maintaining adequate water and sewer capacity.

Goal No. 3: To actively encourage the military personnel to permanently reside in Oak Grove:

A. By developing attractive residential neighborhoods.

B. By offering good quality services, such as parks, recreational activities, social opportunities, etc., to the residents.

C. By providing schools for their children.

D. By enhancing the transportation system to reduce traveling time to work.

E. By offering amenities which will attract military retirees.

Goal No. 4: To continue the aggressive annexation policy:

A. By only extending water and sewer lines outside the City limits upon an agreement to annex.

B. By annexing properties to the north side of Interstate 24.

C. By annexing areas which have a potential for growth and/or are compatible with the Goals of this Plan.

Land Use and Design

Goal No. 1: Promote the orderly and balanced growth and development of Oak Grove

A. By providing sufficient development areas and opportunities to achieve the anticipated growth projections.

B. By creating a Comprehensive Land Use Element that identifies and illustrates the major land use and design themes included in these goal statements.

C. By creating and adopting a Zoning Ordinance and Subdivision Regulation that require future developments to demonstrate the key elements, such as density, use, infrastructure needs, and compatibility of the proposed project and its impact on the surrounding properties.

D. By reserving sufficient land areas, in appropriate locations on the Future Land Use Map, for the residential and non-residential developments where infrastructure is available or can be economically provided, and emphasizing compatibility between adjoining uses.

Goal No. 2: Promote the development of commercial and/or shopping "nodes" within the City by interconnecting through frontage roads and shared parking lots for developments along the City's major roadways.

A. By identifying areas most likely projected for future shopping districts and reserve these areas for shopping on the Future Land Use Map.

B. By creating a planned commercial zoning district that encourages compatible design of future shopping developments which are attractive, clear in their intended uses and size, and reduces the negative impacts on surrounding properties.

C. By promoting shared parking arrangements when approved by the City.

Goal No. 3: Support the mission of Fort Campbell and enhance the Fort's positive impact on the City's current and future developments.

A. By coordinating the development of the City's Future Land Use Map with the Fort's joint land use study goals, objectives and activity zones.

B. By implementing the recommendations of the Joint Land Use Study to ensure that the land use and infrastructure goals of the City and the Fort are consistent and, to the greatest degree possible, mutually beneficial.

C. By incorporating Streetscape enhancements in residential, commercial, and industrial developments.

D. By protecting and enhancing the critical access points and operations of Fort Campbell to ensure the land use patterns in these areas do not negatively impact access to and compatibility with Fort Campbell.

Goal No. 4: Enhance the aesthetic quality and appearance of the future public and private development within the City.

A. By creating "Gateways" with focal points and public features as key entryways to the City.

B. By adopting a uniform Landscape ordinance for commercial and industrial uses.

Goal No. 5: Develop a Comprehensive Design Standard to maintain and enhance the quality of life of Oak Grove residents.

A. By providing a framework of procedures, design concepts, performance and quality standards required of new developments that are consistent with the future vision of the City.

B. By incorporating new standards in the following:

- Spatial and scale relationship of buildings to the surrounding public and private properties
- Construction Materials and Architectural Style
- Signage
- Streetscapes (parking area landscaping, street bufferyards, lighting)
- Landscaping
- Traffic Control and Access Management Policies
- Shared Parking Agreements

Goal No. 6: Encourage the development of subdivisions which utilize a neighborhood planning concept which promotes interconnectivity with adjacent subdivisions.

A. By creating Design Standards, which promote design and interconnectivity of residential developments.

B. By fostering and encouraging a balance of housing opportunities which are responsive to diverse market preferences and needs, and which stress quality design and development.

C. By providing incentives which encourage stability through the length of residency.

D. By aggressively enforcing nuisance codes which enhances the neighborhoods.

E. By emphasizing uniformity of design.

Goal No. 7: To encourage buffering and transitional uses when non-compatible land uses are unavoidable:

A. By requiring that non-residential activities be buffered when they abut residential areas.

B. By reviewing all commercial and non-commercial developments emphasizing the following standards:

1. scale,
2. dimension,
3. drainage,
4. setbacks,
5. access points, internal access
6. internal traffic flow,
7. parking,
8. lighting, and
9. buffering

C. By giving special attention to sites containing historical, archeological, or landmark values.

D. By prohibiting heavy traffic through low density residences.

Goal No. 8: To maintain compatibility between residential densities through:

A. Screening,
B. Buffering,
C. Open Space,
D. Planned Unit Development, and
E. Transition zones which allow gradual increase or decrease in housing density.
F. Traffic Impact studies

Goal No. 9: To upgrade the quality of the existing housing stock:

A. By Defining mobile home, manufactured home, and qualified manufactured home.

B. By adopting compatibility standards for the placement of qualified manufactured homes.

C. By prohibiting placement of mobile homes in the City.

D. By permitting manufactured homes only when they replace mobile homes.

E. By transitioning manufactured home zoning to a more traditional residential zoning district.

Goal No. 10: To encourage proper design and layout of residential subdivisions:

A. By incorporating an informal design discussion phase in the subdivision regulation.

B. By discouraging double frontage lots.

C. By discouraging lots which abut incompatible land uses.

D. By avoiding development in low lying areas subject or prone to flood.

E. By avoiding street design which places excessive through traffic on "local streets" as defined in this Plan.

F. By basing width of street on development density, i.e. increased density requires increased street widths.

Goal No. 11: To discourage non-compatible land uses within residential neighborhoods.

1. By prohibiting the storage of junk cars or other salvageable material in the front, side or rear yards of residential homes.

2. By requiring all commercial or industrial related uses to be located in commercial or industrial zones.

3. By encouraging verbiage within the master deed covenants imposed by the developer which prohibit non-compatible land uses.

4. By requiring the necessary buffering between non-compatible uses.

5. By enforcing the tall Grass, Trash, and Weed ordinance.

6. By aggressively enforcing the Basic Property Maintenance Code.

Goal No. 12: To create a hierarchy of density standards suitable to Oak Grove with the following guidelines:

A. By defining low density as greater than one (1) and up to 2.5 dwelling units per acre.

B. By defining medium density as greater than 2.5 and up to five (5) dwelling units per acre.

C. By defining high density as greater than five (5) dwelling units per acre.

Infrastructure and Community Service

Goal No. 1: Require the provision of adequate public infrastructure to all existing and planned developments which are in compliance with Local, State, and Federal Requirements,

A. By Developing a Public Infrastructure Plan which identifies the location of new extensions or improvements for water, sewer, stormwater, and transportation.

B. By adopting a "concurrency" policy that requires a new development to provide adequate infrastructure concurrent with the development.

Goal No. 2: To establish a solid foundation for Oak Grove through the extension of water and sewer lines:

A. By ensuring the capacity of the facility meets peak demands and that there are adequate storage and treatment facilities which meet Local, State, and Federal regulations.

B. By designing and sizing facilities which meet the demands of future growth.

C. By requiring all developments to utilize sewer system.

D. By requiring all new developments to have adequate water pressure for fire protection.

Goal No. 3: To control the direction of growth in the City through the placement of water and sewer facilities:

A. By stressing the placement and upgrade of the water/sewer facilities along major and minor arterials.

B. By requiring consent to annexation before services are extended outside the City Limits.

C. By reviewing and prohibiting the placement of water/sewer facilities in locations which are in low lying areas, unless mitigation of potential adverse effects can be undertaken.

D. By requiring developers to pay for the cost of providing service on their properties.

E. By properly sizing water and sewer line installation to meet potential future demands.

F. By encouraging developers to work with the City in providing service to development sites.

Goal No. 4: To provide public safety to the residents of Oak Grove in the most efficient manner possible:

A. By locating fire station(s) along major arterials.

B. By providing that all developments must have adequate fire protection based on the following standards:

    1. close proximity to the station,
    2. access to a sufficient water supply, and
    3. design and construction materials must meet the fire codes.

C. By maintaining police station(s) near a major arterial.

D. By providing ample staff and equipment to meet the needs of potential growth.

Goal No. 5: Encourage a Community Services and Parks and Recreation system that is equal to or better than national standards.

A. By developing a Community Services and Parks and Recreation Master Plan that identifies current and future needs and the improvements necessary to meet those needs.

B. By developing policies to address future park acquisition in development projects (land set asides, payments in lieu taxes for set asides, and park impact fees are examples of possible requirements).

Goal No. 6: To promote passive recreational facilities as part of neighborhood planning:

A. By utilizing low lying areas prone to flooding as passive recreational facilities.

B. By locating passive recreational facilities near neighborhoods and promote the facility as a buffer between non-compatible uses.

Goal No. 7: To recognize the need for park planning and the need for active recreational facilities as the community matures:

A. By reserving areas of the community to accommodate facilities, which include:

1. softball fields,
2. tennis courts, and
3. adequate parking and lighting.

B. By locating facilities on a major or minor arterial and as central to the center of the City as possible.

Goal No. 8: To promote and establish a community-based school in the City to accommodate existing and future needs, as well as serving as an anchor for the community and the proposed Town Center according to the recommendation of the site based council.

A. By anticipating the needs of a growing population and properly planning school facilities within Oak Grove:

1. By realizing that additional residential development will only accelerate the need for an educational facility within Oak Grove.

2. By encouraging the central location of the facility which will serve the greatest population.

3. By developing the educational facility in coordination with residential development.

B. By locating educational facilities in areas that are compatible with the special needs of this use:

1. By avoiding sites which have hazards or obstacles that impede access.

2. By avoiding high volume street (major arterials).

3. By avoiding location next to rail.

4. By avoiding sites adjacent to airfield facilities.

5. By avoiding sites adjacent to industrial facilities.

6. By avoiding sites which have drainage, soil slope, or flooding problems.

C. To actively lobby Christian County School Board officials for the placement of a school within the City of Oak Grove.

1. By making the needs of the City known.

2. By providing the infrastructural requirements. (i.e., water, sewer, transportation system, etc.).

D. To follow the Kentucky Revised Statutes for the location of education facilities:

1. By incorporating into the local site review process and analysis, the following:

a. disturbing noise,
b. obnoxious odors,
c. smoke,
d. vibration,
e. compatibility,
f. transportation, and
g. parking

2. By following the standards outlined in KRS 162.010.

Goal No. 9: To capitalize on the outstanding medical facilities adjacent to Oak Grove.

Goal No. 10: To locate any new medical facility in a centralized and easily accessible area:

B. By locating the medical facility on a major arterial or in close proximity to a major arterial.

C. By locating the medical facility in areas serviced by sewer and water.

Goal No. 11: To enhance and structure the emergency medical operation for the anticipated growth:

A. By realizing that as the City grows and develops, the level of emergency situations will increase.

B. By providing the level of service which will assimilate the new growth.

C. By locating the emergency medical operation in a central area to provide quicker service uniformly throughout the community.

Goal No. 12: To encourage growth and development by streamlining procedures and ensuring high standards in construction:

A. By requiring the developer to bear a reasonable share of the cost of:

1. public services and utilities, and
2. improvement of inadequate facilities made necessary by the development.

B. By developing a capital improvement program which:

1. addresses community needs,
2. make maximum use of existing facilities, and
3. places priorities on needs which have the greatest benefit to the community.

Goal No. 13: To ensure that refuse does not become an unmanageable problem within the City of Oak Grove:

A. By continuing a compulsory collection system for all residences, apartments, commercial units, and office units for at least one (1) pickup per week.

B. By maintaining a franchise for providing collection services.

C. By maintaining curbside pickup for residential services.

D. By separating refuse into recyclable waste streams which may be profitable to the City.

Environment and Unique Features

Goal No. 1: Promote environmentally-sensitive development in the City while balancing these needs with those of future growth and development in these areas.

A. By identifying environmentally-sensitive areas within the City that require protection (i.e., flood prone areas, karst topography areas and sinkholes) and develop policies to address development in these areas (its limitations, possible remediation efforts, etc.).

B. By incorporating into a plan review process the environmental characteristics which have a bearing on Oak Grove. Those characteristic are:

1. Topographic - areas with steep slopes should address:

    a. runoff potential,
    b. soil erosion,
    c. soil slippage,
    d. utility displacement,
    e. road construction, and
    f. sewer.

2. Drainage – areas prone to flooding should address:

    a. impervious surface ratio,
    a. natural drainage patterns,
    b. pre/post run-off conditions,
    c. point discharge, and
    d. adverse impacts down flow stream.

3. Soils - areas which have questionable soil suitability should address:

    a. low intensity development,
    a. reduction in grading, cutting, filling,

b. design compatibility,
c. conservation of existing regulation, and
d. revegetation procedures.

C. By utilizing a check list to address each item listed above when performing the plan review for each development.

Transportation

Goal No. 1: The City should continue coordinating transportation planning and improvements.

A. By coordinating projects with surrounding jurisdictions including Clarksville, Hopkinsville, Christian County, Montgomery County.

B. By communicating with the Kentucky Department of Highways, and the Tennessee Department of Transportation on a regular basis.

Goal No. 2: The City should continue to support and participate in the Metropolitan Planning Organization.

A. By attending meetings to provide input and receive information regarding regional transportation planning and improvements issues.

Goal No. 3: The City should continue to request input into the Kentucky Department of Highway's review process so key transportation projects are solicited such as:

A. New road from Gate Four to KY Highway 400.
B. Widening of KY Highway 115
C. Widening of KY Highway 911.
D. Widening of KY Highway 400
E. New road connecting 41A to KY Highway 115.

Goal No. 4: The City must achieve and maintain a transportation system which incorporates the social and environmental needs of the community.

A. By encouraging programs to reduce use of single occupant vehicles through car/van pools, ride sharing, park-and-ride lots where appropriate and feasible to reduce energy consumption and emissions, and congestion,

B. By evaluating all transportation projects for impact on communities historic/cultural/environmental resources,

C. By promoting development of bicycle routes along arterial and collector routes where feasible,

D. By reducing traffic congestion by examining the potential for additional minor arterial and collector routes in under served areas or neighborhoods to relieve pressure on principal arteries,

E. By reducing through traffic on "local streets" in residential neighborhoods
   1. By creating a system of collector roadways to remove traffic from residential neighborhoods, and
   2. By street design which eliminates through traffic.
   3. By emphasizing connectivity in street design to include stub out streets to adjacent vacant parcels

Goal No. 5: Transportation Systems Management

A. To maintain and improve existing roadways and services

   1. By inventorying, maintaining, and coordinating of traffic control devices,
   2. By maintaining and operating street lighting,
   3. By addressing travel safety problems,
   4. By coordinating the movement of people and goods between transportation nodes,
   5. By addressing through ordinance, obstructions in public right of way including designation of on and off street parking areas

B. To enhance the efficiency of the existing system

1. By access control - by reviewing new development considering existing transportation access and mitigation of safety and congestion concerns
2. By site planning and traffic review - examines development density and related traffic generation to mitigate any adverse impact in the roadway system,
3. By congestion management - examines existing and projected future traffic congestion and proposed solutions for planning activities, and
4. By design standards - sets forth accepted design standards for which all road construction or repair projects should follow.

C. To investigate ways to reduce travel demand

1. By carpooling,
2. Flexible works hours, and
3. Parking prices

D. To implement sound transportation management strategies:

1. By staffing and funding engineering activities,
2. By implementing traffic signal coordination where feasible,
3. By completing data collection and analysis needed to prioritize intersection improvement projects, and
4. By requesting Traffic Impact Studies when a substantial increase in traffic associated with a particular development is anticipated.

E. To request review of Department of Highways projects which affect or involve the City.

F. To upgrade substandard roads within the City.

Goal No. 6: To plan, locate and design a transportation system to foster City development:

A. By requiring developments to be served by adequate roadways as defined below:

1. driveways - internal land access, private,

2. local streets - adjacent land access, public,

3. minor arterials - collector roadways from subdivision, and

4. major arterials - carries majority of traffic.

B. By the separation of transportation systems which are incompatible, i.e., pedestrian - automobile.

C. By giving attention to local roads and streets (subdivision streets) as the major component of the Oak Grove transportation system which:

1. provide perpetual land access to all parcels,

2. minimize through traffic by proper design,

3. standardize the pattern of local streets to reduce confusion, and

4. design the patterns of local streets for low volume and low speeds and promote interconnectivity.

Goal No. 7: Transportation facilities and patterns shall be compatible with surrounding land use.

A. By encouraging mitigation measures which addresses the sensitivity of the land use in question.

B. By screening or buffering from surrounding land uses through planting, berms, fences, and walls,

C. By providing greater distance separation through the implementation and regulation of access control points

Goal No. 8: Attention shall be given to local roads or streets (subdivision streets) as the major component of the urban transportation system

A. By understanding the primary function of local streets is to provide perpetual land access.

B. By minimizing through traffic movements, but also allowing interconnectivity between neighborhoods.

C. By encouraging local street patterns which allow easy navigation

D. By designing local streets that encourage low speeds and enhance traffic safety

Goal No. 9: To preserve quality traffic flow along arterial streets:

A. By spacing and coordinating intersections along major/minor arterials.

B. By encouraging the use of local streets or frontage roads for access to properties along major arterials to reduce the number of access points.

C. By use of alternative approaches where local streets and frontage roads are not provided, such as:

1. driveway entrances,
2. turnaround drives,
3. rear access to properties, and
4. right-in/right-out driveway entrances.

Goal No. 10: To develop an internal transportation system for Oak Grove which will ensure perpetual growth for years to come:

A. By avoiding development which routes traffic through lower intensity or density developments.

B. By providing adequate rights-of-way to accommodate utility placement and street widening.

C. By designing future intersections for safe internal circulation through:

1. adequate spacing,

2. unobstructed site distances,

3. avoiding long dead end streets, and

4. requiring 90 degree intersections.

D. By ensuring access for all emergency vehicles.

Goal No. 11: Transportation arteries routing through viable residential neighborhoods should be discouraged.

Goal No. 12: The internal circulation system, as defined in this plan, shall provide type, amount, and locations of accessibility needed to meet the uses and functions of the development.

Goal No. 13: To continue to provide off-street parking and loading of sufficient quantity and adequate design for the type and intensity of development, for the mode of access to the development and for its use.

Goal No. 14: Continue to provide for the movement of pedestrians

A. By constructing walkways and sidewalks from residential areas and shopping facilities in the neighborhood, and

B. By constructing walkways and sidewalks where heavy pedestrian movements may be anticipated between land uses.

C. By requiring sidewalks within residential subdivisions that provide interconnectivity with adjoining residential and commercial centers.

Goal No. 15: Streets shall be kept reasonably free from trash, abandoned automobiles, tractor trailers, and other debris:

A. By restricting on-street parking when it compromises carrying capacity.

B. By reducing on-street parking within residential subdivisions by the inclusion of prohibitive language within deed restrictions.

