

Ohio County Comprehensive Plan

January 7, 2021

Hartford/Beaver Dam Joint Planning & Zoning Commission

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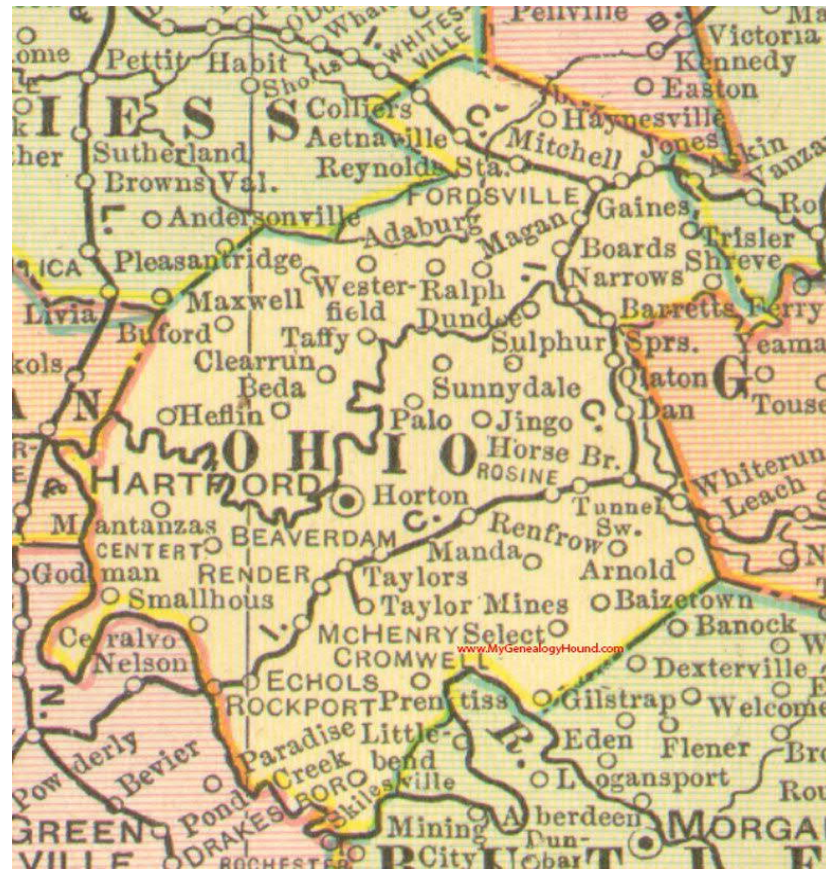
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CHAPTER I

INTRODUCTION



2021 Comprehensive Plan

INTRODUCTION

While “Planning and Zoning” is often thought of in terms of regulations and zoning ordinances, it is commonly forgotten that “Planning” comes before “Zoning” and the two are not one and the same.

Zoning is an important tool that communities utilize for many purposes including nuisance prevention and aesthetics; but most importantly zoning is a tool that implements long-term plans for a community. It is important to distinguish that a zoning ordinance is an adopted document with enforceable regulations and development standards. While the zoning ordinance is of utmost importance, this document is not the zoning ordinance.

On the contrary, this is the Ohio County Comprehensive Plan. The Comprehensive Plan constitutes a recommending document, general in nature in order to guide communities in a desired direction based off the analysis of recent demographic and geographic changes and trends, as well as through the identification of areas of strength and those of weakness. As a result, the Comprehensive Plan covers all geographic parts of a community and all activities that affect physical development and is not specific to zoning regulations.

The Comprehensive Plan is not a regulatory document and so the plans created within are intentionally broad in nature to allow flexibilities and the ability to be ever-changing with new developments. As such, the goals are general and do not state specific regulations nor are the goals measurable like those within a short-term strategic plan may be.

The intention of the creation of a Comprehensive Plan is to discourage the arbitrary application of land-use regulations; and, to encourage a local community vision and to apply land-use implementation tools to that created vision. Serving the determined community vision is the primary purpose of this Comprehensive Plan, and so boards, commissions, and decision makers throughout the community should reference this plan when making any land-use decision, zoning related or not. The decision maker should take the recommendations of this document into consideration; however, as further described in Chapter 5 of this document, the plans set forth within this document are not intended to be requirements.

In summary, a Comprehensive Plan is a document prepared to help guide the future growth and development of a city/county. Fundamentally such a plan should be:

Comprehensive – A plan should cover all geographic parts of a community and all activities that affect physical development.

General – A plan is not supposed to be an absolute; it simply summarizes policies and proposals and is intended to provide flexibility while making necessary recommendations.

Long range – The plan strives to present a vision of the future of the community based on the determined community vision. While addressing short-term issues and problems, its main function is to look beyond current conditions to those desired twenty years from now.

Per KRS 100.197 in order to be effective, a Comprehensive Plan must be evaluated at least every five years to ensure that it continues to guide the community in the most appropriate direction. This plan is the result of the efforts of the Hartford/Beaver Dam Planning Commission to legally participate in the planning and zoning process. Once adopted, it will be essential to continue reviewing, revising, and updating to ensure its relevance to the developing community. Statutorily, the next update for this comprehensive plan will be five years from the date of Fiscal Court Adoption of this Comprehensive Plan (see Page 13).

LEGAL FRAMEWORK

The Kentucky Revised Statute, Chapter 100, provides the enabling legislation for planning and plan implementation (zoning ordinances, subdivision regulations, official maps, and capital improvement programming) to local governments. Several parts of Chapter 100 are related to the preparation and use of the Comprehensive Plan. Following is a brief synopsis of those sections of Chapter 100.

100.183 Comprehensive Plan Required. This section requires each Planning Commission to prepare a 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.”

100.187 Contents of Comprehensive Plan. This section outlines the basic components of the plan. They include: a statement of goals and objectives, a land-use element, a transportation plan element, a community facilities element, and other elements that will further serve the purposes of the plan.

100.191 Research Requirements for Comprehensive Plan. Section 191 sets forth the basic research, which must be done during the preparation of the plan. There are three categories of research required: population (past and future trends); economic survey and analysis; and analysis 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.”

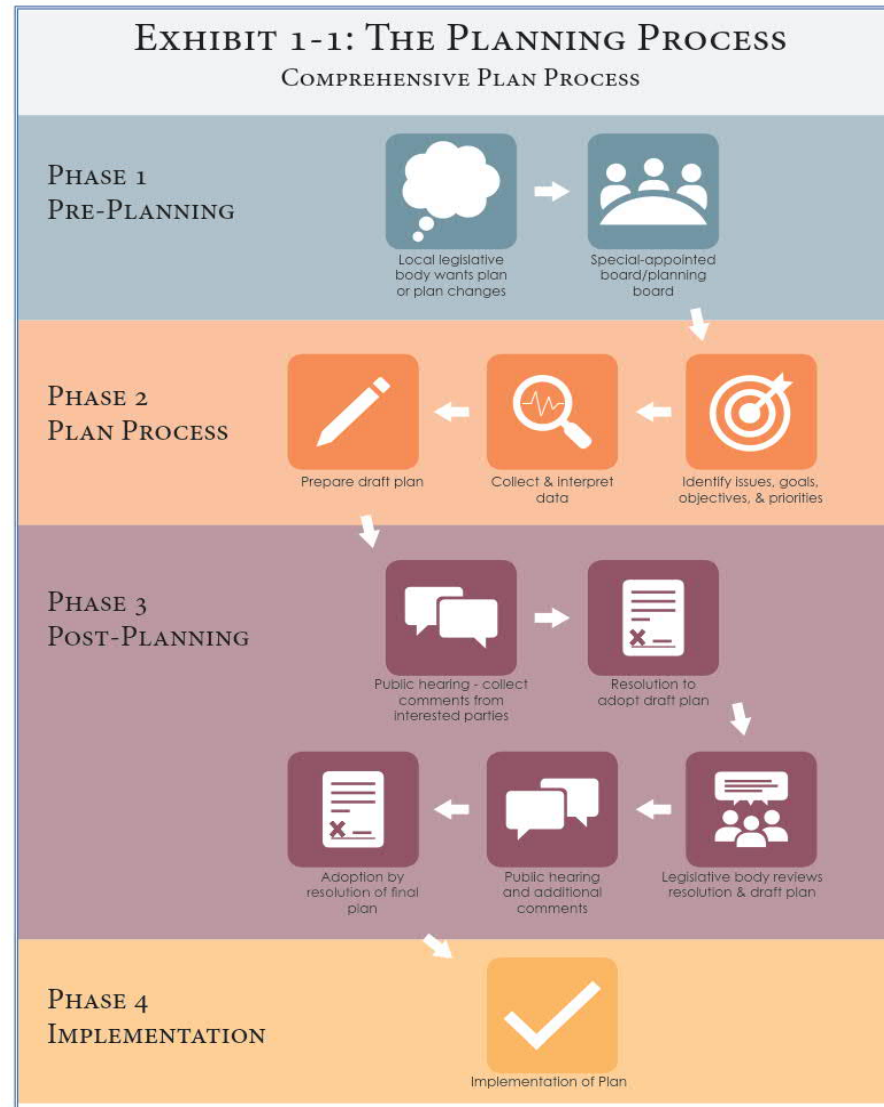
100.193 Statement of Objectives. This section states that the Planning Commission must prepare and adopt the statement of objectives (the Goals and Objectives required in 100.187) to act as a guide for preparing the rest of the plan. In addition, this section also directs the Commission to present this statement for consideration, amendment and adoption by the legislative bodies within its area of jurisdiction.

100.197 Adoption and Amendment; Comprehensive Plan. This section outlines the processes for adoption and amendment of the plan. It specifically states that the plan elements must be reviewed and amended, if necessary, at least once every five years.

These provisions of Chapter 100 have been followed in preparation of this update. How the plan develops into this final document is best understood through a description of the planning process.

THE PLANNING PROCESS

The general planning process occurs in three stages. These stages include base studies analysis, plan development, and plan implementation (Exhibit 1-1). Contained in each stage are a number of steps that facilitate a city and county's development over time. Since change and development occur regardless of the planning process, implementation of these steps can only be viewed as a vehicle to improve and guide a city and county's growth.



As detailed throughout the remainder of this document, the creation of this Comprehensive Plan followed the guidelines as illustrated and required by KRS100. The necessity for this plan update was to comply with state statutes, but also to address areas of strength and weakness throughout Ohio County. Such identification is nothing more than an inventory of the community's current status without a well-crafted plan to address such weaknesses and to protect such strengths.

As a result, a Comprehensive Plan Committee was formed consisting of elected and appointed decision makers within Ohio County, as well as community volunteers and representatives from the Green River Area Development District (GRADD); a quasi-governmental regional entity in which Ohio County is one of seven participating counties.

This committee met on a monthly basis to review past and current conditions in order to analyze trends and identify the aforementioned strengths and weaknesses throughout the community. In order to gain community input, a public meeting was advertised for in the Ohio County newspaper and the meeting was held on July 29, 2020. The advertisement for that meeting, as well as the minutes from that meeting can be found in Appendix A located at the back of this Comprehensive Plan. The public hearing started a 21-day public comment period in which citizens of Ohio County were encouraged to participate in this process.

Following the completion of the public comment period, an extensive draft plan was created and made available for public review as illustrated in Appendix B. This review and comment period began in conjunction with an advertised agenda item at a regularly scheduled Planning Commission meeting in which copies of the draft were distributed upon request. Additional copies were made available at the Beaver Dam City Hall, Hartford City Hall, Hartford/Beaver Dam Joint Planning Commission Office, the Ohio County Fiscal Court building, and the Green River Area Development District. Electronic copies were available on the GRADD website. This public review period lasted an additional 21 days and all public comment was strongly encouraged. Advertisements and meeting minutes for this assembly can be found in Appendix B.

After review of all public comment received, a prepared final draft was adopted by the following bodies:

- Hartford/Beaver Dam Joint Planning Commission
- City of Hartford
- City of Beaver Dam
- Ohio County Fiscal Court

Hartford / Beaver Dam Joint Planning Commission Resolution for Adoption

COMPREHENSIVE PLAN UPDATE

HARTFORD/BEAVER DAM JOINT PLANNING COMMISSION

ADOPTION OF THE 2021 OHIO COUNTY COMPREHENSIVE PLAN UPDATE, A COMPILATION OF POLICY STATEMENTS, GOALS, STANDARDS, AND MAPS FOR GUIDING THE OVERALL DEVELOPMENT AND REDEVELOPMENT OF THE LOCAL GOVERNMENTAL UNIT

WHEREAS, Kentucky Revised Statutes section 100.197 requires each local governmental unit to review and, if necessary, amend its entire comprehensive plan at least once every five years to ensure the comprehensive plan continues to serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate of relationships; and

WHEREAS, the proposed 2021 Ohio County Comprehensive Plan is a planning tool intended to guide the future growth and development of the community in a manner that conforms with applicable planning statutes; and

WHEREAS, the proposed 2021 Ohio County Comprehensive Plan reflects a community planning process conducted in the years 2019 through 2020 involving elected officials, appointed officials, city staff, community organizations, the public at large, developers, and other stakeholders; and

WHEREAS, on July 29, 2020 and November 12, 2020 the Hartford/Beaver Dam Joint Planning Commission conducted a public hearing(s) on the proposed 2021 Comprehensive Plan Update; and

WHEREAS, pursuant to Kentucky Revised Statutes section 100.193, the proposed 2021 Comprehensive Plan was submitted to adjacent governmental units and affected special districts for review and comment on October 27, 2020 and the statutory review and comment period has elapsed; and

WHEREAS, at its regularly scheduled meeting on December 10th, 2020 the Planning Commission completed its review of the proposed 2021 Comprehensive Plan and found that the Plan meets the requirements of Kentucky Revised Statutes 100.187: Contents of Comprehensive Plan; and

WHEREAS, the 2021 Comprehensive Plan includes all revisions made during the review process and responds to additional advisory comments; and

WHEREAS, the Planning Commission has considered the proposed 2021 Comprehensive Plan and all public comments, and thereafter submits its recommendation for approval; and

WHEREAS, Kentucky Revised Statutes section 100.197 requires local governmental units take action on the proposal within ninety (90) days following the Planning Commission's Final Action.

NOW THERE, BE IT RESOLVED BY THE HARTFORD/BEAVER DAM JOINT PLANNING COMMISSION, that the 2021 Ohio County Comprehensive Plan is recommended for approval pursuant to the decision of the City of Hartford and the City of Beaver Dam.

