

# **Oak Grove Goals and Objectives**

# **Social**

## **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

## 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.**

- A. By prohibiting the storage of junk cars or other salvageable material in the front, side or rear yards of residential homes.
- B. By requiring all commercial or industrial related uses to be located in commercial or industrial zones.

- C. By encouraging verbiage within the master deed covenants imposed by the developer which prohibit non-compatible land uses.
- D. By requiring the necessary buffering between non-compatible uses.
- E. By enforcing the tall Grass, Trash, and Weed ordinance.
- F. 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**

## **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**

## 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,
    - b. natural drainage patterns,
    - c. pre/post run-off conditions,
    - d. point discharge, and
    - e. adverse impacts down flow stream.
  - 3. Soils - areas which have questionable soil suitability should address:
    - a. low intensity development,
    - b. reduction in grading, cutting, filling,
    - c. design compatibility,
    - d. conservation of existing regulation, and
    - e. revegetation procedures.
- C. By utilizing a check list to address each item listed above when performing the plan review for each development.

# **Transportation**

## **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**

## **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.