Goal No. 16: To investigate the possibility of providing public transportation to citizens by:

A. Coordinating service either with the Clarksville Transit System and of the Hopkinsville Transit System

B. Evaluating the possibility of a City transit system

C. Seeking funding to provide these services to the citizens

Economic Development

Goal No. 1: To Foster a climate of economic prosperity for all residents of the City of Oak Grove:

A. By encouraging City development based on a "self-sustaining" economic model.

B. By developing a comprehensive employment center and land use area that attracts new employers to the City,

C. By encouraging development of light industrial and warehouse/distribution land use areas in locations offering maximum potential for development but compatible with surrounding land uses and transportation facilities. The primary focus of development of these areas should be clean, assembly-related industries or warehousing/distribution facilities.

Goal No. 2: Support the development goals and economic interest of Fort Campbell, where they are consistent with the policies and recommendations of this plan.

A. By identifying shared economic development opportunities between the Fort and the City which encourages a greater integration of the Fort's mission.

B. By coordinating with other government agencies and programs to ensure that the greatest potential for success is being realized.

Goal No. 3: Promote meaningful partnerships with private developers to encourage and promote the economic development goals of the City.

A. By developing a comprehensive redevelopment strategy for underutilized properties along Highway 41A and to assist private landowners in devising strategies to implement these plans.

Goal No. 4: To ensure the stability of growth through economic recruitment:

A. By developing an industrial park which will entice manufacturers to locate in Oak Grove.

B. By providing incentive to expand industrial employment through:

1. financial incentive,
2. zoning incentives,
3. job training, and
4. adequate infrastructure

C. By implementing a centralized marketing effort which will create jobs in the community.

Goal No. 5: To realize the changing nature of the workplace and the reliance on home based business by:

A. Streamlining the Conditional Use Permit process when home based operations are involved.

B. Set up criteria that allow for home occupations to be approved when such operations meet the following:

1. No on site customers,
2. No outside alterations, modifications, or changes to the existing structure,
3. No employees other than the residents of the structure,

4. No manufacturing, construction, or on site finishing work,
5. No signs,
6. No additional vehicle traffic, and
7. No on site storage of merchandise, inventory, goods, or services.

DATABASE

Prepared by

INTRODUCTION

As part of the Comprehensive Planning process, existing conditions must be considered in developing the various portions of the Plan, as well as developing projections for the future. These existing conditions have been compiled in the Database portion. This information is not all inclusive; however, the information that has been included within the Database portion is extremely important in making future decision. What has been developed is a useful tool that can be utilized by those both inside and outside of the community. The contents of the database portion provide the reader with a general description of the present conditions of the community. The information has been generated from reports, studies, individuals, and surveys in order to depict specific areas of community life. With some exceptions, the information is found on lists, graphs, charts, tables, or maps.

SOCIAL

LOGISTICS

1. Oak Grove is located in Christian County, Kentucky. Christian County is located in Western Kentucky and forms the northern borderline between Kentucky and Tennessee.

2. Oak Grove is in the southern portion of the County and the southern portion of the City limits forms the Kentucky and Tennessee state line.

3. To the west of Oak Grove lies the Ft. Campbell Military Post. The military facility borders and is adjacent to a portion of Oak Grove. Interstate 24 (I-24) forms a majority of the northernmost boundary line with access on exit 86 (Hwy 41-A) and exit 89 (Ky. Hwy 115).

4. Currently the City is composed of 10.75 square miles.

ANNEXATIONS

1. Below is a table listing all Annexations in Oak Grove and the location of each plat.

Ordinance Number	**Date**	**Plat Location/Description**
2-74	1-28-75	Plat Cabinet 1, File 342
8-75	10-28-75	Plat Cabinet 1, File 342
9-75	12-23-75	Plat Cabinet 1, File 344
1982-6	12-29-82	Plat Cabinet 1, File 345
1982-7	12-29-82	Plat Cabinet 1, File 345
1985-11	10-12-85	Plat Cabinet 1, File 346
1987-2	4-16-87	457.40 acres along state boundary line
1989-1	3-14-89	1,764.9 acres southwest of I-24 and KY 115 intersection
1989-4	7-11-89	115 acres on west side of City adjacent to Gate 6

1990-1	**2-12-90**	**254.1 acres north of Good Hope Cemetery Road**
1993-4	4-20-93	Territory adjacent to previous Annexation
1993-5	4-20-93	North of I-24 fronting Bumpus Mills Road
1996-1	1-16-96	East of the city bounded by Annexation 1987-2
2000-03	4-4-00	Plat Cabinet 4, Sheet 423
2000-14	6-26-00	Property to the north of the city
2000-15	6-26-00	Property to the north of the city
2000-25	11-21-00	Property located on east side of city
2001-04	2-6-01	Amending Ord. 2000-14
2003-02	3-18-03	Lots 30,32, and 33 of Idlewild Ranchettes Subdivision
2003-09	8-2-03	Property on Carter Road at City Waste Water Treatment Plant
2005-09	8-16-05	Property located on east side of city

POPULATION

1. Total Population (2010): 7,489

2. Demographic Breakdown (2010):
   A. Race

Race	Total: Number	Percent	Not Hispanic Or Latino	Not Hispanic Or Latino
			Number	Percent
Total population	7,489	100	6,497	100
One race	7,011	93.6	6,120	94.2
White	4,753	63.5	4,293	66.1
Black or African American	1,665	22.2	1,583	24.4
American Indian and Alaska Native	90	1.2	67	1
Asian	122	1.6	116	1.8
Native Hawaiian and Other Pacific Islander	49	0.7	48	0.7
Some Other Race	332	4.4	13	0.2
Two or More Races	478	6.4	377	5.8
Two races	433	5.8	349	5.4
White; Black or African American	166	2.2	154	2.4
White; American Indian and Alaska Native	70	0.9	66	1
White; Asian	88	1.2	76	1.2
White; Native Hawaiian and Other Pacific Islander	9	0.1	9	0.1
White; Some Other Race	39	0.5	6	0.1
Black or African American; American Indian and Alaska Native	11	0.1	9	0.1
Black or African American; Asian	14	0.2	11	0.2
Black or African American; Native Hawaiian and Other Pacific Islander	4	0.1	3	0
Black or African American; Some Other Race	17	0.2	6	0.1
American Indian and Alaska Native; Asian	0	0	0	0
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0	0	0	0
American Indian and Alaska Native; Some Other Race	1	0	0	0
Asian; Native Hawaiian and Other Pacific Islander	9	0.1	9	0.1
Asian; Some Other Race	2	0	0	0
Native Hawaiian and Other Pacific Islander; Some Other Race	3	0	0	0
Three or more races	45	0.6	28	0.4

Source: U.S. Census Bureau, 2010 Census

B. Age (By Cohort):

Age	Number: Both Sexes	Male	Female	% Both Sexes	% Male	% Female	Males per 100 females
Total population	7489	3767	3722	100	100	100	101.2
Under 5 years	1173	603	570	15.7	16	15.3	105.8
5 to 9 years	650	341	309	8.7	9.1	8.3	110.4
10 to 14 years	437	243	194	5.8	6.5	5.2	125.3
15 to 19 years	416	168	248	5.6	4.5	6.7	67.7
20 to 24 years	1380	666	714	18.4	17.7	19.2	93.3
25 to 29 years	1271	674	597	17	17.9	16	112.9
30 to 34 years	658	351	307	8.8	9.3	8.2	114.3
35 to 39 years	389	180	209	5.2	4.8	5.6	86.1
40 to 44 years	313	170	143	4.2	4.5	3.8	118.9
45 to 49 years	266	115	151	3.6	3.1	4.1	76.2
50 to 54 years	196	90	106	2.6	2.4	2.8	84.9
55 to 59 years	154	81	73	2.1	2.2	2	111
60 to 64 years	82	32	50	1.1	0.8	1.3	64
65 to 69 years	43	20	23	0.6	0.5	0.6	87
70 to 74 years	26	14	12	0.3	0.4	0.3	116.7
75 to 79 years	15	9	6	0.2	0.2	0.2	150
80 to 84 years	15	9	6	0.2	0.2	0.2	150
85 to 89 years	2	0	2	0	0	0.1	0
90 years and over	3	1	2	0	0	0.1	50

Source: U.S. Census Bureau, 2010 Census

3. In order to show a more extensive view on Oak Grove's population and its growth in recent years, the population data for 2000 has been provided as well.

4. Total Population (2000): 7,064

5. Demographic Breakdown (2000):

   A. Race

	Total: Number	Percent	Not Hispanic Ov r Latino Number	Not Hispanic Or Latino Percent
Total population	7,064	100	6,399	100
One race	6,686	94.6	6,113	95.5
White	4,360	61.7	4,116	64.3
Black or African American	1,823	25.8	1,768	27.6
American Indian and Alaska Native	73	1	69	1.1
Asian	116	1.6	109	1.7
Native Hawaiian and Other Pacific Islander	36	0.5	34	0.5
Some other race	278	3.9	17	0.3
Two or more races	378	5.4	286	4.5
Two races	351	5	267	4.2
White; Black or African American	93	1.3	86	1.3
White; American Indian and Alaska Native	59	0.8	58	0.9
White; Asian	42	0.6	39	0.6
White; Native Hawaiian and Other Pacific Islander	2	0	2	0
Black or African American; American Indian and Alaska Native	15	0.2	14	0.2
Black or African American; Asian	18	0.3	18	0.3
Black or African American; Native Hawaiian and Other Pacific Islander	5	0.1	5	0.1
Black or African American; Some other race	33	0.5	12	0.2
American Indian and Alaska Native; Asian	0	0	0	0
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0	0	0	0
American Indian and Alaska Native; Some other race	1	0	0	0
Asian; Native Hawaiian and Other Pacific Islander	1	0	1	0
Asian; Some other race	9	0.1	0	0
Native Hawaiian and Other Pacific Islander; Some other race	5	0.1	0	0
Three or more races	27	0.4	19	0.3

Source: U.S. Census Bureau, 2000 Census

B. Age (By Cohort)

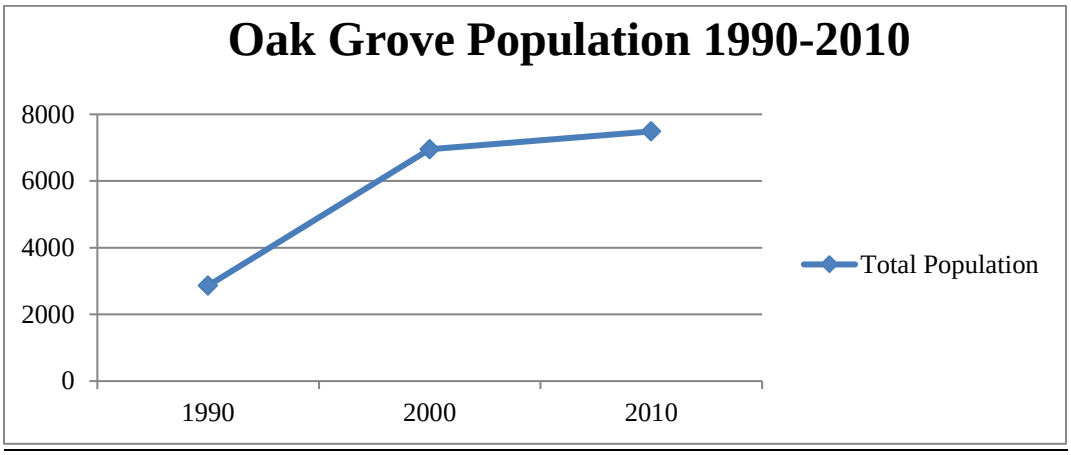
Age	Number: Both Sexes	Male	Female	% Both Sexes	% Male	% Female	Males per 100 females
Total population	7064	3748	3316	100	100	100	113
Under 5 years	1138	581	557	16.1	15.5	16.8	104.3
5 to 9 years	627	337	290	8.9	9	8.7	116.2
10 to 14 years	364	183	181	5.2	4.9	5.5	101.1
15 to 19 years	365	154	211	5.2	4.1	6.4	73
20 to 24 years	1432	747	685	20.3	19.9	20.7	109.1
25 to 29 years	1312	730	582	18.6	19.5	17.6	125.4
30 to 34 years	711	415	296	10.1	11.1	8.9	140.2
35 to 39 years	453	247	206	6.4	6.6	6.2	119.9
40 to 44 years	248	151	97	3.5	4	2.9	155.7
45 to 49 years	145	77	68	2.1	2.1	2.1	113.2
50 to 54 years	90	40	50	1.3	1.1	1.5	80
55 to 59 years	68	30	38	1	0.8	1.1	78.9
60 to 64 years	42	21	21	0.6	0.6	0.6	100
65 to 69 years	18	9	9	0.3	0.2	0.3	100
70 to 74 years	20	9	11	0.3	0.2	0.3	81.8
75 to 79 years	18	11	7	0.3	0.3	0.2	157.1
80 to 84 years	7	4	3	0.1	0.1	0.1	133.3
85 to 89 years	4	1	3	0.1	0	0.1	33.3
90 years and over	2	1	1	0	0	0	100

Source: U.S. Census Bureau, 2000 Census

6. Comparison (2000 vs 2010):
   A. Total Population Growth

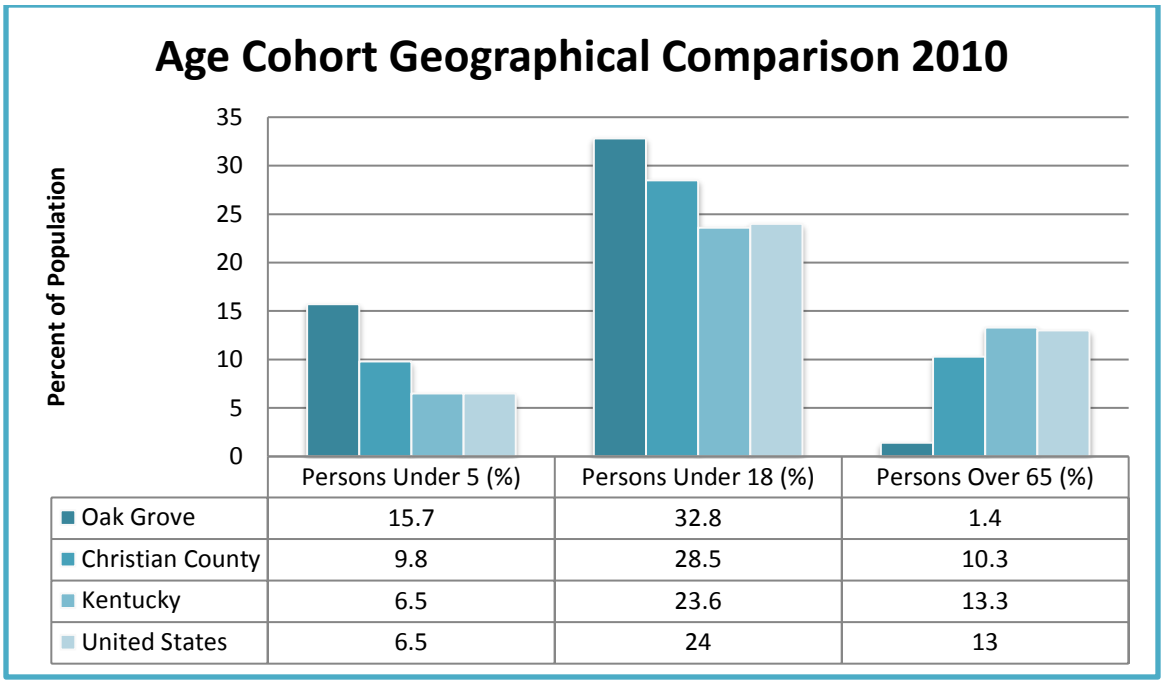
YEAR	OAK GROVE	CHRISTIAN COUNTY	KENTUCKY	UNITED STATES
1990	2,863	68,941	3,692,550	249,438,712
% Growth	146.70%	4.82%	9.46%	12.82%
2000	7,064	72,265	4,041,769	281,421,906
% Growth	7.70%	2.29%	6.85%	9.70%
2010	7,489	73,955	4,339,367	308,745,538

Source: U.S. Census Bureau, 2010 Census



Source: U.S. Census Bureau, 2000 & 2010 Census

7. The remarkable growth between 1990 and 2000 is significant when compared with surrounding Kentucky communities. The major assumption that can and should be drawn from these figures is Oak Grove's heavy dependence upon the Ft. Campbell military installation.



	Persons Under 5 (%)	Persons Under 18 (%)	Persons Over 65 (%)
Oak Grove	15.7	32.8	1.4
Christian County	9.8	28.5	10.3
Kentucky	6.5	23.6	13.3
United States	6.5	24	13

Source: U.S. Census Bureau, 2010 Census

8. As evidenced by the graph above, Oak Grove's population contains a higher number of children under 18 per capita compared to the national average. Oak Grove also has a substantially lower number of adults over the age of 65 per capita. The median age of Oak Grove is 24.3, while the median age for the rest of the United States is 37.4, according to the 2010 Census. This statistic should be held in high regard when attempting to recruit permanent residents.

HOUSING

1. The number of housing units found in the City of Oak Grove as of 2014 is 3,488. The U.S. Census Bureau defines a housing unit as a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.