[CHAIR]

Attest:

[VICE CHAIR OR SECRETARY/TREASURER]

January 14, 2021

City of Hartford Resolution for Adoption

COMPREHENSIVE PLAN UPDATE

CITY OF HARTFORD

RESOLUTION _____

ADOPTION OF THE 2021 OHIO COUNTY COMPREHENSIVE PLAN UPDATE, A COMPILATION OF POLICY STATEMENTS, GOALS, STANDARDS, AND MAPS FOR GUIDING THE OVERALL DEVELOPMENT AND REDEVELOPMENT OF THE LOCAL GOVERNMENTAL UNIT

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WHEREAS, Kentucky Revised Statutes section 100.197 requires local governmental units take action on the proposal within ninety (90) days following the Planning Commission's Final Action.

NOW THERE, BE IT RESOLVED BY THE CITY OF HARTFORD, that the 2021 Ohio County Comprehensive Plan is recommended for approval pursuant to the decision of Ohio County Fiscal Court.

MAYOR, GEORGE CHINN

Attest:

CITY CLERK, LISA MARTIN

January 28, 2021

City of Beaver Dam Resolution for Adoption

COMPREHENSIVE PLAN UPDATE

CITY OF BEAVER DAM

RESOLUTION _____

ADOPTION OF THE 2021 OHIO COUNTY COMPREHENSIVE PLAN UPDATE, A COMPILATION OF POLICY STATEMENTS, GOALS, STANDARDS, AND MAPS FOR GUIDING THE OVERALL DEVELOPMENT AND REDEVELOPMENT OF THE LOCAL GOVERNMENTAL UNIT

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WHEREAS, the Planning Commission has considered the proposed 2021 Comprehensive Plan and all public comments, and thereafter has submitted its recommendation for approval; and

WHEREAS, Kentucky Revised Statutes section 100.197 requires local governmental units take action on the proposal within ninety (90) days following the Planning Commission's Final Action.

NOW THERE, BE IT RESOLVED BY THE CITY OF BEAVER DAM, that the 2021 Ohio County Comprehensive Plan is recommended for approval pursuant to the decision of Ohio County Fiscal Court.

MAYOR, PAUL SANDEFUR

Attest:

CITY CLERK, MARY WALLACE

February 8, 2021

Ohio County Fiscal Court Resolution for Adoption

COMPREHENSIVE PLAN UPDATE

OHIO COUNTY FISCAL COURT

RESOLUTION _____

ADOPTION OF THE 2021 OHIO COUNTY COMPREHENSIVE PLAN UPDATE, A COMPILATION OF POLICY STATEMENTS, GOALS, STANDARDS, AND MAPS FOR GUIDING THE OVERALL DEVELOPMENT AND REDEVELOPMENT OF THE LOCAL GOVERNMENTAL UNIT

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WHEREAS, the Planning Commission, the City of Hartford, and the City of Beaver Dam have considered the proposed 2021 Comprehensive Plan and all public comments, and thereafter has submitted their recommendation for approval; and

WHEREAS, Kentucky Revised Statutes section 100.197 requires local governmental units take action on the proposal within ninety (90) days following the Planning Commission's Final Action.

NOW THERE, BE IT RESOLVED BY THE OHIO COUNTY FISCAL COURT, that the 2021 Ohio County Comprehensive Plan is adopted and effective.

JUDGE/EXECUTIVE, DAVID JOHNSTON

Attest:

COUNTY CLERK, BESS RALPH

February 23, 2021

CHAPTER II

BASE STUDY



2021 Comprehensive Plan

Historic Background

Ohio County became Kentucky's 35th county in 1788, formed from Hardin County and originally included what is now Daviess County and parts of Breckinridge, Butler, Grayson, Hancock, Henderson, and McLean Counties, covering approximately 1,500 square miles. It gained its name from the Ohio River, the northern boundary at the time the County was formed. The first permanent settlement in Ohio County was settled before 1785 at either Fort Hartford or Barnett's Station, about two miles northeast of Hartford.

Ohio County, currently Kentucky's fifth largest county, covers a total land area of 587 square miles. The County currently has six incorporated areas: Beaver Dam, Centertown, Fordsville, Hartford, McHenry, and Rockport. There are also many unincorporated rural areas, which support urban services such as banks, stores, and fire stations.

According to the Kentucky Geological Survey, Ohio County is a part of the Western Kentucky Coalfield physiographic region of Kentucky. It also falls under the support of the Green River Area Development District (GRADD), a seven-county quasi-governmental entity whose office is in Owensboro, Kentucky.

General Demographic Data

Population

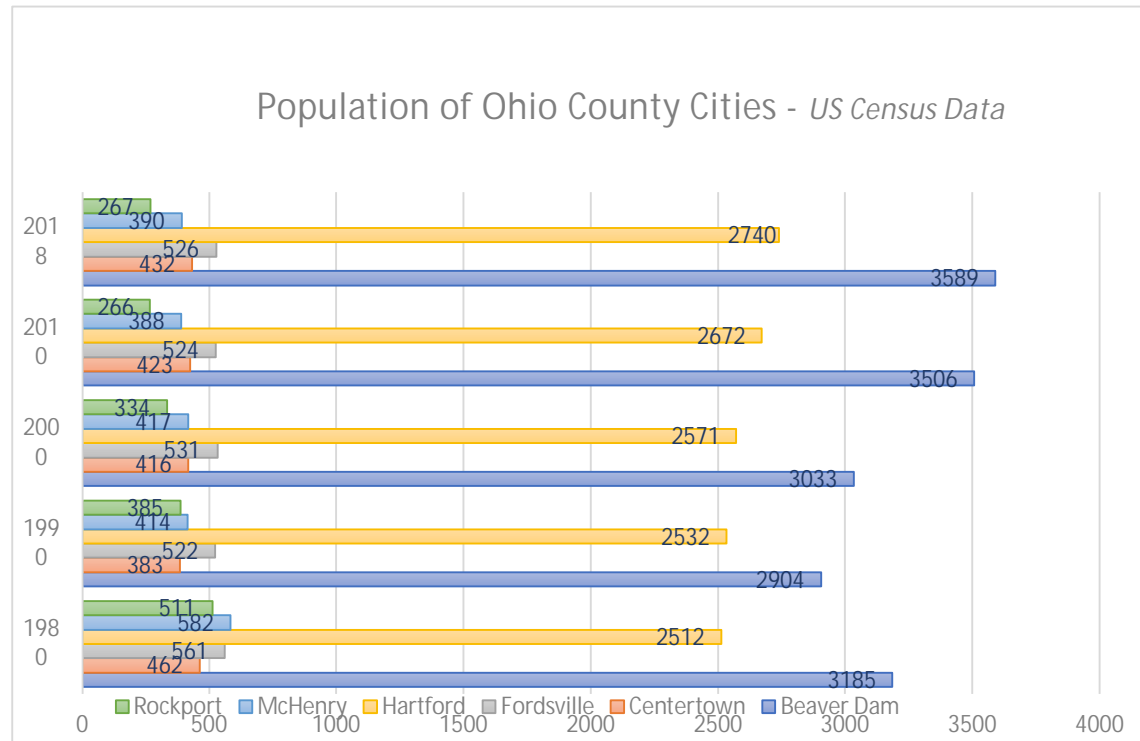
This section will analyze current and past population statistics to identify recent trends, distinguish future population numbers based upon those trends, and through such an analysis, determine planning areas of focus to best serve the community. Within the research provided throughout this section, some highlights include the following:

- Between 1980 and 2018, the total population of Ohio County has grown from 21,765 to 24,062 (2017 ACS) (9% increase). The city of Hartford has grown from 2512 to 2740 (9% increase) and the city of Beaver Dam has grown from 3185 to 3589 (12.7% increase).
- The total population of Ohio County saw a 9% increase in total population between 1990 and 2000.
- The Population of Ohio County as of 2017 was evenly split with 50% gender distribution.



Figure 1: The Ohio County Community Center

- The largest percentage of the total population of Ohio County falls in the 40 – 59 years of age cohort. The largest percentage of Hartford’s population falls in the 20-39 years of age cohort. The largest percentage of Beaver Dam’s population falls in the 40 – 59 years of age cohort.
- In 2010, the total population of Ohio County was 23,842. Of those residents, 26% resided in an Urban area. The remaining 74% resided in a rural area.
- Population projections for Ohio County show that the population from this point in time on will begin to decrease for the next twenty years.
- In comparison, four of the surrounding counties will also see a decline in population over the next 20 years.

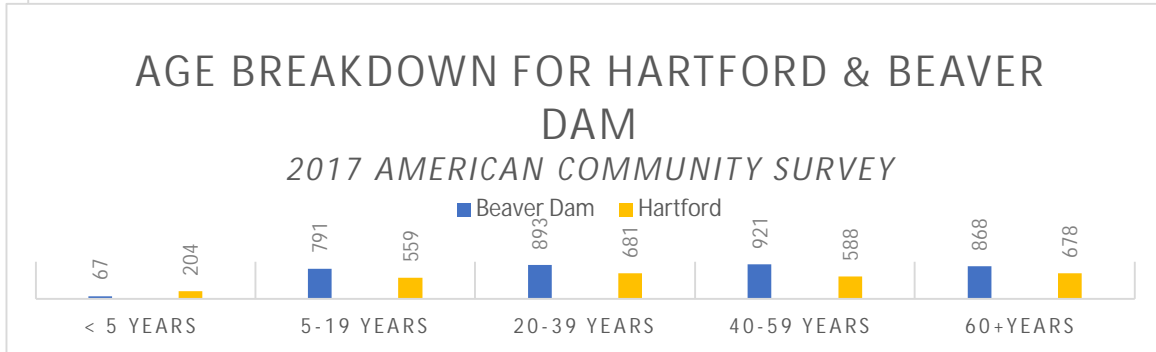


While Hartford and Beaver Dam are the only cities within Ohio County to see consistent growth since 1990, it is important to note the age cohorts shown below to predict future population trends.

Beaver Dam illustrates a large number of residents in the 20-39 age cohort indicating the possibility for future continuance of population growth within the city. Additionally, Beaver Dam illustrates a large number of residents in the 40-59 year age cohort suggesting that, within the next thirty years, the city will need to support a growing, “greying” population as the 60+ age cohort continues to represent a large percentage of the community.

As the population continues to rise within a finite geographical area, considerations should be made for future development in regards to the need for an increase in housing density and the possibility of “building up” instead of “building out” in order for new developments to create a smaller urban footprint. Accordingly, Beaver Dam should be prepared for assisted living facilities, medical facilities, and similar uses as the very large 40-59 age cohort continues to age over the next thirty years.

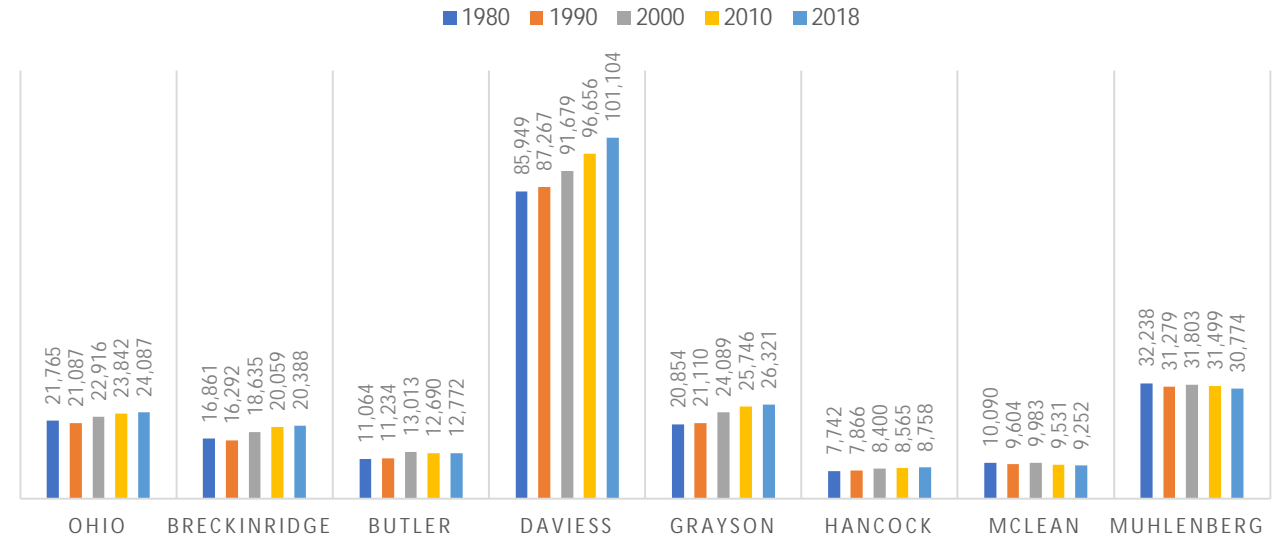
Hartford, on the other hand, demonstrates a much smaller percentage of residents in the 40-59 age cohort and so a decrease in population is to be expected within the next 30 years as the 60+ age cohort will be far less than that of current statistics. However, the large population shown in the 20-39 age cohort is promising for future generations within Hartford.