2. Of the housing stock found in the City, the occupancy status for year round units in 2014 is:

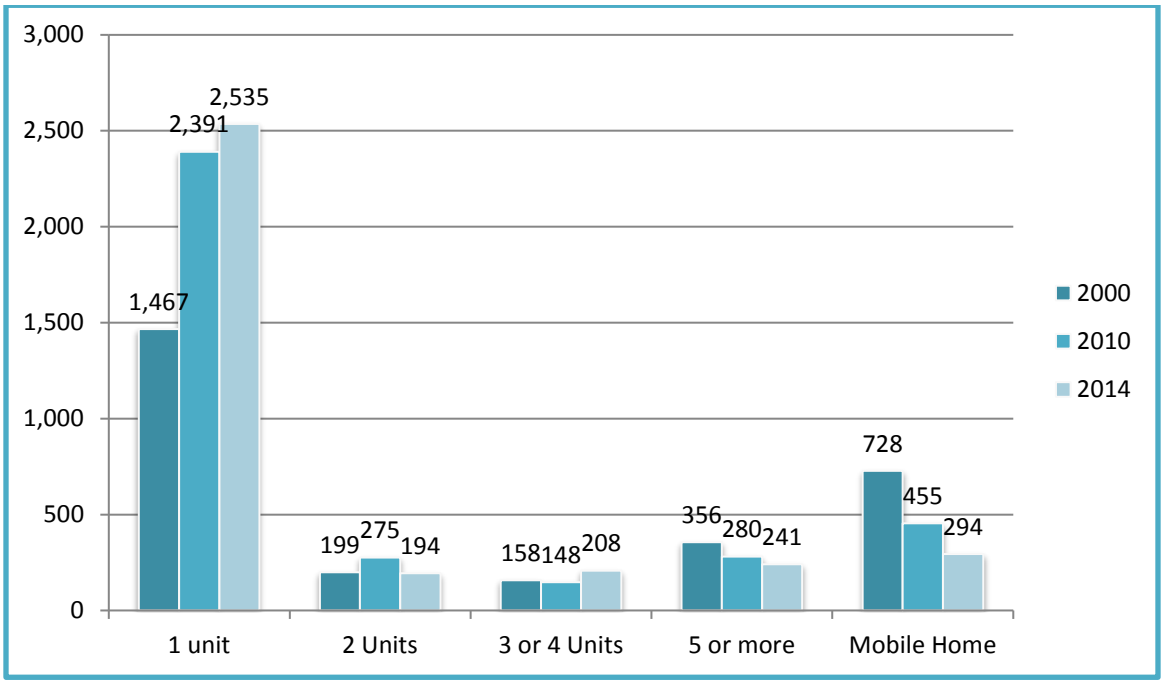
Oak Grove, KY		
Total Units:	3,488	100%
Occupied	2,688	77%
Vacant	800	23%

3. The types of housing existing in Oak Grove in 2014 are listed in the chart below:

UNITS IN STRUCTURE	Estimate	Percent
Total housing units	3,488	3,488
1-unit, detached	2,512	72.0%
1-unit, attached	23	0.7%
2 units	194	5.6%
3 or 4 units	208	6.0%
5 to 9 units	181	5.2%
10 to 19 units	60	1.7%
20 or more units	0	0.0%
Mobile home	294	8.4%
Boat, RV, van, etc.	16	0.5%

Source: U.S. Census Bureau, 2010-2014 American Community Survey

4. The graph below shows a comparison of the types of housing units in the year 2000 vs the year 2010 and 2014:



Source: U.S. Census Bureau, 2010-2014 American Community Survey; 2000 Census

5. The graph shows a substantial increase in the number of single unit housing. The graph also shows that the number of mobile homes has decreased by almost 60%. Mobile homes were utilized as a temporary means of housing in Oak Grove, and the decline in number of said mobile homes along with the substantial increase in single unit residential shows the City's commitment to obtaining more permanent and traditional housing.

6. The housing value of units in the City of Oak Grove can be found in the chart below:

VALUE	Estimate	Percent
Owner-occupied units	939	100%
Less than $50,000	28	3.0%
$50,000 to $99,999	635	67.6%
$100,000 to $149,999	214	22.8%
$150,000 to $199,999	45	4.8%
$200,000 to $299,999	17	1.8%
$300,000 to $499,999	0	0.0%
$500,000 to $999,999	0	0.0%
$1,000,000 or more	0	0.0%
Median (dollars)	90,500	(X)

Source: U.S. Census Bureau, 2010-2014 American Community Survey

7. It is noteworthy that the median value of housing units in the City of Oak Grove is approximately 90,500. Over 65% of housing units in Oak Grove fall in the $50,000 to $99,000 range.

8. The chart below illustrates the costs of housing in Oak Grove. It is divided in owner-occupied housing and renter-occupied housing costs per month:

	Owner-Occupied Housing Units	Renter-Occupied Housing Units
MONTHLY HOUSING COSTS	Estimate	Estimate
Less than $100	2.4%	0.0%
$100 to $199	4.0%	0.0%
$200 to $299	4.4%	2.0%
$300 to $399	3.5%	1.6%
$400 to $499	4.3%	0.0%
$500 to $599	3.3%	15.6%
$600 to $699	2.1%	6.4%
$700 to $799	1.3%	14.0%
$800 to $899	15.8%	12.9%
$900 to $999	14.3%	17.6%
$1,000 to $1,499	38.0%	27.2%
$1,500 to $1,999	6.6%	0.0%
$2,000 or more	0.0%	0.0%
No cash rent	(X)	2.8%
Median (dollars)	962	870

Source: U.S. Census Bureau 2010-2014 American Community Survey

9. Based on the above information, the prevalent housing costs per month fall between $500-$1,499.

EDUCATIONAL FACILITIES

1. The education of elementary and high school children living in Oak Grove is provided for by the Christian County Board of Education.

2. Based on figures supplied by the Christian County Board of Education, Oak Grove children attend Pembroke Elementary, South Christian Elementary, Hopkinsville Middle, and Hopkinsville High Schools with a few exceptions exercising school of choice.

3. The total number of Oak Grove students enrolled in the Christian County school system totals 1,249. Below is a chart of all Oak Grove students relative to the total number of students attending each school.

School	Total number of Oak Grove students	Total students enrolled
21st Century Academy	3	55
Alternative School	1	35
Christian County High School	18	1208
Christian County Middle School	4	674
Cumberland Hall	1	30
Day Treatment	1	22
Freedom Elementary	2	719
Home/Hospital	1	29
Hopkinsville High School	208	1104
Hopkinsville Middle School	146	616
Indian Hills Elementary	1	519
Martin Luther King Elementary	1	785
Millbrooke Elementary	1	726

Pembroke Elementary	538	790
South Christian Elementary	323	714
Total	**1249**	8026

Source: Christian County Board of Education , 2016

4. While there are no schools currently located in the City of Oak Grove, there are several schools for higher education within a fifty (50) mile radius. These schools are:

College	Location	Distance from Oak Grove
Austin Peay State University Enrollment: 7,402 Tuition: $5,904	Clarksville, Tennessee	10 miles from Oak Grove center
Daymar Institute Clarksville Enrollment: 542 Tuition: $17,000	Clarksville, Tennessee	10 miles from Oak Grove center
Miller Motte Technical College Clarksville Enrollment: 532 Tuition: $9,000	Clarksville, Tennessee	10 miles from Oak Grove center
Brown Mackie College Hopkinsville Enrollment: 275 Tuition: $11,304	Hopkinsville, Kentucky	11 miles from Oak Grove center
Hopkinsville Community College Enrollment: 1,919 Tuition: $3,528	Hopkinsville, Kentucky	15 miles from Oak Grove center
American Baptist College Enrollment: 85 Tuition: $8,688	Nashville, Tennessee	48 miles from Oak Grove center
Daymar College Madisonville Enrollment: 35 Tuition: $17,000	Madisonville, Kentucky	47 miles from Oak Grove center
Madisonville Community College Enrollment: 1,798 Tuition: $3,528	Madisonville, Kentucky	48 miles from Oak Grove center
Miller Motte Technical College Madison Enrollment: 488 Tuition: $9,540	Madison, Tennessee	48 miles from Oak Grove center
Aquinas College Enrollment: 194 Tuition: $19,950	Nashville, Tennessee	49 miles from Oak Grove center
Fisk University Enrollment: 492 Tuition: $19,240	Nashville, Tennessee	49 miles from Oak Grove center
Fortis Institute Nashville Enrollment: 610 Tuition: $15,260	Nashville, Tennessee	50 miles from Oak Grove center
Nashville State Community College Enrollment: 3,313 Tuition: $3,528	Nashville, Tennessee	49 miles from Oak Grove center
Nossi College of Art Enrollment: 339 Tuition: $17,700	Madison, Tennessee	48 miles from Oak Grove center

Tennessee State University Enrollment: 6,304 Tuition: $5,904	Nashville, Tennessee	48 miles from Oak Grove center
Watkins College of Art Design & Film Enrollment: 270 Tuition: $18,765	Nashville, Tennessee	48 miles from Oak Grove center
Free Will Baptist Bible College Enrollment: 203 Tuition: $16,890	Nashville, Tennessee	50 miles from Oak Grove center
John A Gupton College Enrollment: 78 Tuition: $9,600	Nashville, Tennessee	50 miles from Oak Grove center

MEDICAL FACILITIES

1. Oak Grove, Kentucky is fortunate to be served by several medical and health facilities. These facilities are institutions and agencies that are designed to provide medical diagnosis, treatment, nursing, rehabilitation, and preventive care. They include an array of facilities such as hospitals, psychiatric institutions, outpatient clinics, and nursing homes. The medical facilities provide a plethora of services to meet the various needs of our environment.

2. The medical facilities that serve the Oak Grove area can be found below:

Facility	Location	# of Beds	# of Doctors	# of Nurses	# of General Employees
Pennyroyal Center, Oak Grove	Oak Grove, KY	n/a	n/a	n/a	n/a
Gateway Medical Center	Clarksville, TN	270	169	104	n/a
Jennie Stuart Medical Center	Hopkinsville, KY	194	100+	n/a	n/a
Baptist Health Medical Assoc.	Hopkinsville, KY	0	n/a	n/a	n/a
Western State Mental Hospital	Hopkinsville, KY	396	n/a	n/a	650

CULTURAL FACILITIES

1. The definition of Cultural Facilities includes historical sites, churches, and library facilities. These types of activities have a definite impact on the

quality of life in the community but do not fit neatly into any specific category.

2. Oak Grove currently has nine (9) churches which offer religious services. These churches are:

Christ Korean United Methodist Church
430 Walter Garrett Ln Oak Grove KY
United Methodist

Maranatha Baptist Church
205 Stateline Rd Oak Grove KY
Baptist

Oak Grove First
480 Thompsonville Ln Oak Grove KY
Southern Baptist Convention

St Michael The Archangel
448 Stateline Rd Oak Grove KY
Roman Catholic

The United Korean Church
1160 Stateline Rd Oak Grove KY
Assemblies of God

Oak Grove SDA Church
406 Thompsonville Ln Oak Grove KY
Seventh Day Adventist

Living Waters Fellowship
8505 Pembroke-Oak Grove Rd Oak Grove KY
Southern Baptist Convention

New Life Ministries Church
181 State Line Rd Oak Grove KY
Church of God in Christ

St Michael The Archangel Parish
440 State Line Rd Oak Grove KY
Roman Catholic

Divine Creations Ministries
1215 Pembroke-Oak Grove Rd Oak Grove KY

Good Hope Baptist Church
9329 Pembroke Oak Grove Rd Oak Grove KY

Source: Church Finder;
http://www.churchfinder.com/churches/ky/oak-grove

3. Libraries in the area available to the residents of Oak Grove include:
    - Colleen Ochs Library located within the Community Center
    - Hopkinsville-Christian HCC County Public Library
    - Hopkinsville Community College Library
    - Austin Peay State University Library
    - R.F. Sink Library, Ft. Campbell

4. The City of Oak Grove has two (2) historical sites. Their information can be found in the table below.

Historical Site	Location
Cedar Grove	East of Oak Grove on KY-115
Oak Grove School House	War Memorial Walking Trail on Walter Garrett Lane

Source: National Park Service and Kentucky Department of Travel and Tourism, 2016

ENVIRONMENTAL

TOPOGRAPHY

1. The average elevation for Oak Grove is 571 feet above mean sea level.

2. The topographic changes of Oak Grove are predominately smooth. Ranges in elevation over the entire City are generally less than one hundred (100) feet.

PHYSIOGRAPHY

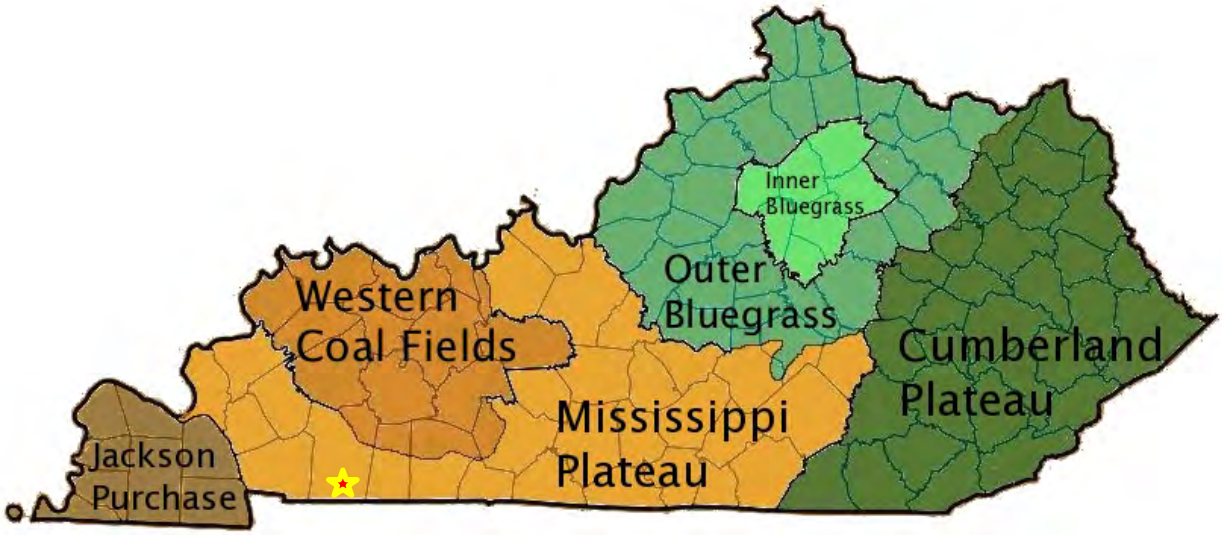
1. Oak Grove is located on the Mississippian Plateau System.

2. The Mississippian Plateau System consists of the Mammoth Cave Plateau and the Pennyroyal Plateau. Oak Grove is found entirely on the Pennyroyal Plateau.

3. The Pennyroyal Plateau is defined by low relief, contour, and large portions of land where there are almost no small streams; much of the precipitation drains underground to trunk streams and cavernous limestone areas.

4. The Pennyroyal Plateau consists mostly of limestone but includes some sandstone and shale.

5. Below is a map demonstrating the different regions throughout Kentucky. The Mississippian Plateau, containing the Pennyroyal Plateau, is bordered on the west by the Jackson Purchase region and on the east by the Cumberland Plateau.



GEOLOGY

1. The surface formations which exist at some depth are a result of deposits of material left by ancient seas during the Mississippian Age nearly 350 million years ago.

2. During the Mississippian Age, shallow, warm seas existed in the area in which numerous marine organisms lived and flourished. Many of these marine organisms built shells of calcium carbonate and left them to accumulate on the sea floor.

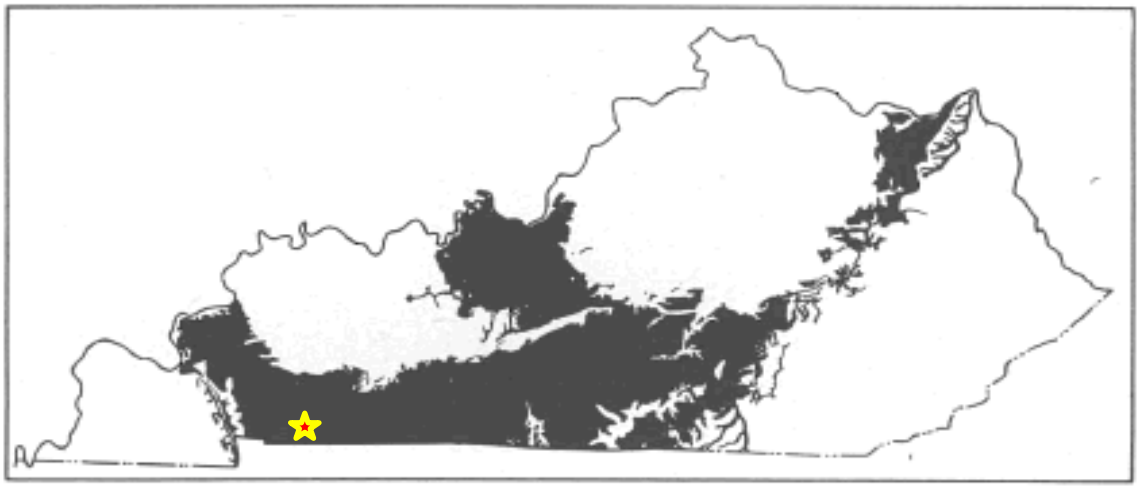
3. The deposition of these shells continued over 35 million years and then were covered by sand during the Pennsylvanian Age.

4. The continent soon began to rise above sea level and erosion set in to make the present landscape.

5. The erosion process has eroded most of the Pennsylvanian Rock (sand stone) away and left behind the hardened shell of calcium carbonate (limestone) and some sandstone.

6. The Mississippian Age rocks are composed of two (2) series: Chester Series and Mermac Series.

7. Below is a map showing the outcrop of Mississippian Age rocks, completely encompassing the Oak Grove area.



8. The Oak Grove area is entirely composed of Mermac Series.

9. The Mermac Series is characterized by a gently rolling and subdued terrain. The Mermac consisted of predominately thick bedded limestone which is soluble in ground water.

10. The Karst condition associated in the Oak Grove area is a result of the reaction caused by ground water percolating through the porous limestone. The reaction causes a vast underground drainage system and the development of sinkholes.

11. The water bearing characteristics of the Mermac series is erratic.

SOILS

1. The composition of soils in the Oak Grove area consists of three (3) series: Hammack, Crider, and Pembroke.

2. The Hammack series is characterized by:
   A. Deep, well drained, moderately permeable soils that form a loess mantle and cherty residuum from limestone
   B. Soils are found on ridgetops and slight slopes on the Mississippian Plateau.
   C. Slopes are predominately seven (7) percent but range from two (2)

to (12) percent.

D. Composition of the soil complex is about thirty-five (35) percent chert in the upper twenty (20) inches of the argillic horizon.

3. The Crider series is characterized by:
   A. Deep, well drained, moderately permeable soils that are nearly level to sloping.
   B. Formed by loess and the underlying material formed by the wearing of limestone.
   C. Some areas which are Karst and found on uplands and broad ridges.
   D. Slopes range from zero (0) to twelve (12) percent but the average range is from two (2) to six (6) percent.

4. The Pembroke series is characterized by:
   A. Deep, well drained, moderately permeable soils.
   B. Formed in a thin mantle of loess and in the underlying residuum of limestone or old alluvium.
   C. Areas of broad ridges found on Mississippian Plateau.
   D. Slopes are predominately four (4) percent but range from zero (0) to twelve (12) percent.

HYDROLOGY

1. The major river basin for the City of Oak Grove is the Lower Cumberland River Basin. The map below shows the Cumberland River Basin in the highlighted area.

2. The Lower Cumberland River Basin is composed of a complex system of surface waters which contribute to the flow of the major river in the area-West Fork of the Red River.

3. The West Fork of the Red River drains south and flows in the Red River and eventually into Lake Barkley.

4. Oak Grove is situated on a major Karst region and much of the drainage occurring in the area is through subterranean channels and sinkholes.

5. The gently rolling topography as well as the low depression of the Karst system has created a hydrologic system where storm water stands in low lying areas.

6. Standing water associated with the sinkhole creates a flood problem for future development.

7. The West Fork of the Red River is currently not within the city limits of Oak Grove and no flooding problem associated with this river is anticipated.