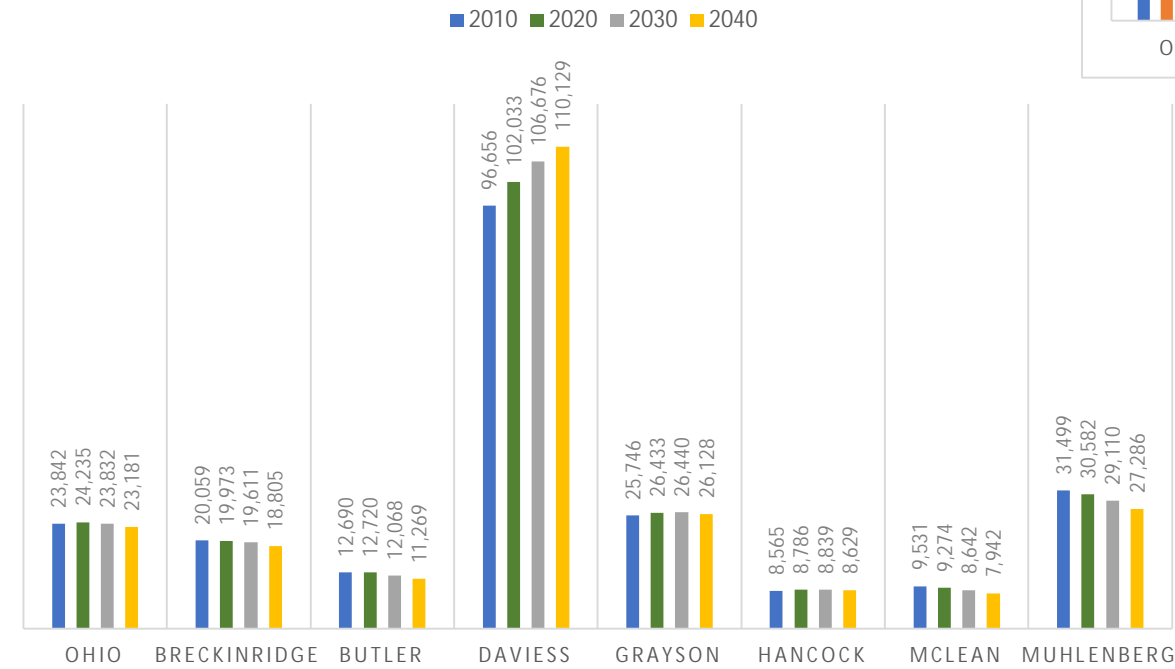
While Hartford and Beaver Dam have seen an uptick in population since 1990, so has the entirety of Ohio County's population, increasing 3000 residents from 1990-2018. In fact, as depicted below, the number of Ohio County residents living in rural areas is more than twice the total number of Ohio County residents living in urban areas. Most of the region has seen similar progression over the last 30 years with the exceptions of McLean County and Muhlenberg County.

While the region has seen an increase in population in recent decades, the US Census predicts a decrease in most communities over the next several decades, much like our past analysis of Hartford. Rural America, including Ohio County, is tasked with the challenge of retaining youth in order to disprove these projections.

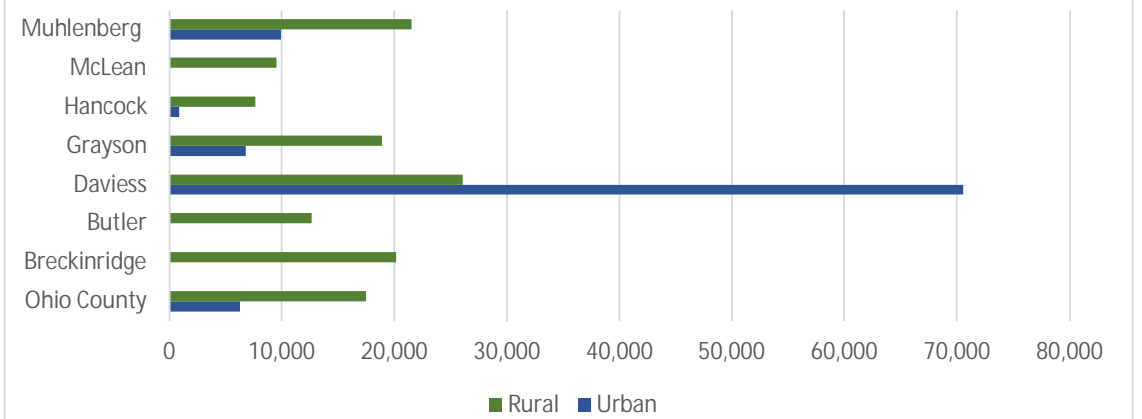
POPULATION OF OHIO AND SURROUNDING COUNTIES 1980-2018 - 2018 US CENSUS



POPULATION PROJECTIONS FOR OHIO COUNTY & THE SURROUNDING COUNTIES - U.S. CENSUS



Rural & Urban Population of Ohio County & the Surrounding Counties 2010 - U.S. Census Data



Economy

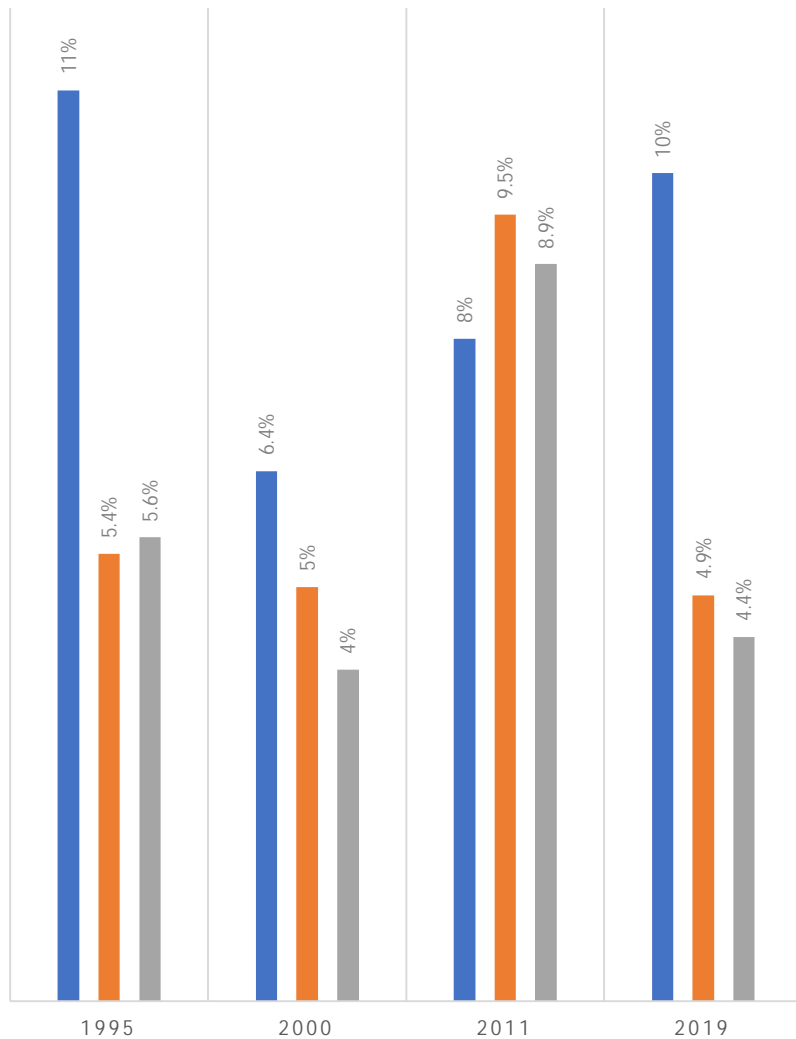
Hartford and Beaver Dam comprise part of a larger economic system that includes all of Ohio County and adjacent counties. Examining the key economic factors within and outside Ohio County is necessary to gain the full overview of the area's economy. Surrounding counties provide many job opportunities for Ohio County residents. Per the 2017 American Community Survey (ACS), 34% of the working population in Ohio County travel outside the county to work. Economic data for individual cities is largely unavailable and will therefore be presented for Ohio County as a whole; the highlights of such data are as follows:

- The median household income of Ohio County is \$41,470.00, while the median household income of Kentucky is \$46,535.00.
- Per capita personal income for Beaver Dam is \$22,504.00, while the per capita income for Hartford is \$21,421.00. Both lower than the Kentucky average per capita income of \$25,888.00.
- The labor force in Ohio County has increased by 7% since 2000.
- 21% of Ohio County currently works in the agricultural field. This number is significant compared to the surrounding counties, as the next highest number is Grayson at 3%.
- Ohio County has an unemployment rate of 10% which is significantly higher than that of Kentucky (4.9%) and the US (4.4%).
- Ohio County ranks among the top three in the surrounding counties with residents living below the poverty level.



UNEMPLOYMENT RATE 1995-2019 THINK KENTUCKY

■ Ohio County ■ Kentucky ■ United States



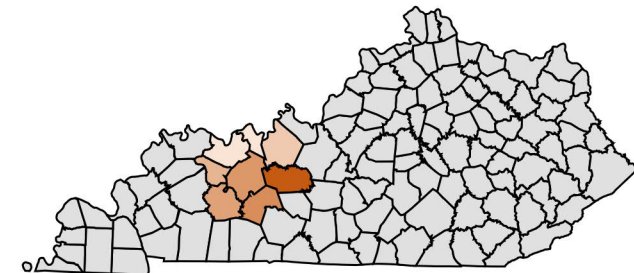
Ohio County's unemployment rate has mostly remained above the state and national averages over the past 25+ years. The lone exception within the illustration is in 2011 when much of country saw an uptick in unemployment rates due to the recession. During that time, while Ohio County did see an increase in unemployment rates, the upward swing was not as drastic as what much of the country faced. However, as the remainder of the country recovered, Ohio County's unemployment rate continued to climb reaching 10% in 2019. As a result, the poverty level in the region remains on the high side in comparison to bordering counties.

Regarding individuals that are employed, the employment breakdown shown on page 21 illustrates that the largest areas of work are in Services and Agriculture, while Manufacturing and Retail Trade also provide large sums of employment. Much of these types of work take place within the county limits.

These statistics should be taken into consideration when contemplating the future land-use section(s) by providing a focus on flexible, but controlled, business-friendly development throughout the cities. Creating opportunities for commercial growth within the cities will help alleviate the unemployment rates, lessen the poverty rates, and bring a stronger, more diverse workforce into the city limits; ultimately strengthening the workforce of the entire county.

Percent of Population Below Poverty Level Ohio County & Adjacent Counties, 2017

Percent Below Poverty Level 
15.7% 25.7%

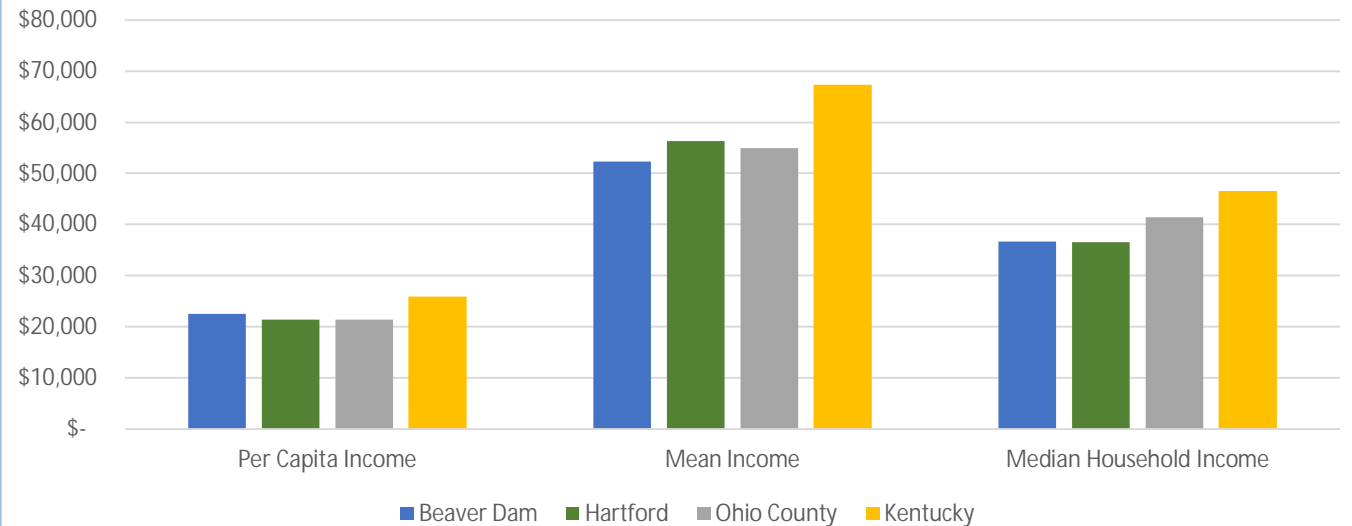


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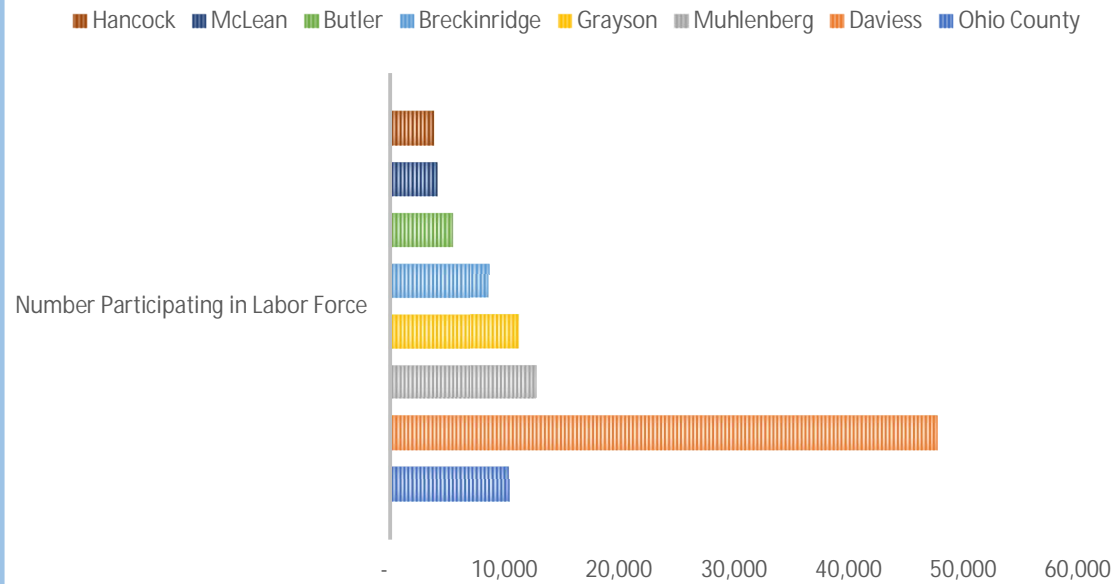
	<u>Ohio County</u>	<u>Daviess</u>	<u>Muhlenberg</u>	<u>Grayson</u>	<u>Breckinridge</u>	<u>Butler</u>	<u>McLean</u>	<u>Hancock</u>
Percent Below Poverty Level	21.3%	15.8%	20.5%	25.7%	17.7%	22.0%	19.2%	15.7%

Following review of poverty levels and unemployment rates in the region, noting the income statistics remains imperative. Hartford, Beaver Dam, and Ohio County all demonstrate similar per capita and mean incomes. Mean incomes may be skewed upwards by outliers, as can be seen by the median incomes shown on the accompanying chart. In order for the median incomes to be much lower in the two cities compared to that of the county, despite having similar mean incomes, it is safe to assume that the cities possess a higher percentage of individuals with lower annual incomes than the county does. As a result, the median income is noticeably less than that of the county's.

Income Statistics - 2017 *Think Kentucky*



Number Participating in Labor Force Ohio County & Adjacent Counties -2017 *Think Kentucky*

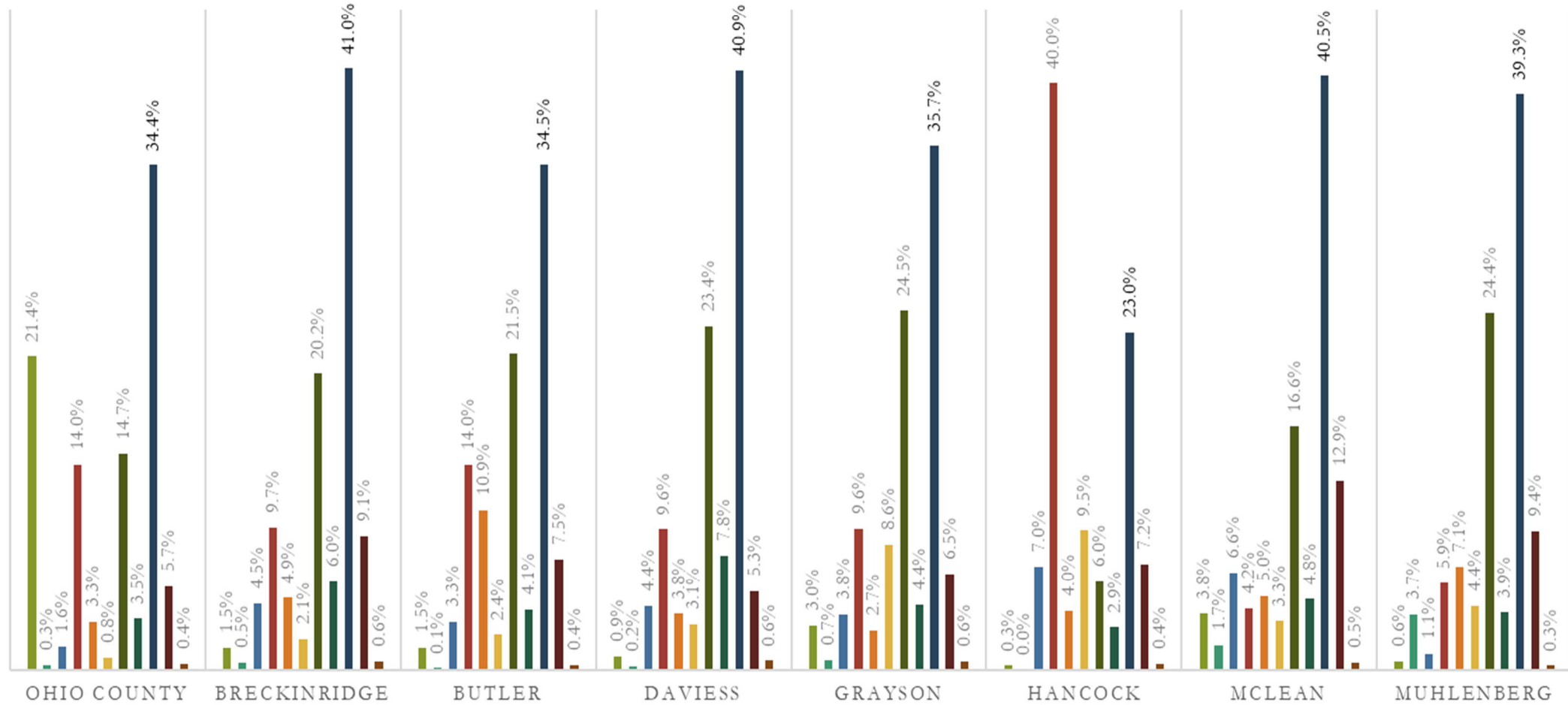


Those on the lower end of the financial spectrum should be taken into consideration when creating the future land-use section(s), as this information further solidifies the need for more employment opportunities throughout the cities and housing opportunities to create walkable communities for those without vehicular transportation options.

This need is even further magnified when considering the number participating in the labor force as shown hereon. This illustration displays that when removing the outlier (Daviess County), Ohio County is in the upper tier within the region regarding labor force. However, the employment breakdown on page 21 shows that large amounts of this labor force are in county-dominated uses, continuing to illustrate the need to create employment opportunities within the city limits.

EMPLOYMENT BY SIC CATEGORY

- Agricultural, Forestry, Fishing (SIC Range 01-09)
- Mining (SIC 10-14)
- Construction (SIC 15-17)
- Manufacturing (SIC 20-39)
- Transportation and Communications (SIC 40-49)
- Wholesale Trade (SIC 50-51)
- Retail Trade (SIC 52-59)
- Finance, Insurance And Real Estate (SIC 60-69)
- Services (SIC 70-89)
- Public Administration (SIC 90-98)
- Unclassified (SIC 99)



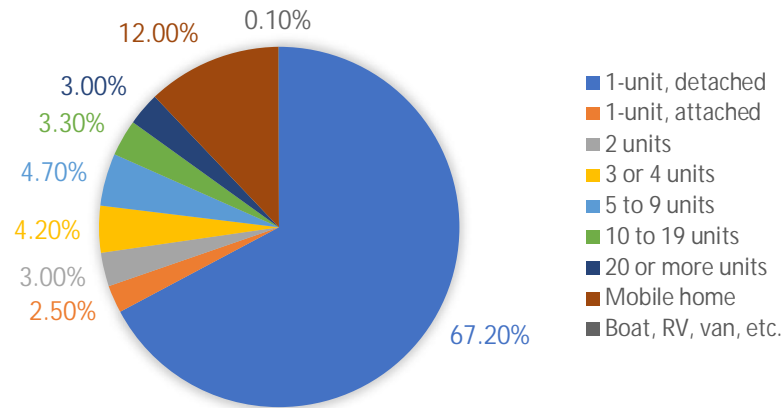
Housing

This section, completed with information from the American Community Survey, attempts to characterize the current housing conditions in Hartford, Beaver Dam, and Ohio County as a whole. Included below are noteworthy conditions that are drawn from the provided information.

- Single Family detached housing makes up 72% of the existing occupied housing in Ohio County.
- 34% of units in Ohio County were constructed between 1960 – 1979.
- 34.5% of the housing in Ohio County ranges in price from \$50,000 - \$99,999.00.
- There are 6,939 owner-occupied units in Ohio County.
- The majority of the housing in Ohio County have five rooms; in Beaver Dam the majority have six rooms, and while those in Hartford have four rooms.



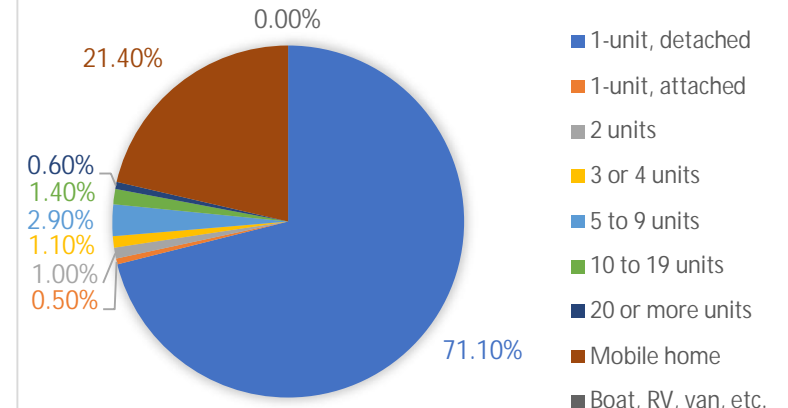
UNITS IN HOUSING STRUCTURES - KENTUCKY 2017



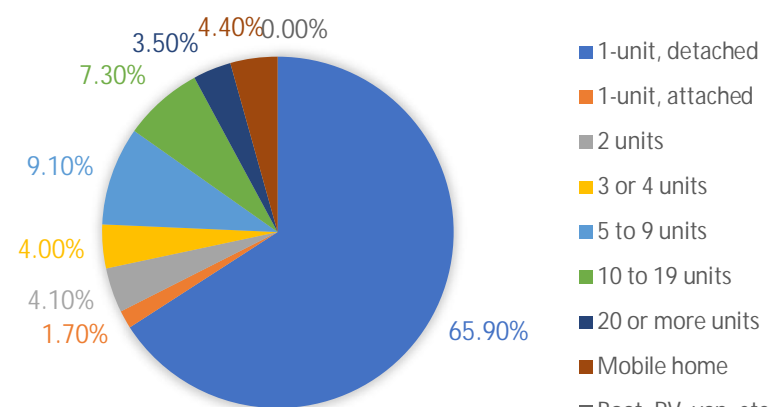
When comparing the number of units within housing structures throughout Kentucky, Ohio County, Beaver Dam, and Hartford, we can safely draw several conclusions:

- Ohio County contains a larger percentage of mobile homes than the state average; however, Beaver Dam contains a far less percentage while Hartford lines up with the state averages. Statewide it is common to see a rise in manufactured housing throughout unincorporated areas of communities, so the percentage of such housing opportunities within Hartford is likely above average compared to that of other incorporated areas throughout the state.
- Beaver Dam surpasses the state average in most all multi-family living opportunities which becomes especially apparent in structures that provide 10 or more units. While Hartford lacks available 10+ unit structures, apparent increases in 5-9 unit structures in comparison to the region and to the state have been noted. Both Hartford and Beaver Dam have shortfalls compared to the state average regarding the “1-unit attached” type of dwelling, indicating a lack of townhomes and similar high-density opportunities (including one-bedroom upstairs apartments in mixed use areas of the communities). With finite land available and considering that each city has demonstrated recent population growth as shown on page 16, increasing high-density residential opportunities should be an area of importance when planning to prevent the predicted population decline as shown on page 17.

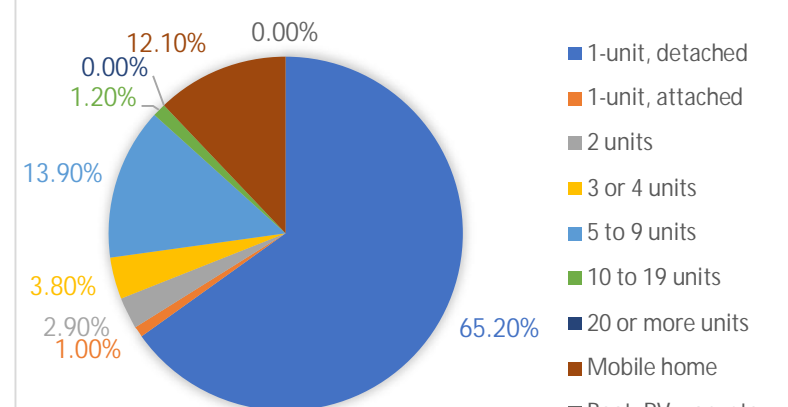
UNITS IN HOUSING STRUCTURES - OHIO COUNTY 2017



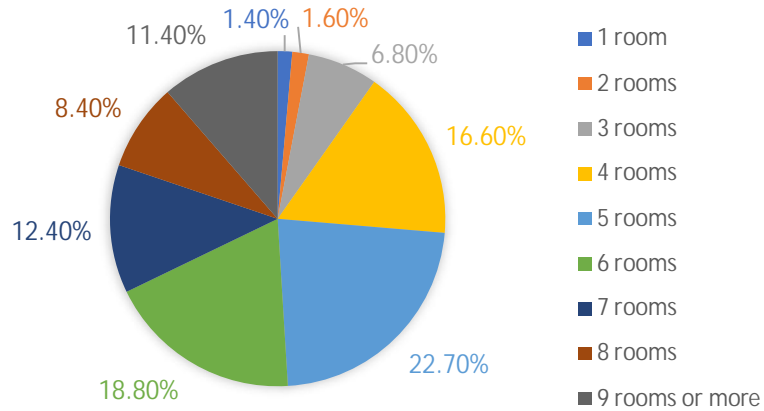
UNITS IN HOUSING STRUCTURES - BEAVER DAM 2017



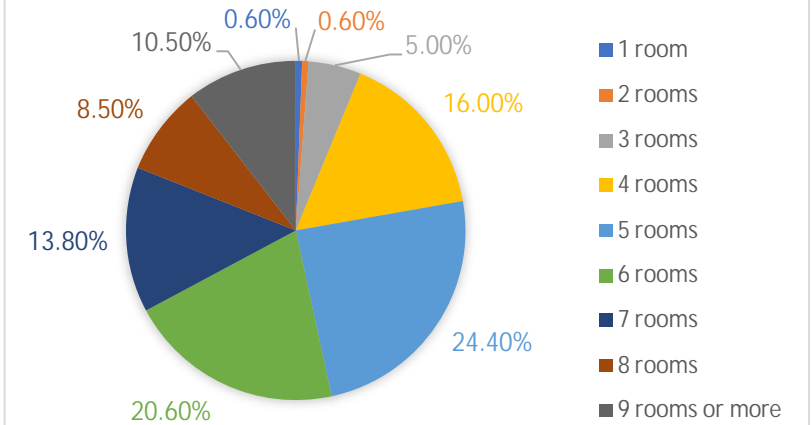
UNITS IN HOUSING STRUCTURES - HARTFORD 2017



NUMBER OF ROOMS IN HOUSING STRUCTURES - KENTUCKY 2017



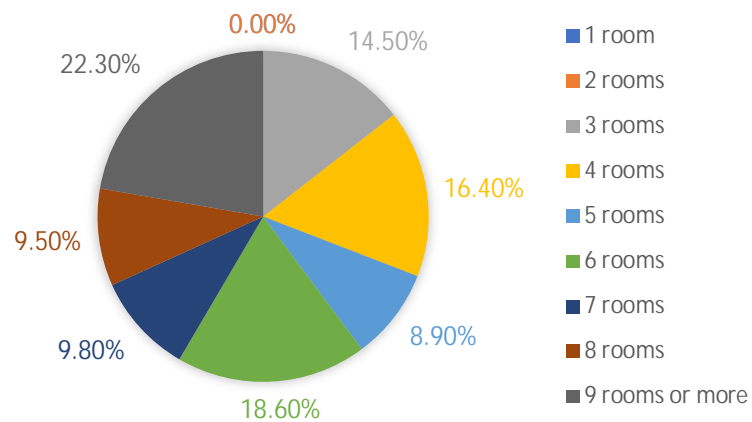
NUMBER OF ROOMS IN HOUSING STRUCTURES - OHIO COUNTY 2017



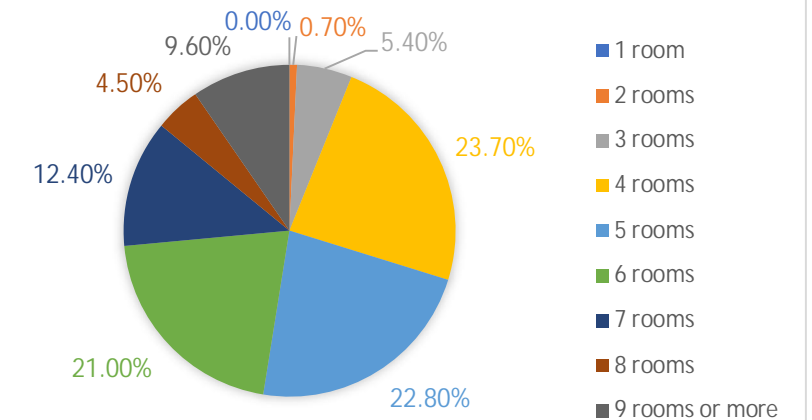
When comparing the number of rooms within housing structures throughout Kentucky, Ohio County, Beaver Dam, and Hartford, we can safely draw several conclusions:

Ohio County, as a whole, aligns with state averages in all reviewed facets of this field. Hartford also demonstrates similar trends to those of the state averages; however, Hartford does lack in structures with eight or more rooms. Conversely, compared to regional and state trends, Beaver Dam is very well-rounded regarding housing types of various sizes and excels in available structures with eight or more rooms. The trends regarding the number of larger units within Hartford and within Beaver Dam should come as no surprise as these conclusions echo the findings made when analyzing the number of units within housing structures as done in the previous comparison.