8. The soils of the Oak Grove area do not specifically address or indicate flooding to be a problem, but the soil classification does not address the sinkhole problems, inadequate drainage ways, or undersized roadway culverts which cause acute localized flooding.

LAND USE

1. A map detailing the existing land use for the City of Oak Grove can be found in Exhibit B in the attached Appendix.

2. It is worth noting that a majority of the land use in Oak Grove is agricultural. This land provides a tremendous potential for future growth. Characteristics of agricultural land are usually defined as cleared, flat and well drained (in most cases) which provides ideal property and conditions for future expansion.

3. Most of the residential activity of Oak Grove is concentrated along Kentucky 911, Kentucky 400 (State Line Road), and Hugh Hunter Road.

4. The commercial activity found in Oak Grove is predominately along Highway 41A with some on Kentucky 115 and 911.

PHYSICAL

TRANSPORTATION

1. The City of Oak Grove has one (1) major artery and four (4) major collectors along with one (1) minor artery as classified by the Kentucky Transportation Cabinet. These streets are state maintained and are as follows:
    a. Highway 41A (North/South)-Major Arterial
    b. Kentucky 911 (East/West)-Major Collector
    c. Kentucky 115 (North/South)-Minor Arterial/Major Collector
    d. Kentucky 400 (East/West)-Major Collector
    e. Gate Seven Road (East/West)-Major Collector

2. Located to the north of the City and currently comprising the northern boundary of the City is Interstate 24 (I-24). I-24 is a major east/west interstate providing a major transportation linkage from Nashville, Tennessee to St. Louis, Missouri. Current traffic counts along I-24 are 33,338 for the area around the Highway 41A cloverleaf.

3. Transportation counts for the other major arteries and collectors in Oak Grove are as follows:

Count Station ID	Roadway	To	From	Year	Count
STAF02	024-KY-0911-000	US 41 A	KY 115	2010	8030
STA251	024-KY-0117-000	US 41 A	Newton Ln Connector/ Bell STN	2011	4280
STAF11	024-US-0041A-000	Auburn St.	I 24 Underpass	2012	24009
STAF04	024-US-0041A-000	Tennessee St. Line	KY 911	2012	23318
STAG47	024-KY-0788-000	Gate 7 Rd.	US 41 A	2013	11143
STAF01	024-US-0041A-000	KY 911	Auburn St.	2013	20813
STAF09	024-KY-01400-000	US 41 A	KY 115	2013	5083
STAF07	024-KY-0115-000	Tennessee St. Line	Hugh Hunter Rd./KY 911	2013	6251
STAF08	024-KY-0115-000	Hugh Hunter Rd./KY 911	I 24 overpass	2013	6209
STA340	024-KY-0813-000	Christian County Line	Hopkins County Line	2013	2519

Kentucky Traffic Count Program – Kentucky Department of Highways, 2016

4. Another important aspect impacting the traffic system of Oak Grove is the Gates which provide access to the military base at points along Highway 41A. Gates 4, 5, 6, and 7 are in Kentucky and front Oak Grove.

5. Of the three (3) gates, Gate 4 is the major entrance into the military facility. The area outside of Gate 4 has a traffic count of 23,318 according to the Kentucky Traffic Count Program conducted by the Kentucky Department of Highways.

6. Regular air transportation, excluding Ft. Campbell facilities, is provided by Clarksville-Montgomery County Regional Airport, also commonly known as Outlaw Field. This airport is located on a 452-acre site. The airport is operated by Clarksville and Montgomery County. Outlaw Field has an all-weather surface runway facility operating within Federal Aviation Administration guidelines.

7. The Hopkinsville-Christian County Airport also provides services to the area. The airport is located in eastern Hopkinsville, Kentucky.

WATER

1. The chart below gives the current waste water usage as of 2016 according to HWEA.

	This Year 2016	Last Year 2015	Percentage Change
Gals Sewage Treated Oak Grove WWTP/eff	11640	5520	110.90%
Customer Sales			
Residential	$88,325.74	$81,283.84	1.30%
Commercial	$25,056.91	$35,911.87	-30.20%
Government Agencies	$1,259.41	$1,391.21	-9.50%
>Municipal-$281.14			
>Government - $978.27			
Total Sales	**$108,652.06**	**$118,586.92**	**18.40%**
Customer Consumption (Total Gallons)			
Total Consumption	10,659.10	11,783.30	-9.50%
Customer Data			
Residential	2605	2530	3.00%
Commercial	157	156	0.06%
Municipal	8	8	0.00%
Government	3	3	0.00%
Total Customers	**2773**	**2697**	**2.80%**
Miscellaneous Data			
Miles or Main- Sewer Gravity	28.39	28.39	0.00%
Miles of Main- Force Main	21.8	21.8	0.00%
Total Miles of Main	50.19	50.19	0.00%
No. Lift Stations	16	16	0.00%
No. Manholes	624	624	0.00%
Plant and Pumping Station Data			
Plant Power- Oak Grove WWTP	$7,687.16	$8,551.50	-10.10%
Pump Station Power- Oak Grove WWTP	$3,480.39	$2,757.23	26.20%

2. The following chart shows annual numbers regarding Oak Grove's Water Department.

Oak Grove Water Department	2016	2015
Gallons purchased from Logan Todd	203,307,000	209,118,000
Gallons Sold	160,573,000	159,440,930
Customers	3,553	3,527
Sales		
Residential	$987,610	$1,067,877
Commercial	$410,159	$375,275
Other	$12,199	$13,808
Total	**$1,409,968**	**$1,456,960**
Miscellaneous Data		
Miles of pipe	80	80
Hydrants	223	223
Tanks	3	3

RECREATION

1. The residents of Oak Grove are fortunate to have access to several recreational facilities. In addition to the various recreational facilities, parks, and programs that are available to residents, the Land Between the Lakes National Recreational Area is conveniently located within about a one hundred mile radius of the county. This facility allows people to take advantage of more of the nature-oriented activities such as hiking, fishing, and boating.

2. There is one golf course available to Oak Grove residents that is within a ten (10) minute drive, Cole Park Golf Course. There is also a disk golf course located on Walter Garret Lane.

3. There are also several other recreational facilities provided in the list below:

    a. Don F. Pratt Memorial Museum- Fort Campbell, KY
    b. Ft. Campbell Riding Stables- Fort Campbell, KY
    c. Jefferson Davis Monument- Fairview, KY
    d. M B Roland Distillery- Pembroke, KY
    e. Viceroy Butterfly Garden- Oak Grove, KY
    f. Viceroy Performing Arts Center- Oak Grove, KY
    g. Valor Hall Conference & Event Center- Oak Grove, KY
    h. 1890's School House- Oak Grove, KY
    i. Veterans Picnic Pavilion- Oak Grove, KY
    j. War Memorial Park- Oak Grove, KY
    k. War Memorial Walking Trail- Oak Grove, KY

GOVERNMENT FACILITIES

1. The local government consists of a mayor and a six (6) member City Council.

2. The city is served by a full time police department which consists of the following:

Police Department Employees	Number of Employees
Chief Of Police	1
Assistant Chief of Police	1
Investigations	1
Patrol Sergeants	3
Patrol Officers	9
Code Enforcement Officers	1
Animal Control Officers	1
Total	**17**
Vehicle Count	18

3. The police department has provided a list of their compiled arrest data for 2015 which can be found below:

2015 Total Arrest Data	
DUI	48
Drug Arrest	86
Moving Violations:	
Seat Belt	160
Speeding	1127
Booster Seat	6
Child Restraint	1

Source: Oak Grove Police Department, 2015

4. The Oak Grove Fire Department is a volunteer department with thirty-seven (37) members. There information can be found below:

Total Firemen	**37**
Vehicle Count	7
Engine Companies	4
Squad Vehicle	1
Chief Vehicles	2
Incidents in 2015	801

ECONOMIC

EMPLOYMENT

1. The economic climate of Oak Grove is dependent upon the Fort Campbell Military Installation. This dependence is demonstrated by the business make-up of the City as well as the occupation of the City's residents.

2. The following is a chart showing employment information as provided by the U.S. Census Bureau in the 2010-2014 American Community Survey.

EMPLOYMENT STATUS	Estimate	Percent
Population 16 years and over	4,939	100%
In labor force (Civilian Labor Force + Armed Forces)	3,492	70.70%
Civilian labor force (Employed + Unemployed)	2,634	53.30%
Employed	2,350	47.60%
Unemployed (Anyone 16 & up willing and able to work)	284	5.80%
Armed Forces	858	17.40%
Not in labor force (Students, housewives, retirees, etc.)	1,447	29.30%
Females 16 years and over	2,401	100%
In labor force	1,306	54.40%
Civilian labor force	1,279	51.90%
Employed	1,137	47.40%
With children under 6 years	1,068	100%
All parents in family in labor force	644	60.30%
With children 6 to 17 years	1,402	100%
All parents in family in labor force	737	52.60%
COMMUTING TO WORK		
Workers 16 years and over	3,072	100%
Car, truck, or van -- drove alone	2,416	78.60%

Car, truck, or van -- carpooled	602	19.60%
Public transportation (excluding taxicab)	0	0.00%
Walked	54	1.80%
Other means	0	0.0%
Worked at home	0	0.00%
Mean travel time to work (minutes)	21.40	(X)
OCCUPATION	**Estimate**	**Percent**
Civilian employed population 16 years and over	2,350	100%
Management, business, science, and arts occupations	598	25.40%
Service occupations	583	24.80%
Sales and office occupations	408	17.40%
Natural resources, construction, and maintenance occupations	237	10.10%
Production, transportation, and material moving occupations	524	22.30%
INDUSTRY		
Civilian employed population 16 years and over	2,350	100%
Agriculture, forestry, fishing and hunting, and mining	33	1.40%
Construction	63	2.70%
Manufacturing	451	19.20%
Wholesale trade	42	1.80%
Retail trade	319	13.60%
Transportation and warehousing, and utilities	72	3.10%
Information	77	3.30%
Finance and insurance, and real estate and rental and leasing	54	2.30%
Professional, scientific, and management, and administrative and waste management services	76	3.20%
Educational services, and health care and social assistance	440	18.70%
Arts, entertainment, and recreation, and accommodation and food services	165	7.00%
Other services, except public administration	75	3.20%

Public administration	483	20.60%
CLASS OF WORKER	Estimate	Percent
Civilian employed population 16 years and over	2,350	100%
Private wage and salary workers	1,484	63.10%
Government workers	778	33.10%
Self-employed in own not incorporated business workers	88	3.70%
Unpaid family workers	0	0.00%
INCOME AND BENEFITS (IN 2014 INFLATION-ADJUSTED DOLLARS)		
Total households	2,688	100%
Less than $10,000	245	9.10%
$10,000 to $14,999	56	2.10%
$15,000 to $24,999	447	16.60%
$25,000 to $34,999	568	21.10%
$35,000 to $49,999	373	13.90%
$50,000 to $74,999	618	23.00%
$75,000 to $99,999	340	12.60%
$100,000 to $149,999	0	0%
$150,000 to $199,999	41	1.50%
$200,000 or more	0	0.00%
Median household income (dollars)	35,886	(X)
Mean household income (dollars)	42,791	(X)

Source: U.S. Census Bureau, 2010-2014 American Community Survey

3. It is worth noting that about a third of workers that reside in the City of Oak Grove currently hold government positions.

BUSINESSES

1. The business establishments make-up of Oak Grove is composed of predominately service related establishments (for example, 20 restaurants are reported and 8 gas stations. The list below is a list of businesses found within the City Limits as of 2012 according to the North American Industry Classification System and the U.S. Census Bureau.

2012 NAICS code	Meaning of 2012 NAICS code	Year	Number of establishments
42399	Other miscellaneous durable goods merchant wholesalers	2012	1
44112	Used car dealers	2012	1
44132	Tire dealers	2012	1
44314	Electronics and appliance stores	2012	2
44511	Supermarkets and other grocery (except convenience) stores	2012	1
44531	Beer, wine, and liquor stores	2012	4
44612	Cosmetics, beauty supplies, and perfume stores	2012	1
44711	Gasoline stations with convenience stores	2012	8
44719	Other gasoline stations	2012	2
44812	Women's clothing stores	2012	1
44814	Family clothing stores	2012	1
44819	Other clothing stores	2012	1
44821	Shoe stores	2012	2
45291	Warehouse clubs and supercenters	2012	1
45299	All other general merchandise stores	2012	4
45322	Gift, novelty, and souvenir stores	2012	1
45399	All other miscellaneous store retailers	2012	2
51711	Wired telecommunications carriers	2012	1
51721	Wireless telecommunications carriers (except satellite)	2012	3
52211	Commercial banking	2012	1
52213	Credit unions	2012	1
52229	Other nondepository credit intermediation	2012	1
52239	Other activities related to credit intermediation	2012	2
52312	Securities brokerage	2012	1
53111	Lessors of residential buildings and dwellings	2012	3
53113	Lessors of miniwarehouses and self-storage units	2012	1
53119	Lessors of other real estate property	2012	1
53211	Passenger car rental and leasing	2012	1
53223	Video tape and disc rental	2012	1
54111	Offices of lawyers	2012	1

2012 NAICS Code	Meaning of 2012 NAICS Code	Year	Number of Establishments
54121	Accounting, tax preparation, bookkeeping, and payroll services	2012	2
54121	Accounting, tax preparation, bookkeeping, and payroll services	2012	2
54133	Engineering services	2012	1
54194	Veterinary services	2012	1
56121	Facilities support services	2012	2
56173	Landscaping services	2012	1
56174	Carpet and upholstery cleaning services	2012	1
62441	Child day care services	2012	4
72111	Hotels (except casino hotels) and motels	2012	4
72241	Drinking places (alcoholic beverages)	2012	2
72251	Restaurants and other eating places	2012	20
81119	Other automotive repair and maintenance	2012	2
81211	Hair, nail, and skin care services	2012	1
81231	Coin-operated laundries and drycleaners	2012	1

Source: U.S. Census Bureau, 2012 Economic Census, 2012 Economic Census of Island Areas, and 2012 Non-employer Statistics.
Note: The data in this file are based on the 2012 Economic Census, and the related programs listed above. To maintain confidentiality, the Census Bureau suppresses data to protect the identity of any business or individual. The census results in this file contain sampling and non-sampling error. Data users who create their own estimates using data from this file should cite the Census Bureau as the source of the original data only.

FT CAMPBELL

LOGISTICS

1. Ft. Campbell is located in south western Kentucky within Trigg and Christian Counties and north central Tennessee within Stewart and Montgomery Counties.
2. Ft. Campbell falls within the Clarksville-Hopkinsville Standard Metropolitan Area (SMA).
3. Ft. Campbell's containment area is situated adjacent to Highway 41A across from the City of Oak Grove.
4. Total acreage is 105,092 acres and of that 91,118 acres are utilized for maneuvers and impact areas:
    a. 64,491 acres of maneuver land
    b. 26,627 acres of impact area
        - 46 basic marksmanship ranges
        - 21 live fire maneuver ranges
        - 15 urban combat training sites
        - 7 observation and mortar firing points
        - 7 shoot houses
        - 94 artillery firing points
    c. There are 54 training areas and 111 Ranges

POPULATION

1. Fort Campbell supports the 5th largest military population in the Army
2. Fort Campbell is the 7th largest in the Department of Defense (DOD).
3. Ft. Campbell reported the following population counts:
    a. Active Duty Military
    26,683
        - Officers 2,595
        - Warrant Officer 1,050
        - Enlisted 23,038
    b. Military Family Members
    47,926

c. Civilians 8,800
   - DOD 4,327
   - AAFES 614
   - NAF 713
   - Contractors/Other 3,146

The largest numbers of DOD Civilians are in MEDDAC/Hospital, US Army Garrison and DODEA schools.

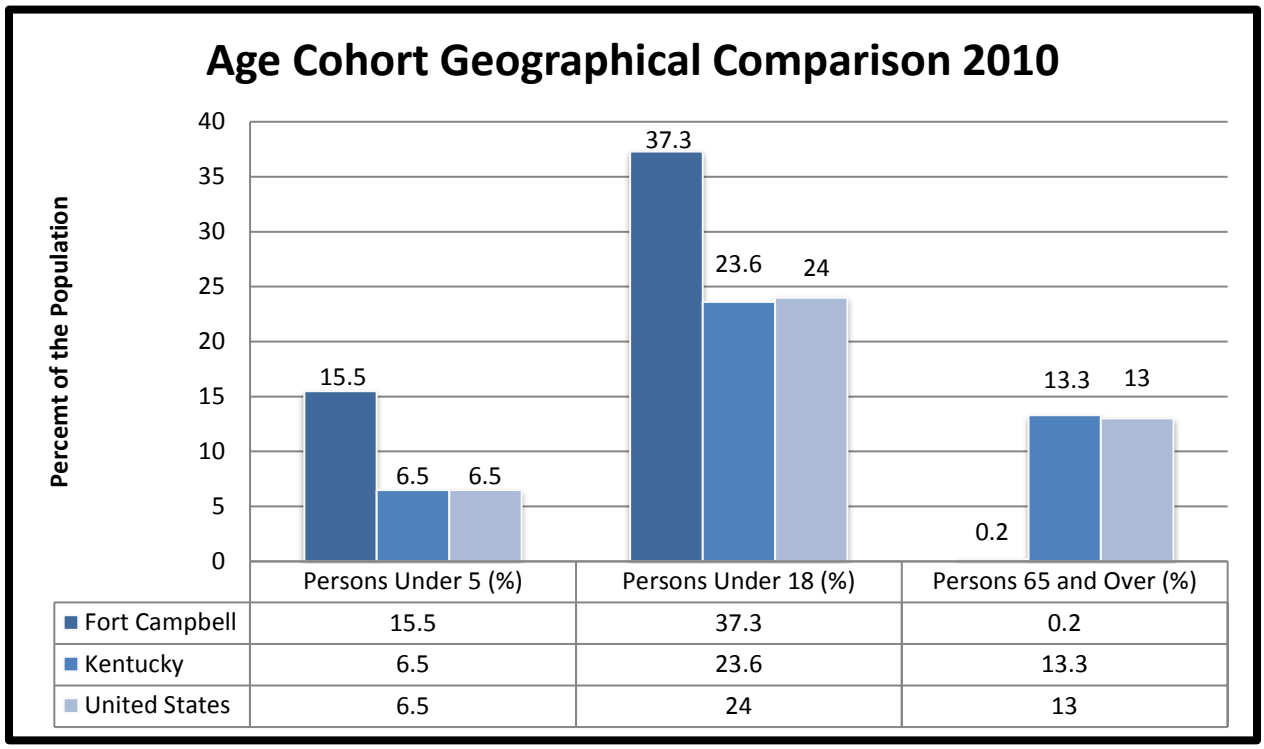
4. Population (Demographics): The available demographic material which was collected for the 2010 Census only pertains to the north or Kentucky side of the facility.
   a. Population (Total) 13,685
   b. Population (Age)