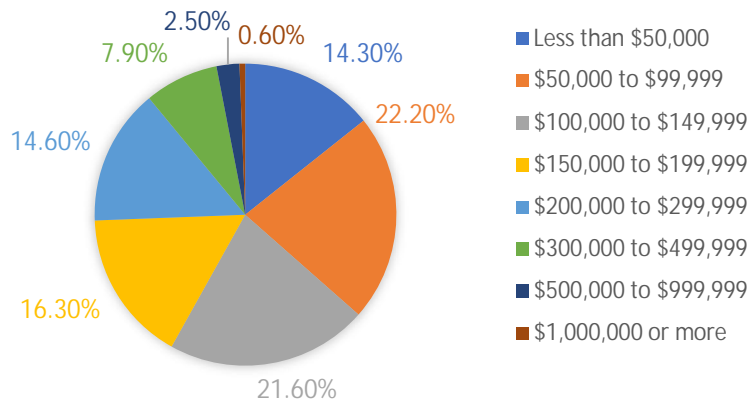
NUMBER OF ROOMS IN HOUSING STRUCTURES - BEAVER DAM 2017



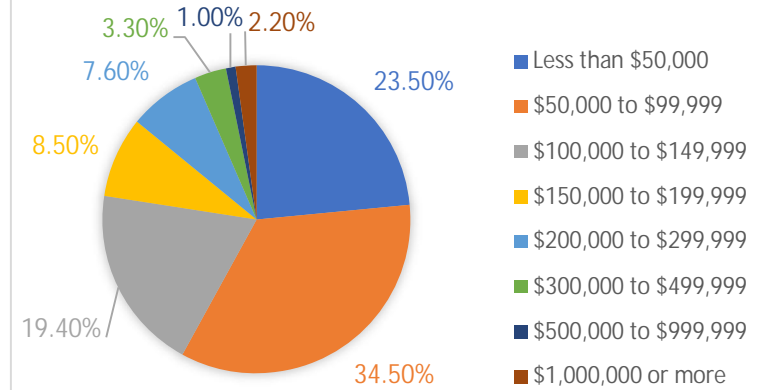
NUMBER OF ROOMS IN HOUSING STRUCTURES - HARTFORD 2017



VALUE OF OWNER-OCCUPIED HOUSING - KENTUCKY 2017

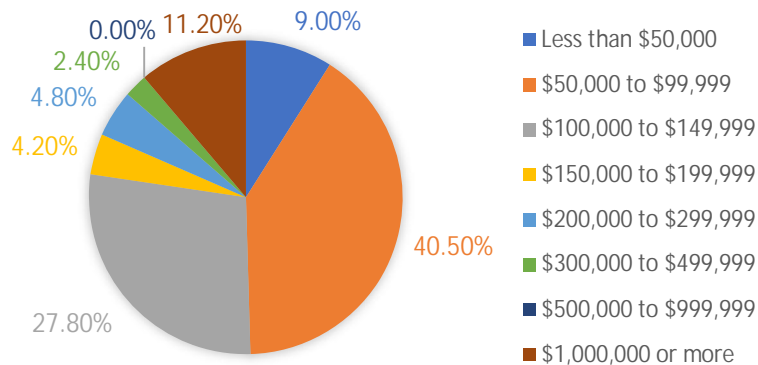


VALUE OF OWNER OCCUPIED HOUSING - OHIO COUNTY 2017



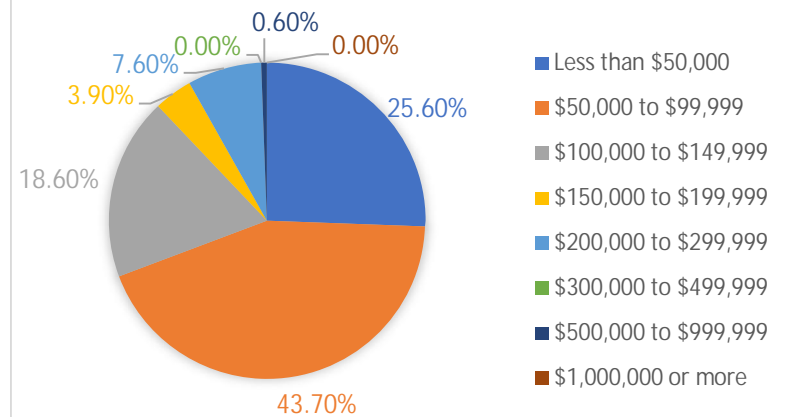
When analyzing the comparison of the value of Owner-Occupied Housing between Kentucky, Ohio County, Beaver Dam, and Hartford, we can easily arrive at several conclusions. Most notable is in the discrepancy in housing financial value between Beaver Dam and Hartford. As illustrated, a much larger portion of Hartford's housing stock is within the "less than \$50,000" category as opposed to Beaver Dam's. Conversely, Beaver Dam has a much larger portion in all categories valued at more than \$100,000, despite the average income between the two cities being very similar as shown on page 20.

VALUE OF OWNER-OCCUPIED HOUSING - BEAVER DAM 2017

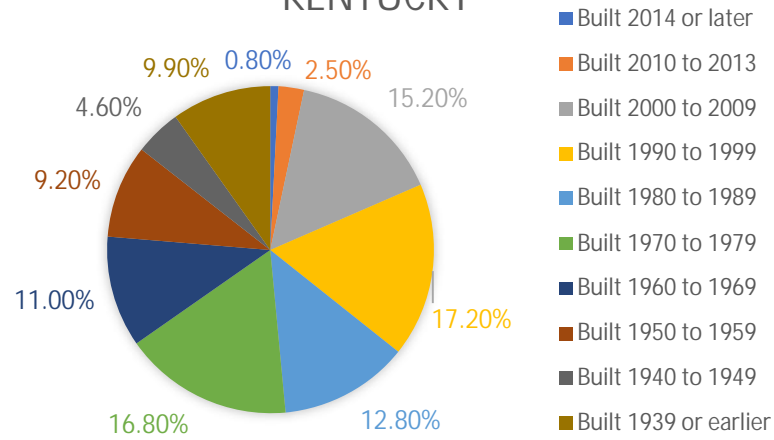


From a planning standpoint, this data leads us to believe that Hartford offers a greater more affordable housing among the single-family dwellings, which could also explain why Hartford has a comparative shortfall regarding multi-family dwellings. Much like the previously mentioned need for Hartford to incorporate more multi-family opportunities, the analyzation of these statistics indicates that in order to create balance throughout the community, Beaver Dam should encourage an influx of affordable housing opportunities.

VALUE OF OWNER-OCCUPIED HOUSING - HARTFORD 2017

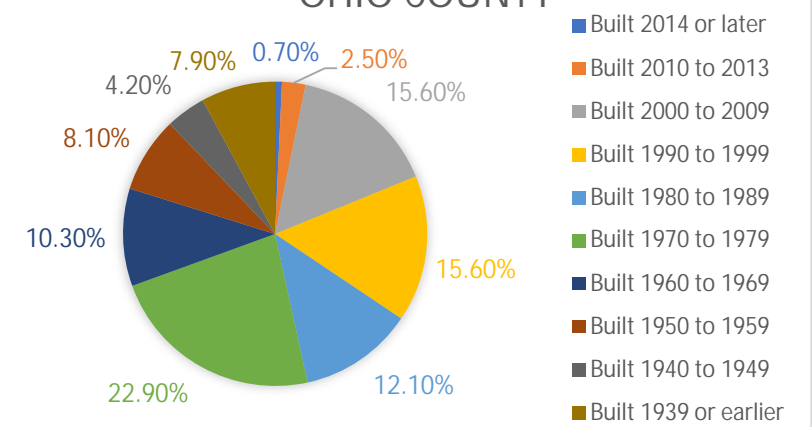


HOUSING STRUCTURE YEAR BUILT - KENTUCKY



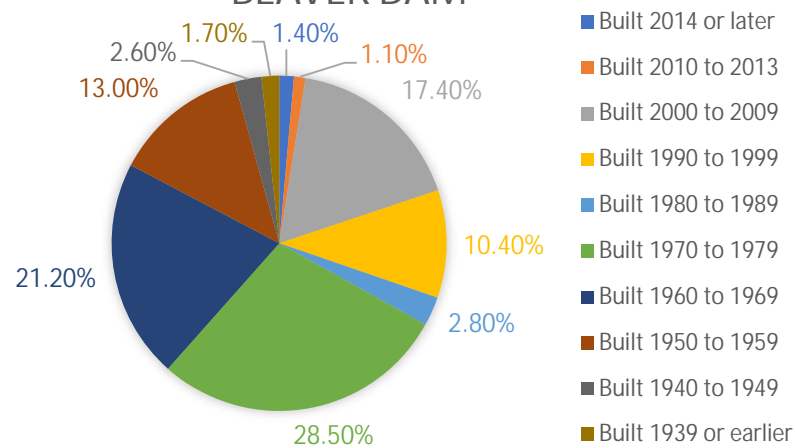
Housing construction throughout Ohio County, Beaver Dam, and Hartford has remained relatively consistent with the state averages in all categories since 1970 with the most glaring differences being the lack of development in Beaver Dam in the 1980s; however, such a decline is to be expected following the sudden growth in Beaver Dam in the 1970s. An additional area of focus is the lack of development within Hartford in the early 2000s in comparison to the regional and state numbers. However, it is important to note that while Hartford may lack recent residential development, the city does have many more homes of age than Beaver Dam, which may contribute to the decrease in housing value described in past illustrations, but also should be considered when making decisions regarding the historic character of the community.

HOUSING STRUCTURE YEAR BUILT - OHIO COUNTY

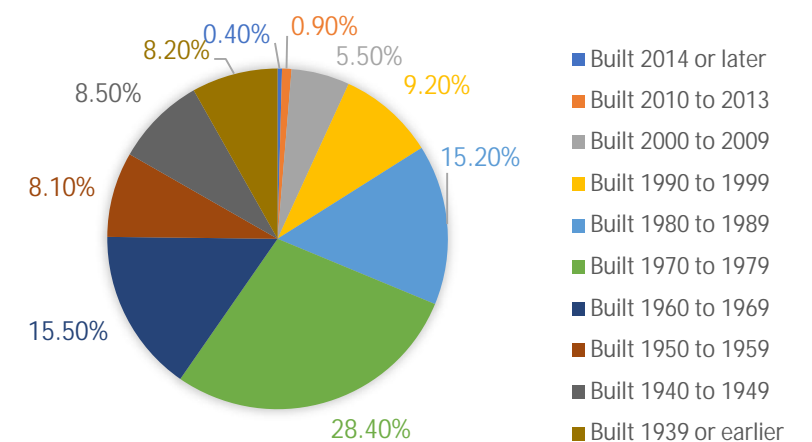


Also noteworthy is the rise in homes constructed within the county limits, specifically in the 1990s and early 2000s. As more people reside within the county, it is reasonable to believe that more people will need to commute into the cities for work, errands, school, and other activities. Such trends should be considered when discussing best planning practices such as walkable community implementation techniques and necessary off-street parking, as well as placemaking initiatives to encourage residential living within the cities.

HOUSING STRUCTURE YEAR BUILT - BEAVER DAM



HOUSING STRUCTURE YEAR BUILT - HARTFORD



Identified Areas of Focus

Throughout the review and analysis of the statistics presented within this chapter, several conclusions have been made that need to be considered throughout the creation of the implementation portions of this Comprehensive Plan and by decision makers throughout the community for the entirety of the life of this document.

Such areas of focus include:

Beaver Dam:

- Provide flexible, but controlled, business-friendly development throughout the city in order to create opportunities for commercial growth, ultimately alleviating unemployment rates, lessening poverty levels, and bringing a stronger, more diverse workforce into the city limits.
- High-density affordable-housing opportunities should be encouraged to exist within or along the fringe of commercial districts to create the opportunity for a walkable community to serve those whom may be without vehicular transportation options.
- High-density residential development, specifically townhomes and other 1-bedroom attached living opportunities should be an area of importance to provide continued population growth despite a nearly finite amount of land. Such opportunities may include those located above or to the rear of commercial developments within a business district.
- As more homes have been constructed in the county limits, considerations should be made for off-street parking requirements and other transportation related areas of interest as a higher number of individuals will need to commute into the cities for everyday life.