Subject	Number	Percent
SEX AND AGE		
Total population	13,685	100.0
Under 5 years	2,121	15.5
5 to 9 years	1,654	12.1
10 to 14 years	1,016	7.4
15 to 19 years	1,057	7.7
20 to 24 years	3,335	24.4
25 to 29 years	2,132	15.6
30 to 34 years	1,198	8.8
35 to 39 years	677	4.9
40 to 44 years	311	2.3
45 to 49 years	86	0.6
50 to 54 years	30	0.2
55 to 59 years	29	0.2
60 to 64 years	17	0.1
65 to 69 years	12	0.1
70 to 74 years	6	0.0
75 to 79 years	2	0.0
80 to 84 years	2	0.0
85 years and over	0	0.0

Source: U.S. Census Bureau, 2010 Census.

c. Population (Median Age)

Total (years)	21.3
Male (years)	21.5
Female (years)	20.5



As evidenced by the age comparison chart above, the North Side of Fort Campbell's population contains a much higher percentage for persons under 5 and persons under 18 per capita than the state and national averages. Fort Campbell also has a significantly lower population of seniors than the state or national average.

d. Population (Sex)

Male	8,313
Female	5,372

e. Population (Race)

	Number	Percent
TOTAL POPULATION	**13,685**	**100.0**
One Race	12,904	94.3
White	9,527	69.6
Black or African American	2,255	16.5
American Indian and Alaska Native	165	1.2
Asian	188	1.4
Asian Indian	11	0.1
Chinese	15	0.1
Filipino	81	0.6
Japanese	11	0.1
Korean	36	0.3
Vietnamese	7	0.1
Other Asian	27	0.2
Native Hawaiian and Other Pacific Islander	194	1.4
Native Hawaiian	20	0.1
Guamanian or Chamorro	65	0.5
Samoan	32	0.2
Other Pacific Islander	77	0.6
Some Other Race	575	4.2
Two or More Races	781	5.7
White; American Indian and Alaska Native	89	0.7
White; Asian	108	0.8
White; Black or African American	261	1.9
White; Some Other Race	95	0.7
Race alone or in combination with one or more other races:		
White	10,195	74.5
Black or African American	2,663	19.5
American Indian and Alaska Native	328	2.4
Asian	379	2.8
Native Hawaiian and Other Pacific Islander	275	2.0

Some Other Race	730	5.3
HISPANIC OR LATINO		
Total population	13,685	100.0
Hispanic or Latino (of any race)	2,057	15.0
Mexican	1,011	7.4
Puerto Rican	570	4.2
Cuban	53	0.4
Other Hispanic or Latino	423	3.1
Not Hispanic or Latino	11,628	85.0
HISPANIC OR LATINO AND RACE		
Total population	13,685	100.0
Hispanic or Latino	2,057	15.0
White alone	1,055	7.7
Black or African American alone	134	1.0
American Indian and Alaska Native alone	38	0.3
Asian alone	9	0.1
Native Hawaiian and Other Pacific Islander alone	17	0.1
Some Other Race alone	566	4.1
Two or More Races	238	1.7
Not Hispanic or Latino	11,628	85.0
White alone	8,472	61.9
Black or African American alone	2,121	15.5
American Indian and Alaska Native alone	127	0.9
Asian alone	179	1.3
Native Hawaiian and Other Pacific Islander alone	177	1.3
Some Other Race alone	9	0.1
Two or More Races	543	4.0

Source: U.S. Census Bureau, 2010 Census.

Please note that Latino/Hispanic classification is no longer categorized as a race, it is an ancestry group. Accordingly, we can then interpret that of the 13,685 total population, there are 2,057 identify as Latino/Hispanic and 11,628 that do not. We can also see that individuals of Latino/Hispanic

heritage identify most often as “White alone” in the race categories with the second most identified category identified with being “Some Other Race alone.” We can further deduce that 8,472 people which identify as “White alone” have no Latino/Hispanic ancestry.

Population (Relationship)

	Number	Percent
Total population	**13,685**	**100.0**
In households	9,842	71.9
Householder	2,505	18.3
Spouse	1,907	13.9
Child	5,166	37.7
Own child under 18 years	5,029	36.7
Other relatives	181	1.3
Under 18 years	58	0.4
65 years and over	18	0.1
Nonrelatives	83	0.6
Under 18 years	21	0.2
65 years and over	0	0.0
Unmarried partner	29	0.2
In group quarters	3,843	28.1
Institutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
Non-institutionalized population	3,843	28.1
Male	3,574	26.1
Female	269	2.0
HOUSEHOLDS BY TYPE		
Total households	2,505	100.0
Family households (families)	2,411	96.2
With own children under 18 years	2,180	87.0
Husband-wife family	1,907	76.1
With own children under 18 years	1,687	67.3
Male householder, no wife present	59	2.4

With own children under 18 years	56	2.2
Female householder, no husband present	445	17.8
With own children under 18 years	437	17.4
Nonfamily households	94	3.8
Householder living alone	88	3.5
Male	36	1.4
65 years and over	0	0.0
Female	52	2.1
65 years and over	1	0.0
Households with individuals under 18 years	2,193	87.5
Households with individuals 65 years and over	21	0.8
Average household size	3.93	(X)
Average family size	4.01	(X)

Source: U.S. Census Bureau, 2010 Census.
(X) Not applicable.

HOUSING

1. The following figures are for the North or Kentucky side of the military base.

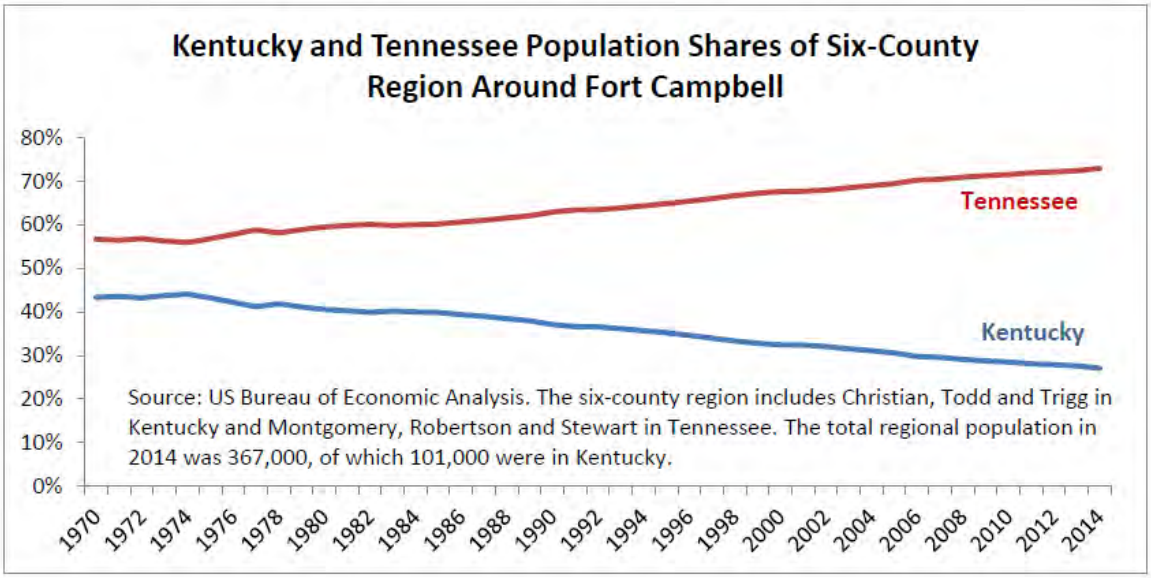
HOUSING OCCUPANCY	Number	Percent
Total housing units	2,692	100.0
Occupied housing units	2,505	93.1
Vacant housing units	187	6.9
For rent	161	6.0
Rented, not occupied	6	0.2
For sale only	0	0.0
Sold, not occupied	0	0.0
For seasonal, recreational, or occasional use	2	0.1
All other vacants	18	0.7
Homeowner vacancy rate (percent)	0.0	(X)
Rental vacancy rate (percent)	6.1	(X)
HOUSING TENURE		
Occupied housing units	2,505	100.0
Owner-occupied housing units	17	0.7

Population in owner-occupied housing units	61	(X)
Average household size of owner-occupied units	3.59	(X)
Renter-occupied housing units	2,488	99.3
Population in renter-occupied housing units	9,781	(X)
Average household size of renter-occupied units	3.93	(X)

Source: U.S. Census Bureau, 2010 Census.
(X) Not applicable.

2. A according to the US Census Bureau, a housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.
    - Fort Campbell Family Housing Units: 4,457
        - Woodlands Community Area 842
        - Werner Park Community Area 1,027
        - Hammond Heights Community Area 1,201
        - Pierce Village Community Area 1,387
3. Soldiers and their families are increasingly choosing to live off post, using their Basic Allowance for Housing to rent or purchase in the open market. Both the soldiers and the civilian employees that live off-base tend to choose the Tennessee side of the border for their residence. This is a decades-long trend, as is evident from the chart. There are three Kentucky counties (Christian, Todd, Trigg) and three Tennessee counties (Montgomery, Robertson, Stewart) surrounding Fort Campbell, a region containing 367,000 residents. In 1970, the Kentucky counties contained 43 percent of the regional population, but by 2014 the Kentucky share had fallen to 27 percent. Montgomery County TN, home of the City of Clarksville, dominated the growth. It added 127,000 persons since 1970, accounting for two-thirds of all population growth in the six-county region. In contrast, Christian County KY, home of both cities of Oak Grove and Hopkinsville, as well as nearly all the installation structures, added only 17,000 persons over those decades.

Source: The Economic Importance of the Military in Kentucky Study, June 2016 Update



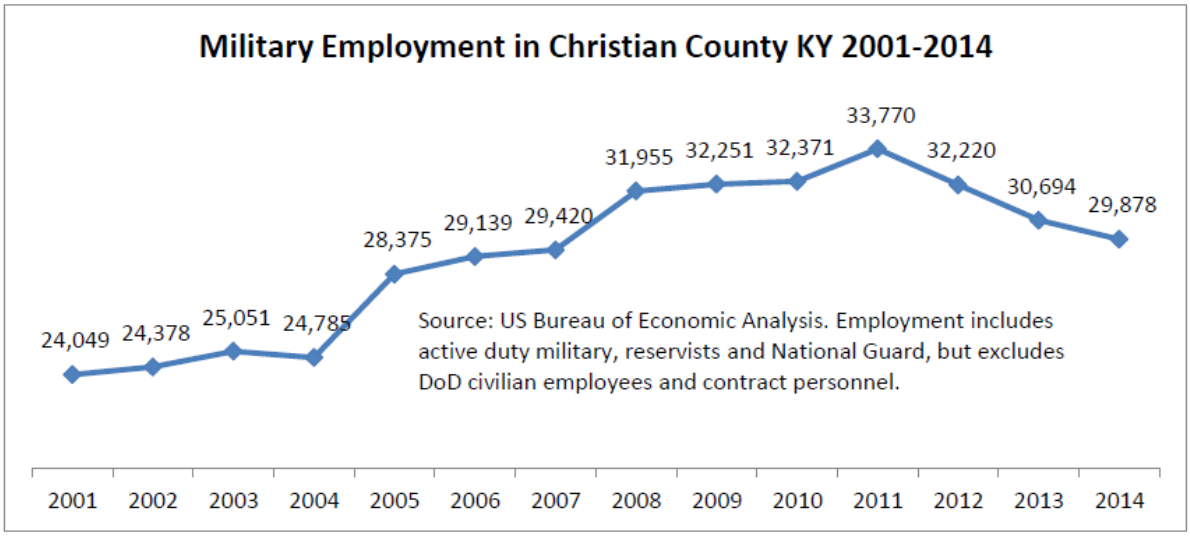
ECONOMICS

Military Employment by County, 2014

Christian	**29,878**
Hardin	**6,854**
Jefferson	**2,624**
Fayette	**1,010**
Kenton	**555**
Boone	**403**
Warren	**374**
Daviess	**326**
Campbell	**284**
Madison	**277**
Kentucky Total	**50,331**

According to the US Bureau of Economic Analysis, there are about 50,000 total military personnel (full-time and part-time) stationed in Kentucky. One can see from the table on the previous page entitled Military Employment by County that almost 60 percent of the military employment in Kentucky is located at Fort Campbell in Christian County.

Fort Campbell also has the largest number of military personnel in Kentucky. According the US Bureau of Economic Analysis, in 2014 there were about 30,000 military employees in Christian County, KY. Deployments are down from the peak in 2011, consistent with patterns seen elsewhere in the state and nation.



The US Office of Personnel Management reports 2,300 civilian employees of the US DOD. There are also several thousand other employees on the installation, including those of contractors, schools, non-appropriated activities, and tenants. The annual total employee compensation (including direct payroll, the value of housing and in-kind services, plus health care, pension and other benefits) for military and DOD civilian employees was about 2.9 billion in 2014. Compensation of military personnel is down somewhat from its 2011 peak, but is still about $1.2 billion higher than a decade ago, due to a net gain in soldiers and increases in average pay and benefits. Compensation of DOD civilians at Fort Campbell has risen five-fold over the last decade, to about $188 million last year. This is due to a tripling of the workforce and a 38 percent increase in average pay and benefits.

Source: The Economic Importance of the Military in Kentucky Study, June 2016 Update

EDUCATION FACILITIES

The following schools are on-post which serve approximately 2,900 elementary students (K-5), 700 middle school students (6-8), and 700 high school students (9-12):

- Barkley Elementary
- Barsanti Elementary
- Jackson Elementary (scheduled to close soon)
- Lincoln Elementary (scheduled to close soon)
- Lucas Elementary
- Marshall Elementary
- Mahaffey Middle School
- Wassom Middle School
- Fort Campbell High School (new replacement high school under construction)

MEDICAL FACILITIES

- Blanchfield Army Community Hospital (BACH) offers six Primary Care clinical locations, including within the hospital, off post and within separate locations on post. Two of the locations provide primary care to active duty service members only. Some of the BACH services offered include:
    - Allergy
    - Cardiology
    - Dermatology
    - Educational and Developmental Intervention
    - Exceptional Family/Member Family Practice
    - Internal Medicine
    - Ophthalmology
    - Occupational Health
    - Pain Management
    - Pediatrics
    - Physical Therapy / Chiropractic Preventive Medicine
    - Soldier Health Services SRP
    - Traumatic Brain Injury Care
    - Warrior Transition Care
    - Behavioral Health Laboratory Services
    - Radiology
    - Social Work Services
    - Gastroenterology
    - General Surgery
    - Neurology
    - Nuclear Medicine
    - Nutrition Therapy
    - Obstetrics / Gynecology
    - Occupational Therapy
    - Optometry
    - Oral Surgery
    - Orthopedics
    - Otolaryngology

    - Podiatry
    - Urology
    - Sleep Studies
    - Aviation / Aerospace Medicine

- Dental Clinics
    - Adkins
    - Epperly
    - Kuhn

    Taylor
    - Blanchfield Hospital Oral Surgery Clinic

- Medical Air Evacuation Services

FUTURE

Prepared by

PROJECTIONS

INTRODUCTION

1. The development of a Comprehensive Plan would not be complete without a component which predicts and analyzes future growth. This particular section on the formation of Oak Grove's future is based on linear models with three potential outcomes, a conservative approach (0.5 percent increase year), a moderate approach (one (1) percent increase per year), and an extensive approach (three (3) percent increase per year).

2. The development of a true and accurate picture of Oak Grove's future is determined by the facts and figures which are used and analyzed. It is important to provide a broad analysis of future growth and attempt to cover all bases; therefore three different models were used.

PROJECTION ANALYSIS

1. The linear model, as described by Kaiser, Godschalk, and Chapin, Jr., in *Urban Land Use Planning, Fourth Edition (1995)*, is a mathematical equation expressed as: $y=a+bx$. The dependent variable, *y*, represents the population level. The constant *a* represents the value of that variable at the base year for the projection. The constant *b* represents the amount and direction of change in the population characteristic per unit change in time. Finally, *x* is simply the number of units of time.

2. In the instance of Oak Grove, the population according to the 2010 Census will be the base year for the projection, or *a*. The constant *b* will be shown as 0.5, one (1), and three (3) percent changes. The variable *x* will be shown in one (1) year increments.

3. With the growth potential of the City of Oak Grove, the projections are only provided for a ten (10) year period. A reassessment of the growth and growth potential should be undertaken within five (5) years to reassess and redirect planning efforts if the need arises.

4. The projected population for the City of Oak Grove to the year 2025 is provided below. This scenario, which shall be referred to as Scenario 1, assumes a 0.5 percent increase in population every year. This projection is considered to be a conservative estimate.

a. SCENARIO 1

Year	2010	2015	2020	2025
Population	7,489	7,678	7,872	8,071

5. These projections represent a 37 to 40 person increase in the population per year. Additionally, the 2025 population represents a 7% total increase in the City's baseline population in 2010 to the year 2025.

6. The next scenario will be noted as Scenario 2 and represents a one (1) percent increase in population every year. This projection is considered to be moderate.

b. SCENARIO 2

Year	2010	2015	2020	2025
Population	7,489	7,871	8,273	8,695

7. These projections represent a 75 to 86 person increase in the population per year. This represents a 16% increase in the City's population in the year 2025 from the baseline in 2010 to the year 2025.

8. The final scenario will be noted as Scenario 3 and represents a three (3) percent increase in the population every year. This projection is fairly extensive.

c. SCENARIO 3

Year	2010	2015	2020	2025
Population	7,489	8,682	10,065	11,668

9. These projections represent a 225 to 340 person increase in the population per year. This represents a 56% increase in the City's population in the year 2025 from the baseline in 2010 to the year 2025.

LAND USE

1. As the City grows, new types of land uses will become prevalent such as residential and commercial land changes.

2. The predominate land use existing in the City limits is agriculture. Agricultural land use is susceptible to a variety of land use changes. The agricultural nature of the land within the City limits of Oak Grove is characterized as flat, cleared, and well drained, which is ideal for commercial and residential development. Special consideration should be given to depressed areas and/or sinkholes.

3. The average household size for the city of Oak Grove is 2.69 per household. If the population were to increase as high as 11,668 (an increase of 4,179) in 2025 as given in Scenario 3, then Oak Grove would need approximately 1,554 new housing units. This can be found by taking any given increase in population (x) and dividing it by the average household size (y). Therefore, the majority of activity in land use change will be in construction of residences either single family or multi-family.

4. The City's managing of growth and the ability to direct growth in the most beneficial areas will be dependent upon constructing roadways to open up the City to internal development.

5. Commercial activity will be concentrated along Highway 41A. Highway 41A is predominately commercial and will continue to develop as a service retail area for Ft. Campbell.

6. The commercial activity will continue to develop at intersections where major arteries intersect, such as Kentucky 911 and Highway 41A, I-24 and Highway 41A, and Kentucky 115 and Stateline Road.

7. Commercial activities are an enormous mainstay to the City economy as a result of Ft. Campbell. The ability of businesses to prosper is directly related to the proximity to the Post.

POLICE

1. There are two methods to determine the expected manpower needs for a police department. The first method is to use a national multiplier which relates the amount of police personnel per 1,000 population. The second method is also a multiplier method but uses current manpower levels per 1,000 population.

2. The local multiplier will be used first to determine police personnel needs. The local multiplier is calculated below:

    a. Base Population: 7,489
    b. Police Personnel: 17
    c. Calculations:
        i. 7,489 people divided by 1,000 = 7.489
        ii. 17 police personnel divided by 7.489 = 2.267
    d. Result: 2.267 police personnel needed for every 1,000 individuals

3. Personnel Needs

a. Scenario 1- 0.5% Increase

Year	Population Projection	Multiplier	Personnel Needs	Existing Personnel	% Change
2010	7,489	2.267	17	17	0
2015	7,678	2.267	17	17	0
2020	7,872	2.267	18	17	6%
2025	8,071	2.267	18	17	6%

b. Scenario 2- 1% Increase

Year	Population Projection	Multiplier	Personnel Needs	Existing Personnel	% Change
2010	7,489	2.267	17	17	0
2015	7,871	2.267	18	17	6%
2020	8,273	2.267	19	17	12%
2025	8,695	2.267	20	17	18%

c. **Scenario 3- 3% Increase**

Year	Population Projection	Multiplier	Personnel Needs	Existing Personnel	% Change
2010	7,489	2.267	17	17	0
2015	8,682	2.267	20	17	18%
2020	10,065	2.267	23	17	36%
2025	11,668	2.267	26	17	54%

4. The three (3) scenarios show the need for Police Personnel increasing to anywhere from 0% to 54% (to a total of twenty-six (26)).

5. The national multiplier for full time law enforcement employees in cities where the population is less than 10,000 is 4.7 employees per 1,000 of population according to the FBI Unified Crime Report of 2014.

6. Other factors that may influence the number of required Police personnel are crime rate, traffic congestion, community activities, etc.

7. The same basic method is applied for the national multiplier. However, since the national average is much higher than what is already in place for the City of Oak Grove, the data projections may be more liberal in nature.

FIRE

1. The method to determine the personnel requirements for a fire department are the same as those provided for in the police projections. Two (2) methods are normally used. The first method uses the national multiplier which gives the ideal number of fire-fighting personnel per 1,000 population. The second method uses a local multiplier which is a ratio between the existing fire department personnel and existing population.

2. The local multiplier will be used to determine the fire personnel needs for the City of Oak Grove. The local multiplier is calculated below:
    a. Base population: 7,489

b. Fire personnel: 37
c. Calculations:
    i. 7,489 people divided by 1,000 = 7.489
    ii. 37 fire personnel divided by 7.489 = 4.940
d. Result: 4.94 fire personnel needed for every 1,000 individuals.

3. Personnel Needs

a. Scenario 1- 0.5% Increase

Year	Projected Population	Multiplier	Personnel Needs	Existing Personnel	% Change
2010	7,489	4.94	37	37	0
2015	7,678	4.94	38	37	3%
2020	7,872	4.94	39	37	5%
2025	8,071	4.94	40	37	8%

b. Scenario 2- 1% Increase

Year	Projected Population	Multiplier	Personnel Needs	Existing Personnel	% Change
2010	7,489	4.94	37	37	0
2015	7,871	4.94	39	37	5%
2020	8,273	4.94	41	37	11%
2025	8,695	4.94	43	37	16%

c. Scenario 3- 3% Increase

Year	Projected Population	Multiplier	Personnel Needs	Existing Personnel	% Change
2010	7,489	4.94	37	37	0
2015	8,682	4.94	43	37	16%
2020	10,065	4.94	50	37	35%
2025	11,668	4.94	58	37	57%

4. The three (3) scenarios show the need for Fire Personnel increasing to anywhere from 3% (to a total of thirty-eight (38)) to 57% (to a total of fifty-eight (58)).

5. Because Oak Grove depends mainly on volunteer Fire Personnel, a national report on the average number of volunteer Fire Personnel for

communities the size of Oak Grove may be useful. According to the National Fire Protection Association, the national median for communities with a population of 5,000 to 9,999 (Oak Grove is currently at 7,489) is 3.68 volunteer firefighters per 1,000 people. Therefore, Oak Grove's current number of Fire Personnel is slightly high for a community of its size which is offset by the fact that it consists of volunteers.

WATER/SEWER

1. In 1999 Oak Grove shut down its water plant and entered into a 50 year agreement with Logan-Todd Regional Water Commission in 1999. A new plant was built to serve 12 water districts and have more than sufficient capacity for the City's growing needs.

2. The Logan-Todd Regional Water Commission takes water from the Cumberland River in Clarksville, TN and can produce over 10 million gallons per day. Currently Logan-Todd only produces about 4 million gallons per day to serve the 12 districts so they have more than adequate capacity for growth.

3. In 1997, a 500,000 gallon water tank was added to service the north part of the City when the City extended the utilities to exit 86 on I-24.

4. Oak Grove sold the sewer system to the Hopkinsville Water Environment Authority (HWEA) in 2008 and since that time HWEA has made several upgrades to the Oak Grove sewer division.

RECREATION

1. The 2016 National Recreation and Parks Association Field Report found that the typical park and recreation agency has 9.5 acres of parkland for every 1,000 population served. However, the median number for cities with a population under 20,000, such as Oak Grove, was 10.6 acres of parkland for every 1,000 population served with the lower and upper quartiles ranging from 4.5 to 18.3 acres of parkland per 1,000 population.

2. As of the 2010 census, that means Oak Grove has 6.5 acres per 1,000 population with approximately 49 acres of parkland.

3. The highest projection provided (3% increase per year) puts the population of Oak Grove at 11,668 by the year 2025. This would mean that there would be about 4.2 acres of parkland per 1,000 population served. This number is slightly low compared to other cities around the nation. However, this will be slightly negated by the fact that Oak Grove is served by several recreational facilities and areas, such as Land Between the Lakes, that are not within the City limits and the fact that this is the most liberal projection, meaning that the strain on the parks and recreation of Oak Grove should not be too severe.

TRANSPORTATION

1. The Kentucky Transportation Cabinet (KYTC) currently has one (1) project listed in its 2016 Six Year Highway Plan for the city of Oak Grove that will aid the transportation network.

2. The KYTC is working to conduct a major widening for KY-911 starting at US-41A at the west and continuing east for 1.8 miles. The map located in Exhibit C in the Appendix illustrates the project.

3. The project is estimated to cost $8,800,000 and is slated to be completed in 2016. Similar ventures should be explored by both the city of Oak Grove and the KYTC to help ease the strain on the City's transportation system as the City's population is projected to increase.

COMMUNITY ASSESSMENT

Prepared by

INTRODUCTION

An important aspect of any type of comprehensive planning process with regards to total plan development is citizen participation. Citizen participation adds a degree of credibility, practicality, and political acceptance to the plan. There are many ways to involve citizens in the planning process, including public hearings and citizen advisory committees. The following ideas, concerns, and perceptions are a result of a series of meetings with the Oak Grove Comprehensive Plan Advisory Committee. The Advisory Committee is comprised of citizens and city employees knowledgeable of important characteristics surrounding the development of Oak Grove.

A community assessment can be defined as an accumulation and interpretation of the community's philosophies and perceptions combined into a single body of policy. The community assessment will actually be the determination of the problems facing the community from a short-term and long-term perspective. The importance of the Community Assessment is paramount as the feedback provides the framework that will shape how the policies will be developed in order to address the goals and objectives. The community assessment will be broken down into the following sections: Social, Environment, Physical, and Economic.

SOCIAL

Population

1. With the addition of sewer lines and recent upgrades by HWEA to the sewer system, the growth potential for the population of Oak Grove is quite high. Added with the resource of large amounts of undeveloped agricultural lands, the development of Oak Grove will be only limited by the resultant quality of life.

2. Oak Grove currently has approximately 685 citizens per square mile. Any additional growth could place stress on the City. The City should develop in a manner that will help or alleviate the stress placed on it by the growth in population.

3. Due to the proximity of Oak Grove to Ft. Campbell, the growth of the population will most likely be from the military base as most of the new residents will want to live in close proximity to work. The locational advantages of the City should be enhanced and marketed to Ft. Campbell to stimulate the population growth. While emphasis is on single family housing, in order to create a permanent population, the economic climate is more in tune with the development of multi-family units to house the single and military residents.

4. Population growth should take place through the capture of a large portion of the military market by targeting the single population to locate in potential new mixed use areas in Oak Grove as opposed to bordering communities.

5. With the potential for population growth, the City of Oak Grove needs to determine a manageable level of growth. This means finding an increase in population that can be supported with necessary services.

6. An issue that persists in the Oak Grove housing community is the low-end rental properties. This issue simply perpetuates a transient population. The City should investigate potentially doing official rental inspections on any properties in order to ensure or maintain a higher quality rental unit.

7. Oak Grove may need to investigate a property maintenance code in order to address concerns the leadership has in regards to housing standards.

8. A need exists to transform the residents of the City from a transient population to a permanent population. Major strides have been taken over the last several years in this regard. Population change should transition from mobile and manufactured homes into multifamily residential to low-density, traditional housing. A way to do this would be to explore potential regulation changes with regard to

zoning to help create a stable population which maintains high-quality rental properties.

9. Currently, the price of land per acre is too high to invest in building low-density homes. In order to address this issue, high-density developments should be investigated, concentrating on design and compatibility to insure smooth integration into the community.

10. Oak Grove also does not have a public or private school within its jurisdiction. City leadership has expressed desire for a public or private school to be placed within the city limits.

Community Facilities

1. As the population of Oak Grove increases, the need to keep pace with police, fire, and emergency vehicle service will exist. A vital aspect of continued growth and development is the maintenance of an adequate level of public safety.

2. Revenue from the City's growth should be sufficient to cover costs of public services. However, to address the high cost of growth, the City should place emphasis on growing in areas where there is existing infrastructure.

3. Adequate public safety services are a key part in the quality of life for the City. The quality of life that Oak Grove provides will mean the difference between a strong permanent population and the continuation of the existing transient populace. Oak Grove needs to investigate avenues to provide good quality service for its newly acquired residents through the upgrade in code enforcement activities.

4. As for all communities, there is a clear need for a Police and Fire Department. Ample resources from the City's potential growth should be set aside ensure the Fire and Police Department's keep pace with the demands that result from growth.

5. The design and location of public safety facilities should be based on a central location adjacent to residential and commercial establishments. Areas such as KY 911 should be considered as a central location.

6. The existing fire protection needs of the City are being met by the Oak Grove Volunteer Fire Department. With potential population growth, professional, full time service may be required in order to promote and maintain said growth.

7. A competitive advantage to having a full time professional fire department serving only Oak Grove is the possible reduction of fire insurance rating for the City. A lowering of insurance premiums through the creation of a full time fire department is an attractive incentive to potential new home owners as well as entrepreneurs.

8. With regards to recreation, much of the recreational needs for the residents of Oak Grove are provided by Ft. Campbell and Land Between the Lakes. This trend should continue. Recreational facilities are an important part of quality of life; however, other institutions and agencies are providing these services. The demands and priority of recreational facilities is low. This does not mean that Oak Grove should not plan for future recreational needs by designing a system of passive park systems utilizing low lying areas which are prone to flood. This approach has three (3) potential benefits for the community development.

    a. The first benefit is the creation of open spaces which preserve the rural nature of the City.
    b. The second benefit is in the utilization of land which is prone to flood with a viable use (a park) that is compatible with residential development.
    c. The third and final benefit is the use of the passive park as a buffer between non-compatible uses or changes in density.

9. The City has also expressed a need for enhancing its community center by connecting its parks via walking trails. The City should investigate this as a way to increase its walkability and attractive neighborhoods.

ENVIRONMENT

Land Use

1. The City growth should take a predominantly residential character. Most fully developed cities contain sixty (60) to eighty (80) percent of land characterized by residential activities. The increase in residential activities will also be aided by the close proximity of the military post and the willingness of the military personnel to reside a short distance from their work. The predominant land use activity in the City of Oak Grove is agricultural which can easily be converted into residential activities.

2. A potential growth area has been identified along KY 911 between 41A and KY 115. Efforts should be taken by the city to target this area and control its future growth. A way to increase the City's presence and control land in these growth areas would be by re-locating City Hall at the Police and Fire location on KY 911.

3. The City should investigate the use of Overlay Zones and/or Floating Zones in order to promote their city center or "downtown" area. Overlay Zones and/or Floating Zones can place additional requirements which promote quality growth in a specific area.

4. The map located in Exhibit B of the Appendix illustrates land use and development patterns as they currently exist.

PHYSICAL

Transportation

1. Oak Grove's current transportation system has one (1) major artery and four (4) major collectors along with one (1) minor artery as classified by the Kentucky Transportation Cabinet. These streets are state maintained and are as follows:
    a. Highway 41A (North/South)-Major Arterial
    b. Kentucky 911 (East/West)-Major Collector
    c. Kentucky 115 (North/South)-Minor Arterial/Major Collector
    d. Kentucky 400 (East/West)-Major Collector
    e. Gate Seven Road (East/West)-Major Collector

2. Oak Grove should examine the possibility of new roads that run North to South for future residential growth. State Line Road (Kentucky 400) runs East to West and is already developed residentially. Kentucky 911 is in the active planning stage for being widened and having sidewalks laid by the Kentucky Transportation Cabinet. This will promote walkability and enhance social opportunities. However, to create residential development opportunities, consideration should be given to develop a road that connects Walter Garrett Lane with Kentucky 911. Even though Walter Garrett Lane is not paved and void of any infrastructure, placing a road connecting it to Kentucky 911 would lay the ground work for enticing utilities to expand that direction. Even though road development is costly, the city would benefit by developing roads and laying infrastructure to open up residential development opportunities which could be targeted for multi-family. Predominantly, Walter Garrett Lane is classified as agricultural and the cost of agricultural land is high so single-family development won't be as cost effective. However, as infrastructure access in those areas increases the land becomes more easily converted to multi-family and commercial making to more enticing to developers.

3. The foundation of any transportation plan for Oak Grove should utilize the gate facilities 4, 5, 6, and 7 as the center of all planning activities. The gates are the doors to Ft. Campbell and properly designed intersections can lead military personnel into the City. Intersection and reservation of land should be contemplated to coordinate Oak Grove's internal traffic movement with Ft. Campbell.

4. Development along major transportation arteries should be commercial in nature and should be designed to set back sufficiently off the roadway. Access points should also be controlled to avoid traffic congestion. Important transportation arteries and the accompanying movement of goods and services can be severely hampered by developments that are poorly designed. Mixed land use which shares commercial and residential activities is something that could greatly benefit the City of Oak Grove given its smaller land area and increased walkability with the improvements to Kentucky 911.

5. Currently there are plans to widen Kentucky 911 and add sidewalks. This is a crucial project as it will help to create a city center and increase its walkability. Connectivity to other areas should be explored during the design.

6. If high-speed fiber optic internet was run to Fort Campbell, it would be a good recruitment incentive for businesses. City leaders should communicate with their Internet Service Provider (ISP) to determine if this is a worthwhile investment.

7. A map located in Exhibit D in the Appendix illustrates the current transportation system in the City of Oak Grove.

Utilities

1. Utilities play a large part in the growth and development of an area. Keeping utilities operating efficiently is a challenge to the company or governmental entity responsible for the utility. In the past, the lack of

a centralized sewer system for Oak Grove was the primary limiting factor for the City's growth. However, with the acquisition of the system in 2008 by Hopkinsville Water Environment Authority (HWEA) and the enhancements provided by them, the growth limitations were eliminated.

2. Since 2008, the following sewage pump stations have been upgraded or replaced as needed:
    a. Naomi Lane Sewage Pump Station
    b. Edgewood Sewage Pump Station
    c. Ft. Campbell Blvd. Sewage Pump Station # 04A / # 04B
    d. Tandy Lane Manhole Replacement
    e. Woodard Sewage Pump Station - (KY 115 South)

    Phase II projects (Derby Park Sewer Main Extension & Pump Station, Good Hope Cemetery Road Sewer Main Extension, and Patton Place Sewer Main Extension) have received funding consideration from the Purchase Area Development District (PADD) and design of those projects are complete. A map identifying these project locations was provided by HWEA and is included in the appendix.

3. In the planning of Oak Grove, it should be recognized that growth will occur along the sewer lines. The installation of sewer lines will have a very important impact on the direction and location of growth within the City. Care should be taken to recognize this important fact and locate sewer lines adjacent to roadways. The sewer lines coupled with roadway access will stimulate growth as well as utilize existing systems, i.e., roadways, to their maximum.

4. The City of Oak Grove purchased the water system from a private entity in the 1980's and most of the residential growth started in 1990. There are three water tanks. Two of the water tanks were built in the 1990's and should have an adequate supply for the foreseeable future. The older, smaller tank will be removed soon. The State upgraded some of the water system when it widened Ft. Campbell Blvd and then additional upgrades were completed at the new intersection of

Kentucky 911 and 115. Oak Grove continues to maintain the system making repairs and upgrades as needed. There are currently two projects in the works for 2017 which will fully loop the system so that each premise has an alternate feed in case of a water outage. The City of Oak Grove spends on average around $100,000 per year on capital improvements to the water system. In addition to that amount, routine maintenance and repairs are performed. The budget for 2017 includes money to make repairs and paint the south water tank.

5. Water is also an important resource to a growing community. Oak Grove has a water system which currently services the existing population. The need to insure adequate amounts of clean water to the City is paramount. Every effort should be made to maintain and expand the existing system realizing that continual growth is dependent upon the availability of clean water.

6. Oak Grove residents currently use predominately propane for their natural gas needs. In the near future, Hopkinsville Water Environment Authority (HWEA) is expanding their gas service to include a main line from Hopkinsville to Gate Five in Oak Grove along 41A.

7. If high-speed fiber optic internet was run to Fort Campbell, it would be a good recruitment incentive for businesses. City leaders should communicate with their Internet Service Provider (ISP) to determine if this is a worthwhile investment.

ECONOMIC

Employment

1. The City of Oak Grove is dependent upon Ft. Campbell and the related retailers who have established business to serve the Ft. Campbell market. A diversification of the employment through the creation of jobs may be needed. The creation of jobs can utilize the labor resources of Clarksville, Tennessee to the south, Hopkinsville, Kentucky to the north and the skilled labor found in the military personnel of Ft. Campbell.