Hartford:

- Provide flexible, but controlled, business-friendly development throughout the city in order to create opportunities for commercial growth, ultimately alleviating unemployment rates, lessening poverty levels, and bringing a stronger, more diverse workforce into the city limits.
- High-density housing opportunities should be encouraged to exist within or along the fringe of commercial districts to create the opportunity for a walkable community to serve those whom may be without vehicular transportation options. In the same area of focus it should be noted that Hartford currently offers a comparatively small number of multi-family options which contain 10+ units.
- High-density residential development, specifically townhomes and other 1-bedroom attached living opportunities should be an area of importance to provide continued population growth despite a nearly finite amount of land. Such opportunities may include those located above or to the rear of commercial developments within a business district.
- Due to Hartford's high percentage of manufactured housing stock, procedures should be established to ensure that such affordable housing options remain; however, considerations should be made regarding neighboring properties and uses, as well as adhering to required development standards.
- The large number of homes with age throughout Hartford should be taken into consideration when reviewing the historic character of the community.
- As more homes have been constructed in the county limits, considerations should be made for off-street parking requirements and other transportation related areas of interest as a higher number of individuals will need to commute into the cities for everyday life.

Chapter 3

Existing Transportation and Land Use Patterns



2021 Comprehensive Plan

Transportation

An effective, efficient transportation system advances a city or county's ability to grow, develop, and provide its people with the necessary facilities, including hospitals, government buildings and shopping facilities. The transportation analysis of this chapter will concentrate on a description of the existing facilities and how such facilities affect land use policies considerably.

Major Transportation Network

According to the Kentucky Transportation Cabinet, the most utilized roadways in Ohio County serving primarily to carry through-traffic are the William H. Natcher (I-165) and Wendell Ford Parkways. Both are controlled access four-lane highways and are part of Kentucky's parkway system; as such, no parcel of land shall have direct access to these roadways.

- The William H. Natcher (I-165) Parkway enters Ohio County from the north and travels southeast before exiting into Butler County. There are two access interchanges to the William H. Natcher (I-165) Parkway in Ohio County, at the intersection with the Wendell Ford Parkway and at the intersection with KY-69 leading into Hartford. In March 2019, a portion of the Natcher north of I-65 was designated I-165 and the portion south of I-65 was designated as KY Route 9007.
- The Wendell Ford Parkway enters from Grayson County to the east and passes through Ohio County before exiting into Muhlenberg County at the western boundary. The Wendell Ford Parkway also has two access interchanges in Ohio County, one at the intersection with William H. Natcher Parkway and one at US Highway 231 south of Beaver Dam. In December 2019, a funding agreement was signed at the federal level to make the portion of the parkway that runs through Ohio County a spur of I-69.

The county has three major roads that provide main transportation corridors for movement within the county:

- U.S. 62 enters the eastern side of the county from Grayson County and travels in a western direction until it passes underneath the William H. Natcher Parkway and enters Beaver Dam. There it turns south for approximately one mile before heading southwest and passing through McHenry and Rockport and exiting into Muhlenberg County.
- US Highway 231 enters the county from Daviess County in the north and travels in a south-southeasterly direction, passing through Hartford and Beaver Dam. At the southern boundary of Beaver Dam, the road turns southeast and exits into Butler County in the southeastern quadrant of the county. As recent as 2018, the Kentucky Transportation Cabinet conducted safety improvements along U.S. 231 including the widening of culverts, ditching and shoulder work, enhancing the super-elevation of curves and resurfacing as well as other safety enhancements.
- KY 69 enters from Hancock County and heads in a southerly direction until it intersects with KY 54. There the road turns east following KY 54 to Fordsville where it breaks off and heads in a south southwesterly direction toward Hartford. In Hartford, KY 69 turns west and heads in a southwesterly direction, passing through Centertown before reaching its end near the Green River. In 2018, the Kentucky Transportation Cabinet made updates to this road by adding guardrails.

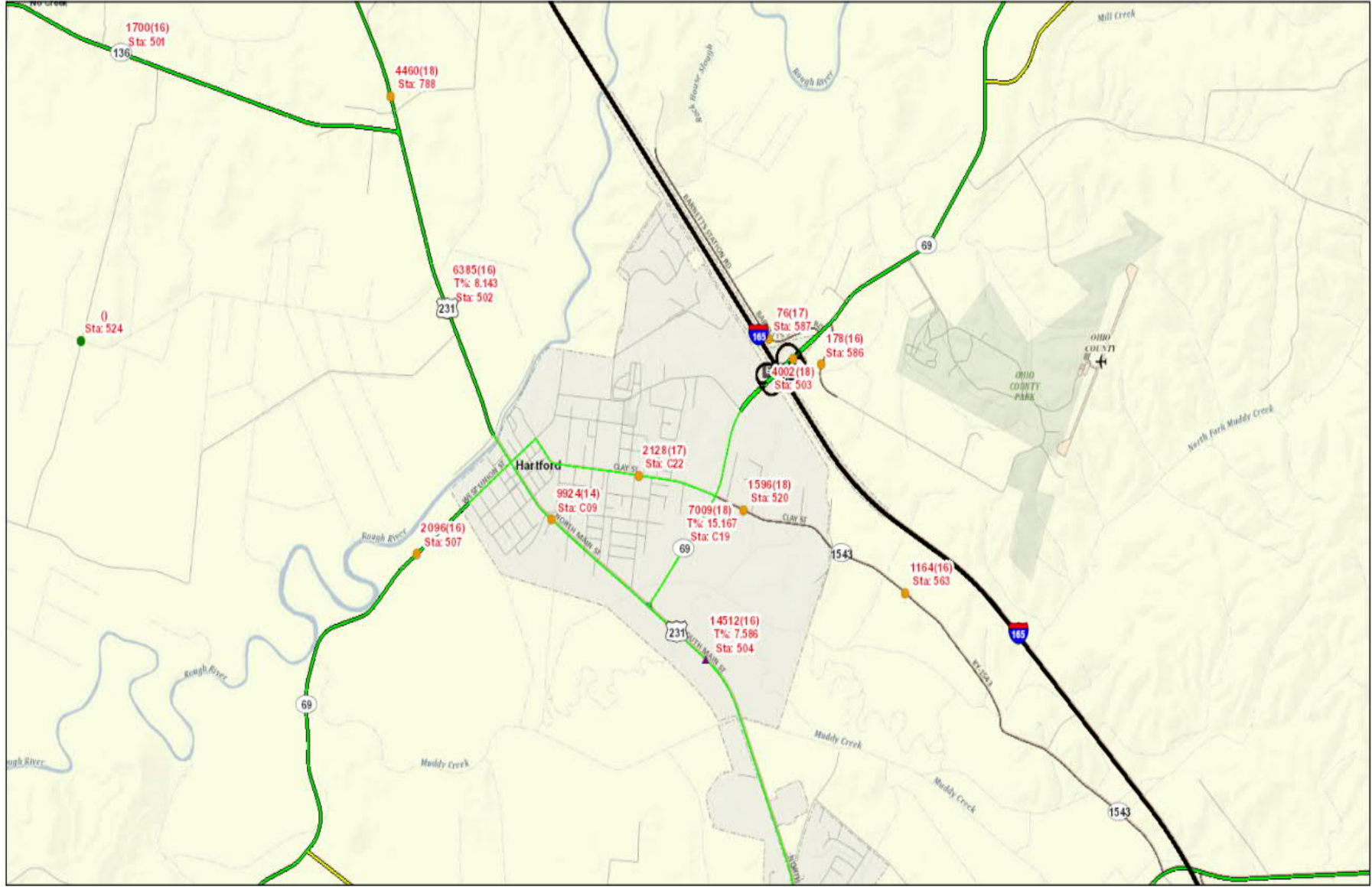
Traffic Flow Volumes

Current traffic count information comes from the Kentucky Transportation Cabinet which systematically updates traffic volumes on state maintained and some local roadways. These traffic volumes are analyzed to assist in many planning related fields including the determination of functional roadway classifications and access management policies.

The Federal Highway Administration establishes functional classifications for grouping streets and highways based on the character of travel service they provide. Streets and highways are grouped into designated class by the Kentucky Transportation Cabinet and local transportation planners.

- Interstates
 - Roadways that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways and other Interstates as designated by the Secretary of Transportation.
- Other Freeways & Expressways
 - Non-Interstate roadways with access points limited to on-ramp and off-ramp locations and directional travel lanes usually separated by a physical barrier.
- Other Principal Arterials
 - Roadways that provide a high level of traffic mobility for substantial statewide travel and/or serve major activity centers and the longest trip demands within urban areas.
- Minor Arterials
 - Roadways that serve trips of moderate length to smaller geographic areas and at a slightly lower level of traffic mobility than Principal Arterials.
- Major Collectors
 - Roadways that distribute and channel trips between the lower classifications and the arterial systems.
- Minor Collectors
 - Roadways that distribute and channel trips between Local Roads and the higher classifications at a lower level of traffic mobility than Major Collectors.
- Local Roads
 - Roadways that primarily provide direct access to adjacent land and are not intended for use in long distance travel.

The following maps illustrate the traffic counts and roadway classifications within Hartford, Beaver Dam, and throughout Ohio County.



The map shown hereon displays the classified roadways within Hartford but also illustrates the KYTC traffic counts in and around the Hartford area displaying the average daily travel, the year that the data was recorded, and the KYTC station utilized.

According to this data, the most traveled roadways within Hartford are along Highway 231 and Highway 69 (between Highway 231 and the William H. Natcher Parkway).

KYTC data is primarily only available along state-maintained roads; however, certain local roads not illustrated hereon also draw considerable daily traffic. Possibly the most traveled of which is Oakwood Drive due to the location and access point of Wayland Alexander Elementary School (located at the corner of Highway 69 and Oakwood Drive).

The heavier-trafficked roadways discussed herein and illustrated hereon need to be taken into consideration when designing future developments. These considerations may include (but may not be limited to) access management policies, increased building setbacks, and the implementation of development plan procedures to encourage shared drives in order to limit the use of unnecessary access points along these roads.

Traffic levels throughout Hartford should be closely monitored with the incorporation of the interstate throughout the region.

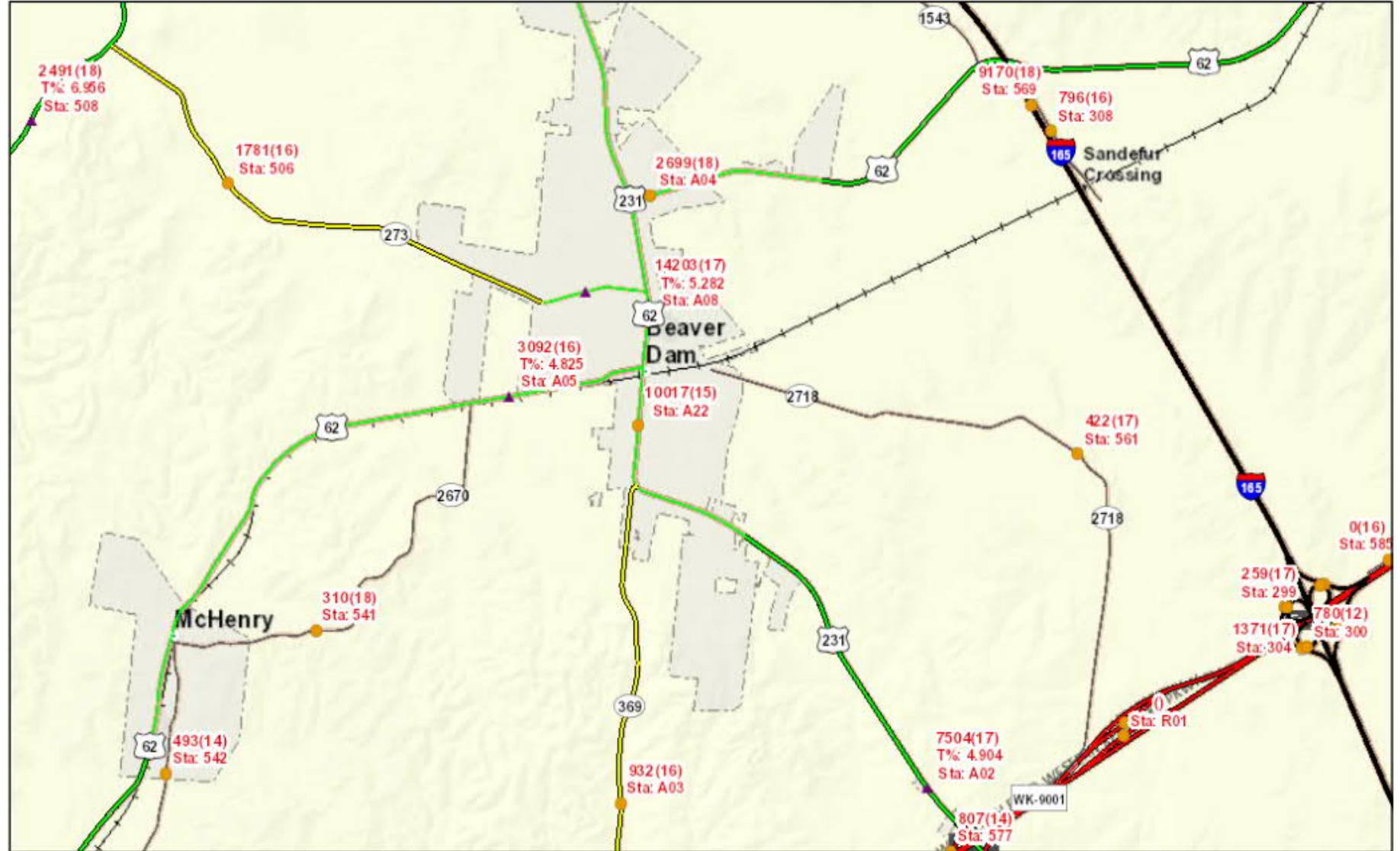
The map shown hereon displays the classified roadways within Beaver Dam but also illustrates the KYTC traffic counts in and around the Beaver Dam area displaying the average daily travel, the year that the data was recorded, and the KYTC station utilized.