2. The Oak Grove community should never forget the service oriented relationship it has with Ft. Campbell. As reported in the database section of this document, many of the jobs and businesses in Oak Grove are service related. As it has been in the past, the demands for services directed towards military personnel will always be high. Efforts made by the City officials should concentrate on those services which meet individual's needs.

3. The City currently owns a business park adjacent to exit 89. Potential alternative uses for this property need to be investigated by the City.

4. The City should emphasize commercial and industrial growth strategically. More jobs should be created potentially in the form of service, distribution, or retail sectors.

5. A major asset for Oak Grove's service related industry is the City's proximity to the Interstate. This advantage should be explored to expand the city's industry.

Manufacturers

1. The City currently has no real industrial base. A need is created by this void and efforts to attract industries into the City should be

made. An industrial park should be planned and designed to attract industries into the City. The industrial park properly designed would be an attractive resource for the community to market and also create a protective environment for a new industry.

2. The industrial park should be close to the I-24 interchange at Highway 41A and have utilities such as water and sewer. Additionally rail service could be available, but is not a necessity.

3. A prime industrial candidate for the area would be a military arms manufacturer servicing the needs of Ft. Campbell or some type of wholesale manufacturer or distribution. The ability to recruit an industry with ties to Ft. Campbell is probably higher than other types of industry, but Oak Grove should try to attract other types of industries unrelated to military needs. The ability to create a diverse economic base will add economic stability to the area.

4. Careful attention should be given to the location of a manufacturing facility within the City limits of Oak Grove. If the community experiences more growth, then incompatibility of land uses could occur. This could be potentially damaging to proposed residential sites which would service the community.

Implementation Strategies

Prepared by

SOCIAL

Objective: To attract a permanent population to Oak Grove:

D. By protecting neighborhoods through local codes.

- **Strategy:** Establish a Basic Property Maintenance Code to address housing deficiencies with existing housing stock and then begin enforcement as it pertains to the quality of housing stock.

- **Strategy:** Generate an inventory of housing stock, including rentals, and use it for gap and overlay analysis.

- **Strategy:** Map vacant lots within the City and prioritize for infill development of Single Family structures.

- **Strategy:** Increase the number of Single Family structures.

- **Strategy:** Amend the current zoning ordinance to provide flexibility while ensuring the protection of residential neighborhoods and establishing progressive steps for streamlining the development process.

ENVIRONMENTAL

Objective: Promote environmentally-sensitive development in the City while balancing these needs with those of future growth and development in these areas:

A. By identifying environmentally-sensitive areas within the City that require protection (i.e., flood prone areas, karst topography areas and sinkholes) and develop policies to address development in these areas (its limitations, possible remediation efforts, etc.).

- **Strategy:** Identify environmentally sensitive areas within the City.

- **Strategy:** Develop an environmental review process for the City to utilize as part of the discussion for public and private developments within the environmentally sensitive areas.

- **Strategy:** Determine possible uses which would be compatible with the limitations identified through the environmental review process.

PHYSICAL

Objective: Promote the development of commercial and/or shopping "nodes" within the City by interconnecting through frontage roads and shared parking lots for developments along the City's major roadways:

A. By identifying areas most likely projected for Future Land Use Map.

- **Strategy:** Focus on the City's main thoroughfares and identify high priority parcels which could be prime locations for commercial and/or shopping "nodes."

- **Strategy:** Incorporate additional uses along these frontage roads to increase flexible development such as mixed-use development through the use of incentives and tax moratoriums.

- **Strategy:** Analyze the potential to add PUDs along KY 911 and KY 115

Objective: Enhance the aesthetic quality and appearance of the future public and private development within the City:

A. By creating "Gateways" with focal points and public features as key entryways to the City.

- **Strategy:** Identify areas that are key entryways into the City.

- **Strategy:** Add trees and landscaping to those areas to enhance their aesthetic quality.

- **Strategy:** Consider incorporating community art into these key entryways.

- **Strategy:** Build partnerships with local church and civic organizations to assist with installation and maintenance of landscaping and art to beautify these Gateways.

Objective: Encourage the development of subdivisions which utilize a neighborhood planning concept which promotes interconnectivity with adjacent subdivisions:

B. By providing incentives to encourage stability through the length of residency.
   - **Strategy:** Create an incentive based program that encourages length of residency by the homebuyer. Consider a tiered rebate on taxes paid after three, five, and/or seven years of residency that will go directly to the homebuyer.

   - **Strategy:** Market proactive incentives to developers to develop subdivisions which utilize a neighborhood planning concept such as permit fee reductions, streamline permit process, tax rebates, and/or infrastructure subsidies.

Objective: To discourage non-compatible land uses within residential neighborhoods:

F. By aggressively enforcing the Basic Property Maintenance Code.

   - **Strategy:** Establish a Basic Property Maintenance Code to address housing deficiencies with existing housing stock and then begin enforcement as it pertains to compatible land uses.

Objective: To control the direction of growth in the City through the placement of water and sewer facilities:

A. By stressing the placement and upgrade of the water/sewer facilities along major and minor arterials.

- **Strategy:** Improve the utilities in areas that the City selects as potential growth areas.

- **Strategy:** Consider public utility/drainage easement for placement/upgrades to KY 911 and Interstate exits 86 and 89 and potentially Walter Garrett Lane.

Objective: To control the direction of growth in the City through the placement of water and sewer facilities:

D. By requiring developers to pay for the cost of providing services on their properties.

- **Strategy:** Create a cost share program with developers/City where the developers pay a percentage and the City incurs a percentage of the cost of connections to City resources.

Objective: To promote and establish a community-based school in the City to accommodate existing and future needs, as well as serving as an anchor for the community and the proposed Town Center according to the recommendation of site based council:

A. By encouraging the central location of the facility which will serve the greatest population.

- **Strategy:** Identify centrally located areas in the City of Oak Grove that would accommodate the development of a community-based school.

- **Strategy:** Collaborate with the Christian County Public School System and the Kentucky Department Education

Objective: To encourage growth and development by streamlining procedures and ensuring high standards in construction:

B. By developing a capital improvement program.

- **Strategy:** Begin setting aside funds annually to build revenue that is allocated specifically for future public improvement needs.

- **Strategy:** Create a long term improvement plan prioritizing all existing public facilities' needs.

Objective: The City should continue to request input into the Kentucky Department of Highway's review process so key transportation projects are solicited.

- **Strategy:** Continue communicating and providing plans of specific projects to Kentucky Department of Highway Officials.

Objective: The City must achieve and maintain a transportation system which incorporates the social and environmental needs of the community:

D. By reducing traffic congestion by examining the potential for additional minor arterial and collector routes in underserved areas or neighborhoods to relieve pressure on principal arteries.

- **Strategy:** Consider the development of other minor arterials roadways to help alleviate the traffic congestion on principal arteries.

- **Strategy:** Develop a master transportation plan for the City of Oak Grove

Objective: Continue to provide for the movement of pedestrians:

A. By constructing walkways and sidewalks from residential areas and shopping facilities in the neighborhood,

B. By constructing walkways and sidewalks where heavy pedestrian movements may be anticipated between land uses, and

C. By requiring sidewalks within residential subdivisions that provide interconnectivity with adjoining residential and commercial centers.

- **Strategy:** Perform pedestrian analysis and sidewalk analysis to determine where the highest concentration of pedestrian traffic occurs so that you can develop a walking trail system

- **Strategy:** Design an incentive package to encourage private developers to provide interconnectivity between residential subdivisions and commercial centers.

Objective: To investigate the possibility of providing public transportation to citizens by:

A. Coordinating service either with the Clarksville Transit System and/or the Hopkinsville Transit System,

B. Evaluating the possibility of a City transit system, and

C. By seeking funding to provide these services to the citizens.

- **Strategy:** Investigate the City of Hopkinsville's process for creating and establishing a city transit system including funding, route selection, and partnership opportunities.

ECONOMIC

Objective: To realize the changing nature of the workplace and the reliance on home based business by:

A. Streamlining the Conditional Use Permit process when home-based operations are involved.

- **Strategy:** Predetermine categories of conditional use permits that could be reviewed administratively instead of legislatively (BZA) would allow for certain uses to be streamlined.

Proposed Racing and Gaming Facility

Prepared by

INTRODUCTION

On Monday, September 15, 2017, Keeneland and Churchill Downs announced their proposal to construct two new state-of-the-art racing facilities; one to be located Corbin (Knox County), and the second to be located in Oak Grove (Christian County). The proposed facilities will feature both live horse racing and historical racing machines. This document serves to address the potential impacts related to the proposed facility as it relates to the City of Oak Grove and the Comprehensive Plan. It will be broken down into sections including: goals and objectives, community assessment, future, and implementation strategies.

GOALS AND OBJECTIVES

Physical

Goal No. 1: **Enhance the aesthetic quality and appearance of the future public and private development within the City.**

Goal No. 2: To encourage buffering and transitional uses when non-compatible land uses are unavoidable:

A. By requiring that non-residential activities be buffered when they abut residential areas.

B. By reviewing all commercial and non-commercial developments emphasizing the following standards:

10. scale,
11. dimension,
12. drainage,
13. setbacks,
14. access points, internal access
15. internal traffic flow,
16. parking,

17. lighting, and
18. buffering

Goal No. 3: Require the provision of adequate public infrastructure to all existing and planned developments which are in compliance with Local, State, and Federal Requirements,

C. By Developing a Public Infrastructure Plan which identifies the location of new extensions or improvements for water, sewer, stormwater, and transportation.

D. By adopting a "concurrency" policy that requires a new development to provide adequate infrastructure concurrent with the development.

Goal No. 4: To use the proposed facility to establish a solid foundation for Oak Grove through the extension of water and sewer lines:

E. By ensuring the capacity of the water and/or sewer facility meets peak demands and that there are adequate storage and treatment facilities which meet Local, State, and Federal regulations.

F. By designing and sizing facilities which meet the demands of future growth.

G. By requiring all developments to utilize sewer system.

H. By requiring all new developments to have adequate water pressure for fire protection.

Environment and Unique Features

Goal No. 1: Promote environmentally-sensitive development for the proposed facility while balancing these needs with those of future growth and development in the area.

A. By identifying environmentally-sensitive areas within the City near the proposed facility that require protection (i.e., flood prone areas, karst topography areas and sinkholes) and develop policies to address development in these areas (its limitations, possible remediation efforts, etc.).

B. By incorporating into a plan review process the environmental characteristics which have a bearing on Oak Grove. Those characteristic are:

1. Topographic - areas with steep slopes should address:

    a. runoff potential,
    b. soil erosion,
    c. soil slippage,
    d. utility displacement,
    e. road construction, and
    f. sewer.

2. Drainage – areas prone to flooding should address:

    a. impervious surface ratio,
    a. natural drainage patterns,
    b. pre/post run-off conditions,
    c. point discharge, and
    d. adverse impacts down flow stream.

3. Soils - areas which have questionable soil suitability should address:

    a. low intensity development,
    e. reduction in grading, cutting, filling,
    f. design compatibility,
    g. conservation of existing regulation, and
    h. revegetation procedures.

C. By utilizing a check list to address each item listed above when performing the plan review for each development.

Transportation

Goal No. 1: The City should continue coordinating transportation planning and improvements.

A. By coordinating projects with surrounding jurisdictions including Clarksville, Hopkinsville, Christian County, Montgomery County.

B. By communicating with the Kentucky Department of Highways, and the Tennessee Department of Transportation on a regular basis.

Goal No. 2: The City should continue to support and participate in the Metropolitan Planning Organization.

A. By attending meetings to provide input and receive information regarding regional transportation planning and improvements issues.

Goal No. 3: The City should continue to request input into the Kentucky Department of Highway's review process so key transportation projects are solicited such as a New road connecting 41A to KY Highway 115.

Goal No. 4: The City must achieve and maintain a transportation system which incorporates the social and environmental needs of the community.

F. By encouraging programs to reduce use of single occupant vehicles through car/van pools, ride sharing, park-and-ride lots where appropriate and feasible to reduce energy consumption and emissions, and congestion,

G. By evaluating all transportation projects for impact on

communities adjacent to the proposed facility,

H. By reducing traffic congestion by examining the potential for additional minor arterial and collector routes in under-served areas or neighborhoods to relieve pressure on principal arteries,

Goal No. 5: Transportation facilities and patterns shall be compatible with surrounding land use.

A. By encouraging mitigation measures which addresses the sensitivity of the land use in question.
B. By screening or buffering from surrounding land uses through planting, berms, fences, and walls,
C. By providing greater distance separation through the implementation and regulation of access control points.

Goal No. 6: Provide off-street parking and loading of sufficient quantity and adequate design for the type and intensity of development, for the mode of access to the development and for its use.

Economic Development

Goal No. 1: To Foster a climate of economic prosperity for all residents of the City of Oak Grove:

A. By developing a comprehensive employment center and land use area that attracts new employers to the City, such as the proposed racing facility,
B. By utilizing the proposed racing facility as a "community focal point" in order to redevelop underutilized properties along Highway 41A.

Goal No. 2: To develop ways for the revenue generated by the proposed racing facility to be utilized for the benefit of Oak Grove citizens.

Goal No. 3: Utilize the proposed racing facility to bolster the City's tourism and encourage new tourism-related development.

COMMUNITY ASSESSMENT

ENVIRONMENT/PHYSICAL

Land Use

Land use controls have historically been used to not only separate incompatible uses, but also to control local health, safety, and general welfare concerns such as traffic, noise, appropriate lighting, and pollution. With the potential addition of the thoroughbred track and use of video lottery terminals (VLTs) located inside horse racing track facilities there has traditionally been an increased demand for services such as road construction, and/or increased water and sewer demands that the municipality is unprepared for or unable to accommodate.

The proposed horse racing track is to be located at the intersection of US Highway 41 A and KY 911. Historically, racetracks are often located near rural or agricultural land areas; however, this racetrack is proposing to locate at a high-density intersection in the middle of town. The parcel is approximately 240 acres in size. The proposed development anticipates utilizing roughly 180 acres of that parcel for the facility. The Future Land Use Map identifies this property as Commercial, so the Zoning Ordinance would need to be amended to allow an animal racetrack to be located by right in a Commercial zone.

In order to determine the potential physical impact of a racing facility on the City of Oak Grove, an establishment similar to the proposed facility was chosen for comparison. Miami Valley Gaming is located in Lebanon, Ohio and serves the Lebanon and Dayton, Ohio areas. Miami Valley is a comparable facility as it is approximately the same size of the proposed facility in Oak Grove, serves a similar population size and demographic, and is owned by one of the same companies proposing a facility in Oak Grove. The entire facility (highlighted in yellow in **Image 1**) contains approximately 115 acres. This includes the gaming portion, parking, the racetrack, barn, and seating for the track.

Image 1:

The parcel selected as the potential racetrack location in Oak Grove is approximately 237 acres (highlighted in yellow in **Image 2**). The potential site appears large enough to accommodate such a facility. However, roughly 80 acres of the selected property are located in a 100-year flood area (as demonstrated in **Image 3** by the blue areas). The City should take steps to ensure the developer creates a plan for additional Stormwater runoff created by any increase in impervious surface. The need for such control is amplified by the existence of a residential subdivision just to the south of the property.

Image 2:

Image 3:

Transportation

According to the Kentucky Transportation Cabinet, US Highway 41 A /Ft. Campbell Blvd has a traffic count of 23,597 and KY 911/Thompsonville Lane has a traffic count 7,554. With the understanding that this is one of the busiest intersections in Oak Grove, there may be a need to reconfigure the intersection entirely to allow for entrances into the racing facility to be constructed. It may be beneficial to require a secondary entrance in order to more evenly disperse traffic.

Utilities/Infrastructure

The City of Oak Grove should also consider financially preparing for sidewalk plans and construction to accommodate the increased pedestrian traffic. In addition, the City should prepare financially for costs related to the increased demand that will be placed on the sewer and water infrastructure. It may be that the City will require the developer to assume those costs or a financial arrangement between the City/Developer may be negotiated.

The City would benefit by taking proactive steps to address possible citizen concern regarding this type of development. Frequent complaints would include more noise, greater traffic congestion, and increased use of social services. Through zoning the City could potentially require the developers to properly screen/buffer the development from incompatible uses which would address citizen concerns regarding noise and lighting. Depending on the location of the entrance(s) to the facility, the City may want to advocate to the State regarding the need to widen certain intersections or roads to accommodate the increased traffic patterns. These efforts on the City's behalf will demonstrate to the community at large the commitment to making the racetrack a unique and viable community institution.

ECONOMIC

This portion is addressed previously in the Database portion of the Comprehensive Plan.

FUTURE

PHYSICAL/ENVIRONMENT

Transportation

Based on the number of employees, a horse racetrack alone has the potential to add 325 additional trips on any given weekday (Trip Generation Manual, 7th Edition, 2003). However, the proposed facility is to also contain electronic gaming machines, so additional trips under the designation of "casino/video lottery establishment" need to be accounted for as well. Based on the potential square footage of the facility (in this case, a similar facility is to be used as the exact square footage of the proposed facility are unknown at this time), the proposed establishment has the potential to create approximately 2,500 additional trips per weekday (Trip Generation Manual, 7th Edition, 2003).

As demonstrated, with the addition of a thoroughbred track a municipality may face increased demand on services including road conditions due to increased volume in traffic. The City of Oak Grove should communicate regularly with the Kentucky Transportation Cabinet about the likely increased use of those roads and the need for increase traffic control through the use of street lights and pedestrian safe crossing areas.

ECONOMIC DEVELOPMENT

According to a *Courier Journal* article, published on October 13, 2017, the Churchill Downs/Keeneland partnership anticipates the creation of "175 permanent, full-time jobs between the two facilities in Oak Grove and

Corbin." Oak Grove's facility will be larger than the one located in Corbin and it is estimated that approximately 125 permanent jobs will be created in Oak Grove at the proposed facility. According to the Churchill Downs spokeswoman, Kathryn Parrish, the Oak Grove facility could reach $65 million in development costs.

Table 1:

Cities	Comparative Gaming Establishments	Est. Population Served*	Median Household Income**	2016-2017 Revenue of Establishment
Dayton, OH/ Lebanon, OH	1) Hollywood Dayton 2) Miami Valley	161,560	$45,207	$94,959,137 $143,774,702
Youngstown OH/ Warren, OH	Hollywood Mahoning Valley	108,539	$26,812	$106,558,213
Muncie IN/ Anderson IN	Hoosier Park	126,214	$32,907	$209,462,025
Oak Grove, KY/ Clarksville, TN	Proposed Oak Grove Facility	140,418	$43,144.50	TBD

*Based on 2010 Census Data for Metropolitan areas – may not include rural areas in the general location

**Average Median Household Income for the metropolitan areas listed

Source: U.S. Census Bureau, 2010 Census; Ohio Lottery Commission, 2017

In order to determine the potential revenue for the proposed Oak Grove Gaming Establishment comparable cities were selected with similar gaming facilities serving those areas. The Dayton/ Lebanon location supports two comparable gaming establishments: Hollywood Dayton and Miami Valley.