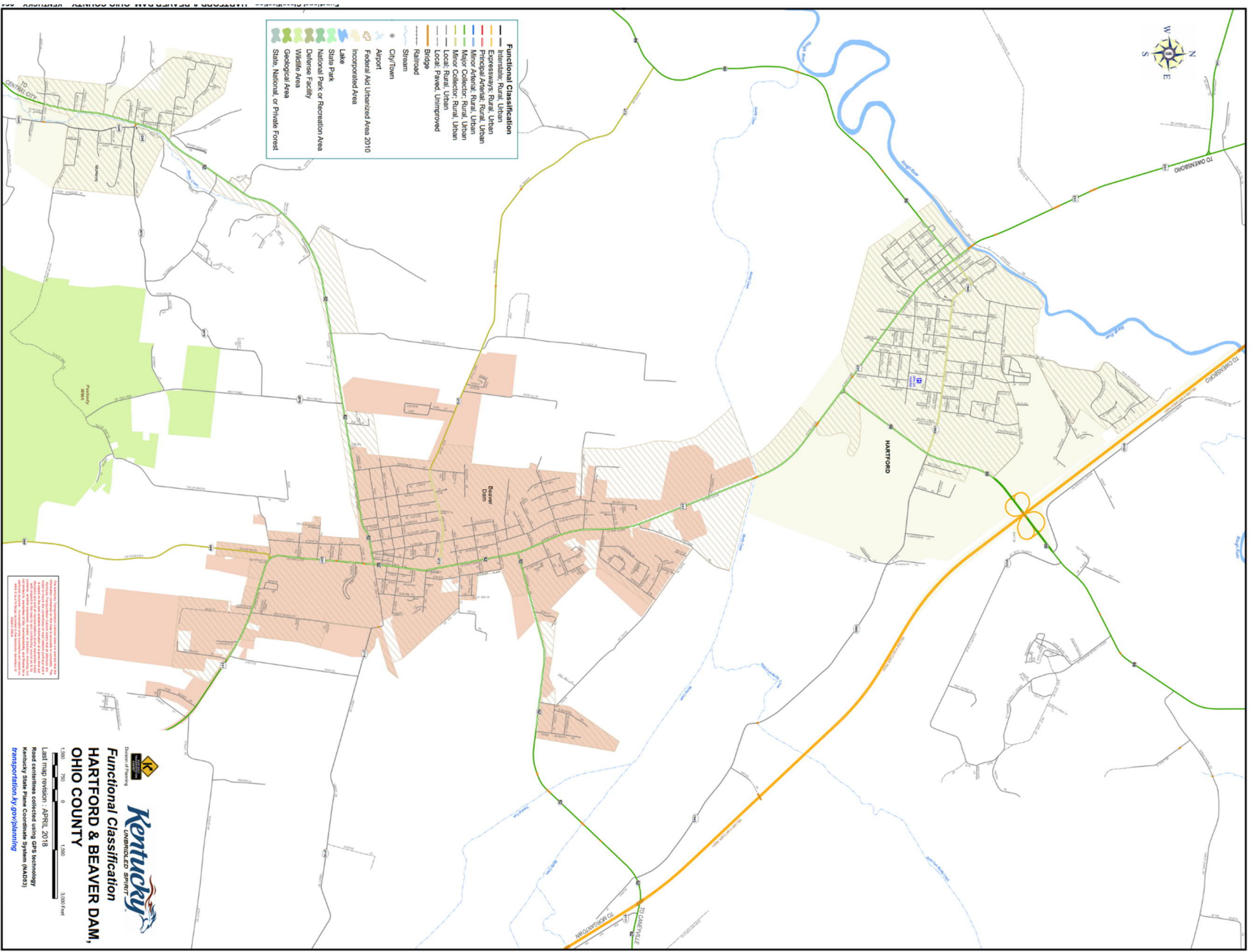
According to this data, the most traveled roadways within Beaver Dam are along Highway 231 and Highway 62.

KYTC data is primarily only available along state-maintained roads; however, most major corridors throughout Beaver Dam appear to be captured within this illustration.

The heavier trafficked roadways shown hereon need to be taken into consideration when designing future developments. These considerations may include (but may not be limited to) access management policies, increased building setbacks, and the implementation of development plan procedures to encourage shared drives in order to limit the use of unnecessary access points along these roadways.

Traffic levels throughout Beaver Dam should be closely monitored with the incorporation of the interstate throughout the region.



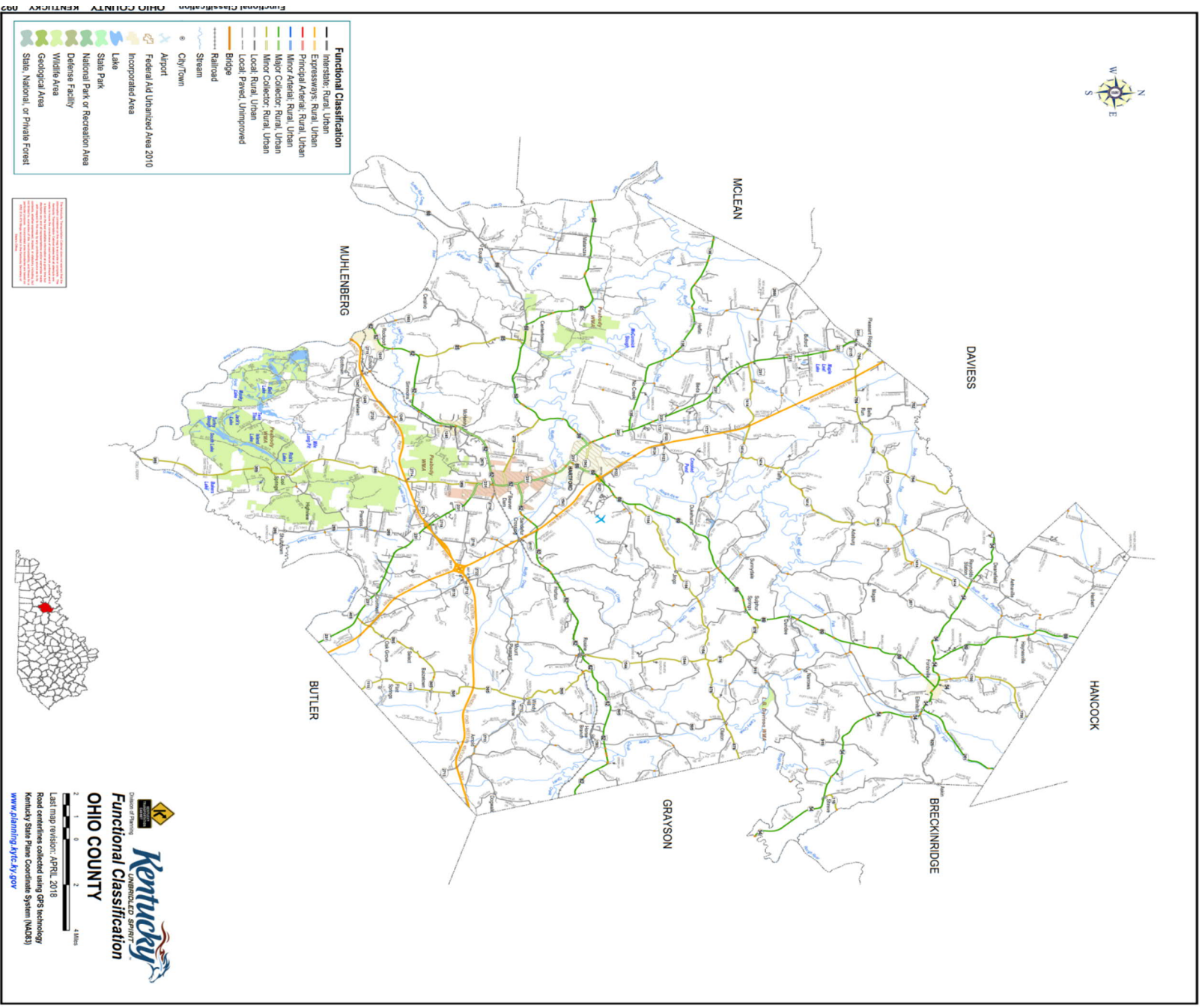


While the traffic counts and roadway classifications within Hartford and Beaver Dam should assist with the planning initiatives along the heavier trafficked roads, planning considerations should be taken regarding development patterns along unclassified/local roadways, as well.

Special review should be made for large scale development of proposed residential and proposed commercial uses in order to provide assurance that the proposal will not overburden the urban services within the general area.

Urban Services to consider include the capability of roadways to take on an increase in traffic provided by a large commercial operation or a high-density residential development.

Proper review may require the completion of a traffic impact study, depending upon the location and intensity of the proposed use which will determine what (if any) roadway improvements are necessary in order for the proposed use to safely function.



Zoning Ordinances and Subdivision Regulations are the primary implementation tools to see the Goals and Objectives of the Comprehensive Plan come to fruition. However, Hartford and Beaver Dam are the only areas within Ohio County with an active zoning ordinance. Nevertheless, development and improvements throughout the region have a large impact on what happens in Hartford and in Beaver Dam.

With that said, the roadway classifications throughout the entire county are illustrated hereon. Much like before, it is recommended that development on major classified roads review access management practices as well as building setbacks in order to ensure traffic safety throughout the region.

It is important to note that such a practice is a recommendation and not a requirement as the Comprehensive Plan is not a regulatory document.

Traffic System Issues and Future Plans

US Highway 231 serves as the main corridor for traffic flow for both cities. Hwy 231 enters the county from Daviess County in the north and travels southeast, passing through both Hartford and Beaver Dam and exits into Butler County. Highway 231 runs through both Hartford's Central Business District and Beaver Dam's downtown area. At its widest, the road stretches to five lanes wide but condenses to two lanes in both downtown areas.

With the recent revitalization of both downtowns, including the addition of restaurants and the Beaver Dam Amphitheater, the cities are experiencing congestion and traffic flow issues in those areas. As both cities plan for further growth in the downtown areas, traffic studies and plans will be needed to address the congestion issues. Beaver Dam specifically has seen heightened issues due to the location of the amphitheater near the downtown area. Concerns have been raised by Beaver Dam City officials regarding the current speed limit on Hwy 231 in the downtown area and the lack of access to local roads off Hwy 231, citing both, plus the lack of availability for wider streets, as congestion contributors.

Currently, the Ohio County Hospital, located in Hartford, plans a new surgery center to be located behind the existing hospital building. The plans include a 22,000 sq ft building to house the new surgery center. The hospital and future surgery center are in a low density, residential area. The traffic flow stays constant with the hospital alone, adding the surgery center will likely increase the traffic flow, creating a need for stoplights, road updates, widening, and safety measures to be established for the residential area. Traffic impact studies utilized to gauge the impacts of proposed developments and to determine necessary roadway improvements should be heavily considered within this area prior to new or re-developments.

Growth of cities globally signifies the demographic transition from rural to urban and is associated with shifts from an agriculture-based economy to mass industry, technology, and service. In principle, cities offer a more favorable setting for the resolution of social and environmental problems than rural areas. Cities generate jobs and income, and deliver education, health care and other services (World Bank, 2020). To prepare for this transition, both Hartford and Beaver Dam city officials have expressed the need for a local transit system. Currently the GRITS (Green River Intra-County Transit System) covers the region by providing some public transportation to the area; however, this transit system requires Medicare qualification.

Other Modes of Transportation

Railroad Transportation

The Paducah and Louisville (P&L) Railway currently runs through Beaver Dam. It provides rail service to Bluegrass Crossings, a light industrial park located right outside of Beaver Dam. The train also provides rail services to the Ohio County Industrial Park East, located in Beaver Dam. As such, industrial activity shall be encouraged to operate when adjacent to the railway systems in order to maintain shipping possibilities, as needed, while also grouping noise generators (such as trains and various industrial uses) in contiguous locations to reduce potential nuisance along unlike uses.

Water Transportation

The Green River is utilized in Ohio County for water transportation. The Green River comprises a majority of Ohio County's Western boundary. The size of the channels and locks along the Green River allow for modern barges. Coal companies have typically utilized the river to transport coal.

The waterways within the Ohio County region are also used recreationally, with some utilizing Rough River and the Green River for canoe/kayak trips as well as boating and fishing opportunities. Such opportunities should be encouraged and protected when considering potential plans for commercial utilization of the waterways.

Air Transportation

While many different people utilize the Ohio County Airport, most are private pilots from around the area. It also has Leading Edge Aircraft Services, run by an airframe and powerplant mechanic who is also inspection authorized. The company typically houses five-eight airplanes in one large hangar. The airport also offers Eagle Flight Academy, run by a certified flight instructor.

The Airport has a runway that is 5,000 feet long and 75 feet wide. This runway size can facilitate small, single engine airplanes to private business jets. The airport sells 100LL Avgas for planes needing to fuel up. Currently, the airport has ten t-hangars, which are all full. In 2018 the Kentucky Aviation Department awarded the airport a grant to build ten more t-hangers to facilitate growth in the area. Future development should take this desired growth into consideration. To assist with airline safety, development within close proximity of the airport should maintain height restrictions for new buildings.

Bicycle and Pedestrian Transportation

While bicyclists and pedestrian foot traffic is certainly an active form of transportation throughout Ohio County, no active Bicycle and Pedestrian Plan is currently in place. Pedestrian travel is an area that should be highly considered, especially with the improvements made in each city's downtown core. In order to create effective walkable communities with various mixed-use opportunities, sidewalk construction and maintenance should be encouraged. In 2015, Hartford utilized various grant funds to ensure that much of the sidewalk network was replaced in handicap accessible fashion, a trend that should continue throughout new developments as well as throughout re-development.

Existing Land Use Patterns

Hartford

The county seat of the Ohio County, Historic Hartford is a small, compact city on the east bank of the Rough River (Map 2-1). In recent years, the eastern city limits have been expanded to include KY 69, which accesses the William Natcher Parkway/US I - 165, and along US Highway 231 to Muddy Creek, forming the northern boundary of Beaver Dam. Development to the west, south, and southeast of the city is greatly restricted by the flooding which occurs along the Rough River and the forks of the Muddy Creek.