The combined populations of the closest cities are illustrated in the chart above (**Table 1**). These population counts do not include any rural areas adjacent to their general location. The median household income is the average of both cities. Establishment revenue for 2016 – 2017 is the

revenues for the commercial operations prior to accounting for expenses. A multiplier was created by taking an average of the revenue of establishments and dividing it by the population served by four gaming establishments in a comparative area.

Using the multiplier, projections were made for potential revenue for the proposed establishment in Oak Grove. The projected revenue is approximately $196,555,394 per year.

Business ventures which are more compatible with the racetrack such as hotels, restaurants, food/beverage establishments, and other entertainment venues may choose to locate in Oak Grove over Clarksville given the proximity to the track which would increase revenues and tourism as well as investment and job opportunities for the City of Oak Grove. To determine the probability of such establishments being developed near the proposed racetrack, a table was developed which looks at several racetracks and the number of hotels and restaurants within a mile radius of each racing and/or gaming establishment. For comparison, there are currently approximately 15 restaurants within a mile of the property selected in Oak Grove and no hotels. However, there are six major hotels approximately 2 miles north of the property near Interstate-24.

Table 2:

Racetrack/Casino	Area Served	Number of Hotels	Number of Restaurants
Hollywood Dayton	Dayton, Ohio	0	11
Miami Valley	Lebanon, Ohio	2	10
Hollywood Mahoning Valley	Youngstown, Ohio	11	20
Hoosier Park	Anderson, Indiana	5	20
Kentucky Downs	Franklin, Kentucky	0	1
Ellis Park	Henderson, Kentucky	0	0
Oxford Casino	Oxford, Maine	2	1

IMPLEMENTATION STRATEGIES

Physical

Goal No. 2: To encourage buffering and transitional uses when non-compatible land uses are unavoidable:

D. By reviewing all commercial and non-commercial developments emphasizing the following standards:

19. scale,
20. dimension,
21. drainage,
22. setbacks,
23. access points, internal access
24. internal traffic flow,
25. parking,
26. lighting, and
27. buffering

- **Strategy**: Implement more favorable development standards to stimulate private development.

Goal No. 3: Require the provision of adequate public infrastructure to all existing and planned developments which are in compliance with Local, State, and Federal Requirements,

A. By Developing a Public Infrastructure Plan which identifies the location of new extensions or improvements for water, sewer, stormwater, and transportation.

- **Strategy**: Collaborate with Logan-Todd Regional Water Commission as well as Hopkinsville Water Environment Authority to ensure that the adequate utility infrastructure exists in order to accommodate the potential demand the racetrack could place on existing systems

Environment and Unique Features

Goal No. 1: Promote environmentally-sensitive development for the proposed facility while balancing these needs with those of future growth and development in the area.

A. By identifying environmentally-sensitive areas within the City near the proposed facility that require protection (i.e., flood prone areas, karst topography areas and sinkholes) and develop policies to address development in these areas (its limitations, possible remediation efforts, etc.).

- **Strategy**: Due to a portion of the proposed racetrack property being located in special flood hazard area, the City should consult with their engineer to set a threshold requiring the developer to conduct a HEC-II study or other hydraulic analysis to ensure that the developments runoff does not exceed the predevelopment runoff.

- **Strategy:** Determine measures to mitigate potential flooding to the residential subdivisions located to the South of the proposed property.

Transportation

Goal No. 3: The City should continue to request input into the Kentucky Department of Highway's review process so key transportation projects are solicited such as a New road connecting 41A to KY Highway 115.

- **Strategy:** Locate potential areas that would best accommodate a connecting road constructed between 41A and KY Highway 115.

Goal No. 6: Provide off-street parking and loading of sufficient quantity and adequate design for the type and intensity of development, for the mode of access to the development and for its use.

- **Strategy:** Parking standards may need to be updated to accommodate a racing/gaming facility development of this stature.

- **Strategy:** Due to the nature of horse racing tracks, additional parking may be required to accommodate horse trailers as well as loading and unloading space for the horses.

Economic Development

Goal No. 1: To foster a climate of economic prosperity for all residents of the City of Oak Grove:

B. By utilizing the proposed racing facility as a "community focal point" in order to redevelop underutilized properties along Highway 41A.

- **Strategy:** Introduce incentives for redevelopment of underutilized properties along the 41A corridor that attract only the type of businesses that Oak Grove desires (i.e. restaurants, hotels, etc).

Goal No. 3: Utilize the proposed racing facility to bolster the City's tourism and encourage new tourism-related development.

- **Strategy:** Establish a pool of funds to be used for incentives for development of businesses within the tourism/hospitality industry.

- **Strategy:** Produce a marketing initiative for tourism, show casing the racetrack as a new edition but still incorporating existing tourism related activities. Also use this platform to recruit tourism activities currently lacking in Oak Grove.

CONCLUSION

Prepared by:

The Oak Grove Comprehensive Plan strikes a balance between the visionary and the practical, between what residents hope for their city in the future and what must be done now to benefit it. The Comprehensive Plan examines Oak Grove in its current state and what strategies to take in order to get where they want to go.

A city must have a plan for its future; the Comprehensive Plan will provide the binding legal framework for all of its future-focused efforts.
The Comprehensive Plan will provide a policy direction that is clear, unequivocal, consistent over time, official and authoritative.

A city must have a vision for its future, and the Comprehensive Plan expresses that clearly. Oak Grove citizens want a city that is the best it can be, that builds on its past greatness and finds its place in the 21st century world at the same time.

A city must always follow basic principles in building its future and the Comprehensive Plan shows the way. Sustainable action and smart growth will help spur Oak Grove forward in the coming years.

Any vision and plan must be put into action behind clear policy priorities. For the Comprehensive Plan these include, housing standards for developers, providing quality public services, maintaining and expanding public infrastructure, transforming the city's economy, building a school, and revitalizing neighborhoods.

An effective plan must link vision and policy directly to capital investment. The Comprehensive Plan does that by expressing Oak Grove's vision and correlating that to planning policies and implementation strategies. With the help of this plan Oak Grove can achieve the goals and objectives.

Appendix

Prepared by

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Future Land Use Map (Exhibit A) **1**

Existing Land Use Map (Exhibit B) **2**

KYTC Active Project Map (Exhibit C) **3**

Oak Grove Transportation Map (Exhibit D) **4**

Exhibit A

Oak Grove Future Land Use

Legend

Oak Grove

Future Land Use

- *Mixed Land Use*
- *Multi-Family Residential*
- Agricultural
- *Single-Family Residential*
- Public Use
- Industrial
- Commercial
- Agricultural District

Railroads

0 0.5 1 1.5 2 Miles

N W E S

Exhibit B

Oak Grove Current Land Use Map

Legend

LAND_USE

- AGRICULTURAL
- COMMERCIAL
- INDUSTRIAL
- MULTI-FAMILY RESIDENTIAL
- PUBLIC USE
- SINGLE-FAMILY RESIDENTIAL
- VACANT

HERNDON-OAK-GROVE-RD
NAOMI LN
AUBURN ST
J W DICKSON DR
I-24
BRADSHAW RD
OLD ST ELMO RD
BULLARD RD
PERIMETER ROAD
MCGEE LN
EMMA ST
JENNIFER ST
GATE 7 RD
FT CAMPBELL BLVD
SEGLER DR
TUCKAWAY LN
WALKER GARDEN LN
DESTINY DR
PEMBROKE OAK GROVE RD
CARNEAL LN
TURNER LN
BARKERS MILL RD
BUMPUS MILL RD
BEERS STREET
JUNE ROAD
HOLLAND STREET
SABEL STREET
CITYVIEW STREET
KELLY STREET
BELL ROAD
GLIDER ROAD
59TH STREET
58TH STREET
57TH STREET
56TH STREET
55TH STREET
54TH STREET
53RD STREET
52ND STREET
51ST STREET
MORGAN ROAD
CAMPBELL ROAD
LEE VILLAGE
SERVICE ROAD
DIXIE ROAD
SCHOOL ROAD
POLK ROAD
MARKET GARDEN ROAD
ANGELS ROAD
MICHAHAM AVENUE
TENNESSEE AVENUE
47TH STREET
46TH STREET
48TH STREET
49TH STREET
50TH STREET
DESERT STORM AVENUE
42ND STREET
41ST STREET
A SHAU VALLEY ROAD
38TH STREET
34TH STREET
KENTUCKY AVENUE
INDIANA AVENUE
VERMONT AVENUE
MAINE AVENUE
REED AVENUE
FOREST ROAD
GORGAS AVENUE
CORDES STREET
STEEL LOOP
COLLINS STREET
HOLLIS AVENUE
TEETER STREET
35TH STREET
33RD STREET
BOSTOGNE AVENUE
IDAHO AVENUE
AUSTIN AVENUE
PENNSYLVANIA AVENUE
TEXAS AVENUE
32ND STREET
31ST STREET
30TH STREET
29TH STREET
28TH STREET
SCREAMING EAGLE BOULEVARD
MAHAFFEY LOOP
NANCY ST
SIDELINE DR
ALAN CT
CARBONDALE DR
GAINEY DR
RUST DR
PIONEER DR
LEE ST
SANDRA ST
TREELINE DR
ANGELA LN
AVON ST
BROOKS DR
THOMPSONVILLE LN
MANDARIN DR
WALTON RD
STATELINE RD
LINDA ST
BRENDA ST
TIMOTHY AV
KEITH AV
SHADOW RIDGE AV
PATTON PL
MAX CT
SCHATTEN ST
TEXAS AV
ALABAMA AV
MISSOURI AV
ILLINOIS AV
ARKANSAS AV
INDIANA AV
TENNESSEE AV
ILLIAN DR
CAROLINE DR
KYLE DR
SHANNONDALE DR
RIVER ST
BREWER ST
WILSON DR
RIDGE ST
CABLE RD
CANDY ST
CROSS ST
KINGHAM CT
MAN-O-WAR DR
GOOD HOPE CEMETERY RD
AVONDALE RD
MERIDIANS WAY
FILMORE RD
STABLEFORD LN
SIDNEY CT
KAREN CT
CLEAVES LN
GRANT AV
JENNA LN
SHETLAND DR
VELVET TRL
GAIL ST
EDDY ST
POLK AV
ARTIC AV
BUSH AV
VAN BUREN AV
GOLDEN ROAD AV
ATLANTIC AV
PACIFIC AV
INDIAN AV
NEW GRITTON AV
DESOTA LN
LINDA DR
OAKTREE DR
BOB WHITE TRL
WILLIE DR
PAPPY DR
RUF DR
AZALEA DR
TANDY LN
STERN ST
LAKE ST
DYLAN LN
PATRICIA LN
NICKI LN
GABBY LN
KERRI LN
ERIN LN
POPPY SEED CIR
HANNIBAL DR
HARBOR DR
HUGH HUNTER RD
IDLEWILD SUBDIVISION
BANKS RD
CARTER RD
I-24

N
W
E
S

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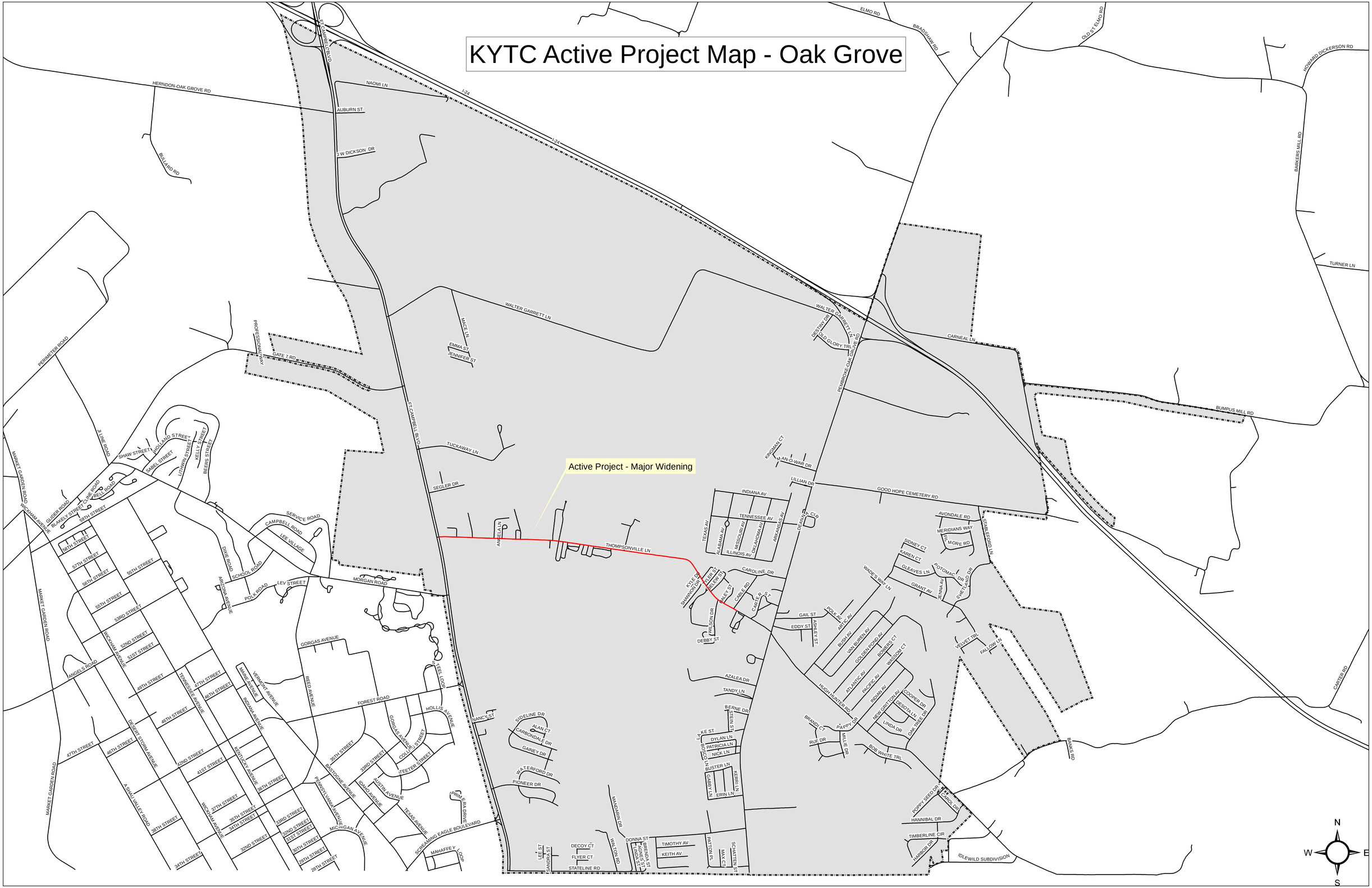

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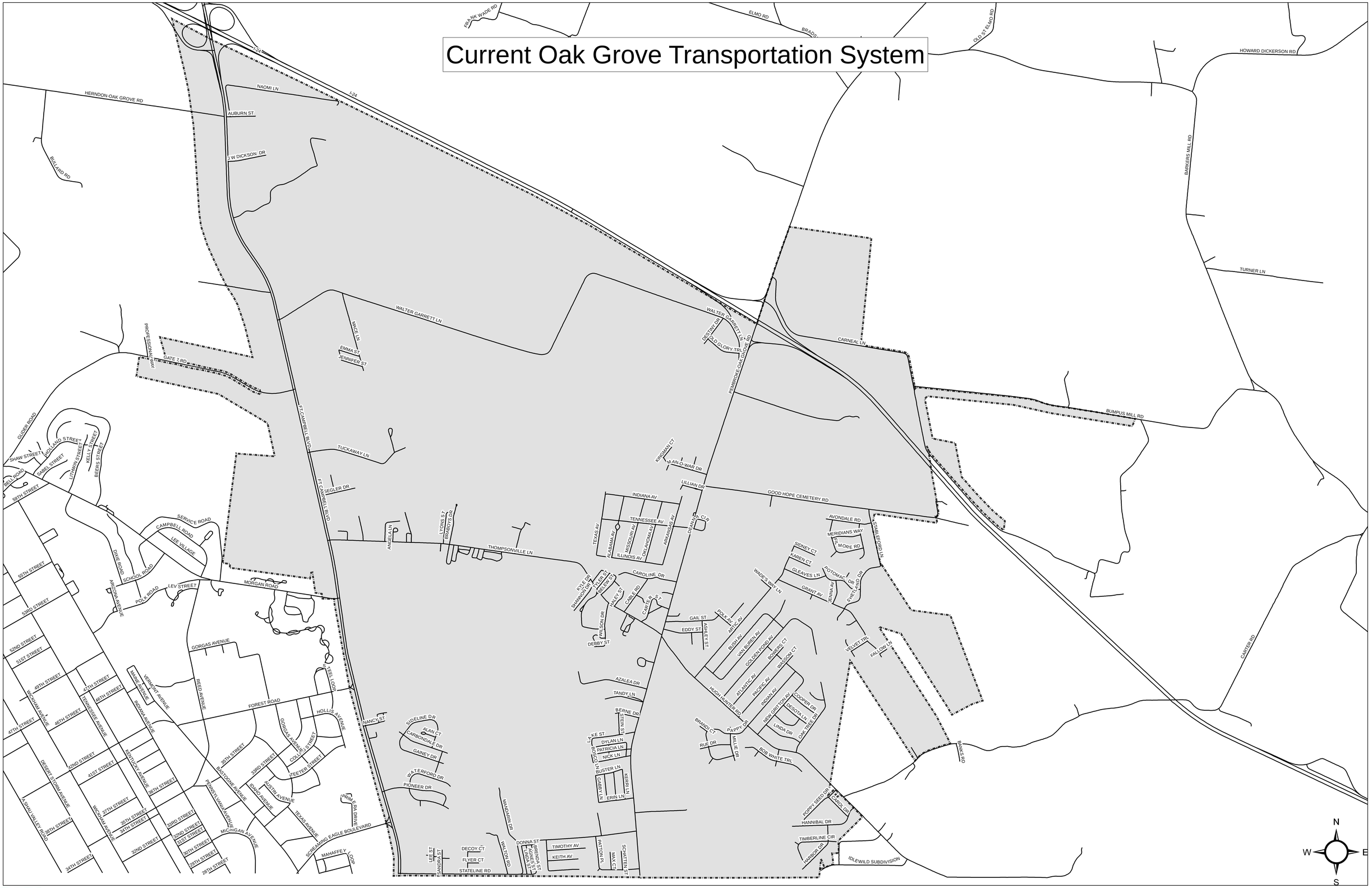

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