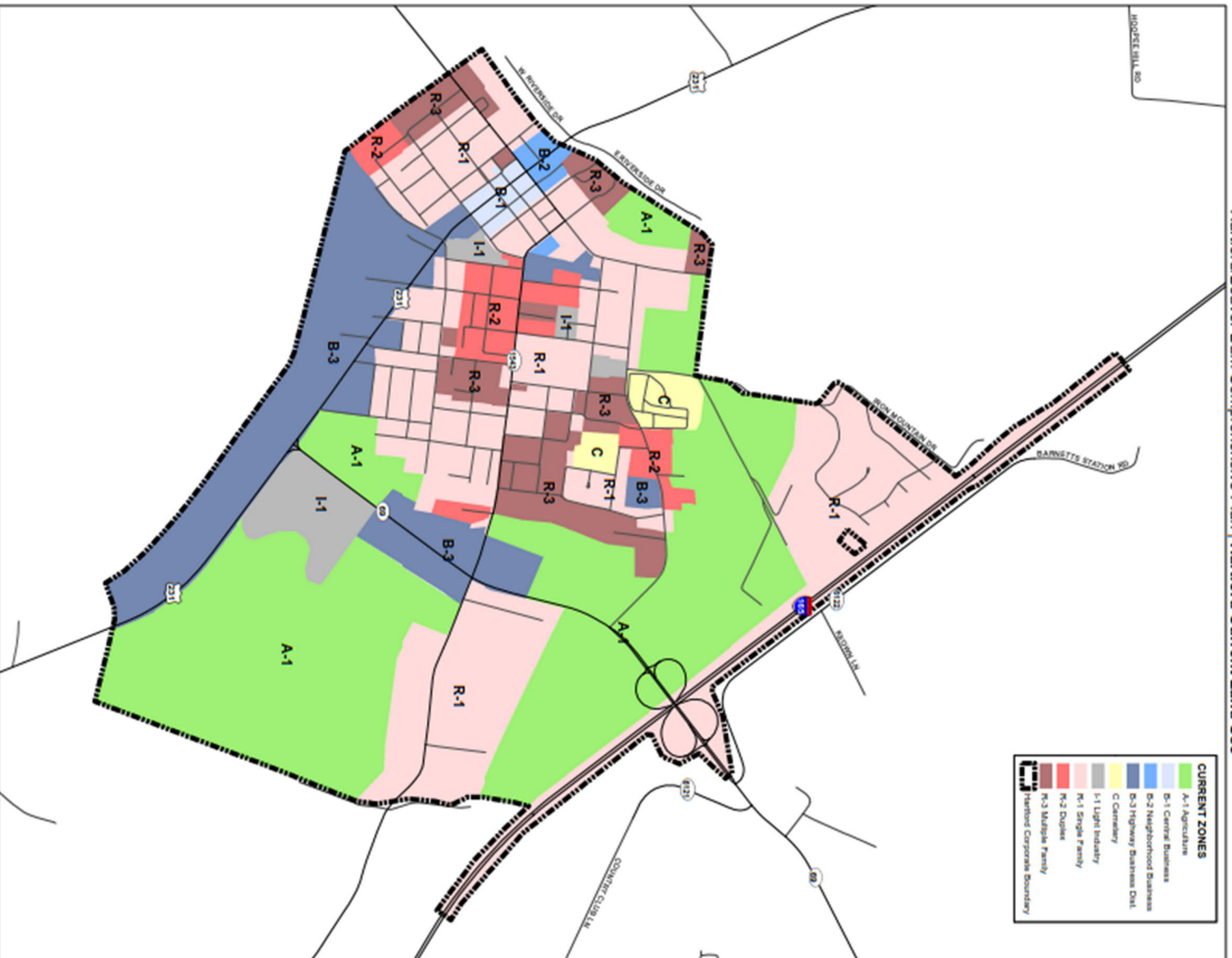


Figure 2 Capers Cafe, Downtown Hartford

Hartford is primarily a residential community and, as stated in the housing portion of this Comprehensive Plan, the bulk of such uses are single-family in nature; however, mobile homes are found in mobile home parks and on scattered individual sites throughout the city. Several multi-family developments scatter throughout the city as well. These developments range from townhomes, fourplexes, and entire apartment complexes.

While residential uses dominate the community, commercial uses including retail sales, professional offices, and agricultural uses can be found on established parcels providing a wide range of uses throughout the city. In fact, limited industrial development has also occurred within the city limits of Hartford. However, as illustrated throughout this chapter, continued growth of unestablished uses has proven to be a difficult task due to the lack of opportunities for a “logical expansion” to occur. Ultimately, this inflexibility has caused some areas of the community to remain unchanged and, at times, undeveloped. The creation of a more flexible future land-use map should be an area of focus to provide opportunities for desired, but controlled, growth within the community.

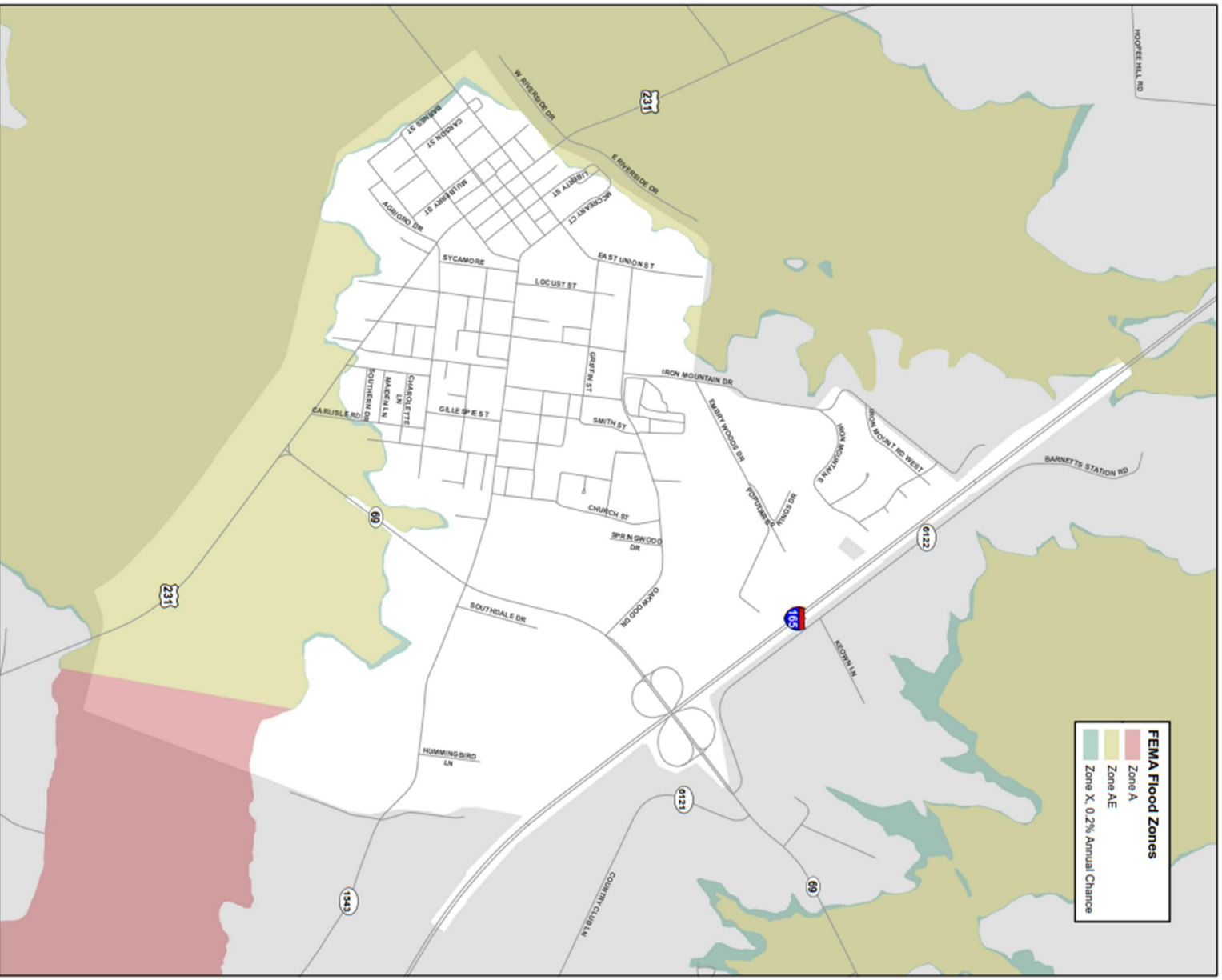
As neighboring properties, the established uses outside of Hartford’s city limits should be considered when making decisions impacting the borders of the city. Such neighboring properties near the city limits consist of public and semi-public uses including the Ohio County Park and Fairgrounds, the Ohio County Community Golf Course and the Ohio County Airport. All are located east of Hartford’s city limits along KY 69, northeast of the William H. Natcher Parkway/US I - 165.



As shown on the existing zoning map portrayed hereon, Hartford is primarily a residential community. The downtown area is populated by city and county government offices and supported by commercial services. In addition to governmental offices, various public and semi-public land uses including the County Courthouse, churches, schools, cemeteries, police and jail, fire and ambulance services, and parks occur throughout the City. Hartford also houses the Ohio County School Board administrative offices. A series of commercial developments have come and gone along US Highway 231 southeast of downtown Hartford to the Beaver Dam city limits. This area is zoned B3 (Highway Business District) due to the nature of the current businesses and the four – lane highway; therefore, such commercial utilization should continue to be heavily encouraged within this area.

KY 69 is beginning to see a surge of development between US Highway 231 and the William H Natcher Parkway/ US 1 – 165. Currently, the inflexible future land use map has prevented continued development within this area. In order to accommodate the trend of desired growth, the allowances for commercial growth in this area should be considered within future land use decisions.

Additionally, within the future land-use map, specific attention should be given to those undeveloped areas adjoining the William H. Natcher Parkway as the insertion of the interstate system should encourage commercial activity within this area; the same sentiment rings true for other agriculturally zoned parcels within Hartford that no longer conduct agricultural activity.



As shown hereon, much of the land surrounding Hartford to the west and to the south is located within the 100-year floodplain, creating a difficult situation for future growth in those areas.

In accordance with federal regulations, any proposed development within an identified floodplain shall obtain approval from all necessary entities (including FEMA) prior to receipt of local approvals. Discouragement of development that cannot obtain the necessary approvals is recommended in order to provide opportunity for continued green space in the community while also protecting the natural environment. Less invasive uses, such as parks and other uses that will not negatively affect drainage or the wetland habitats, should be considered within these areas.

Beaver Dam

Beaver Dam, while comprising approximately the same land area as Hartford, has a very different configuration. The city, with its northern boundary adjoining Hartford at Muddy Creek, lies along approximately six miles of US Highway 231. It broadens out along the railroad tracks near the downtown area.



Figure 3 Downtown Beaver Dam

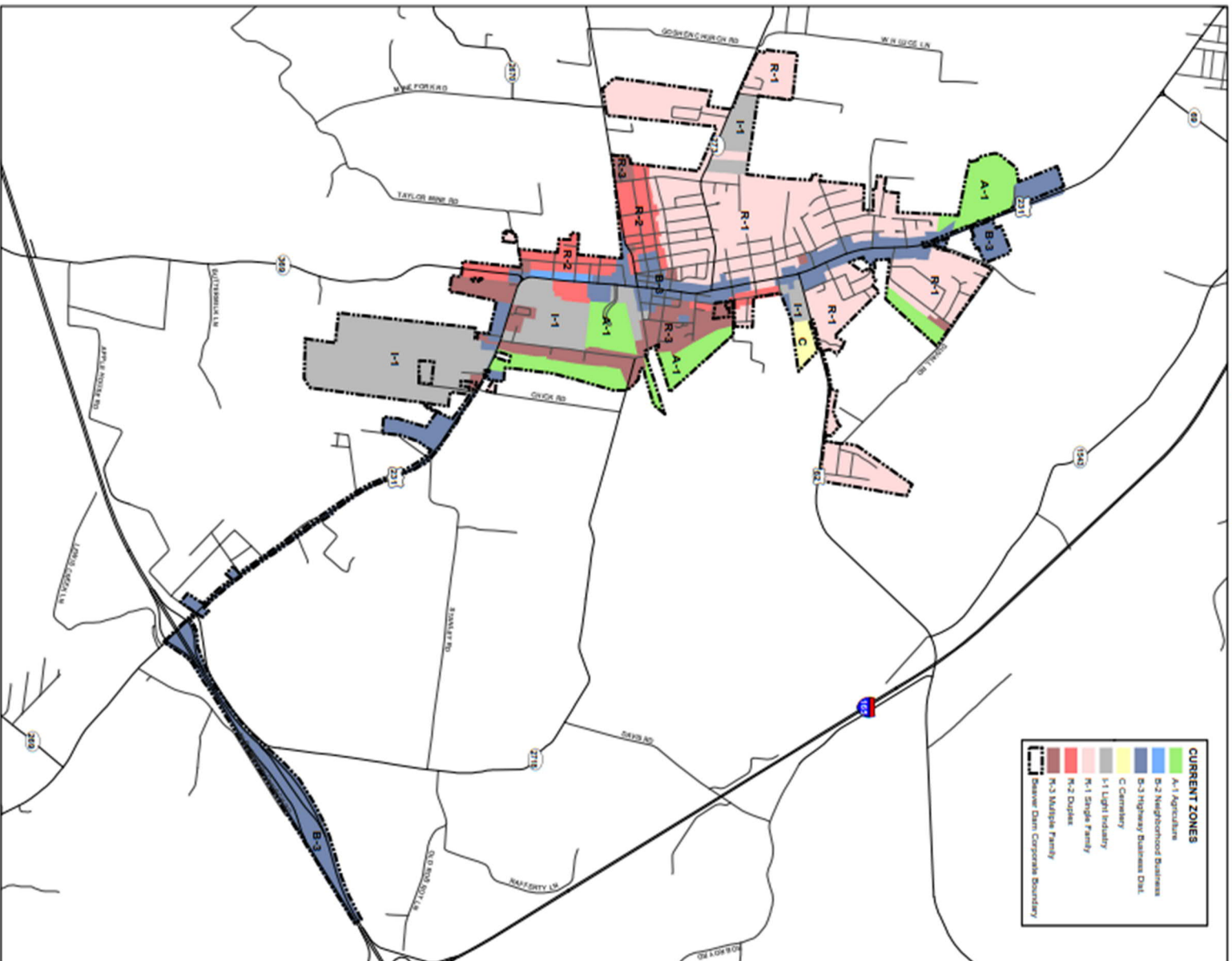
Beaver Dam serves as a commercial and industrial center for central and southern Ohio County. Northern Beaver Dam contains much of the strip commercial development of Ohio County's urban area. This strip commercial development occurs along US Highway 231 North near the Beaver Dam/Hartford boundary at Muddy Creek and along US Highway 231 from Old Hartford-Beaver Dam Pike to US Highway 62.

The majority of the county's non-coal related industrial development is also found in Beaver Dam. The city's industrial development is primarily located along U.S. 231 South of the railroad tracks, in the historic downtown core, and west of town on KY 273. Additional scattered industrial development occurs along US Highway 231 North of the railroad tracks and on US Highway 62 East.

Other land uses found within Beaver Dam include churches, parks, cemeteries, and local safety and governmental offices. The city of Beaver Dam also contains the county high school, the middle school and the vocational school complex.

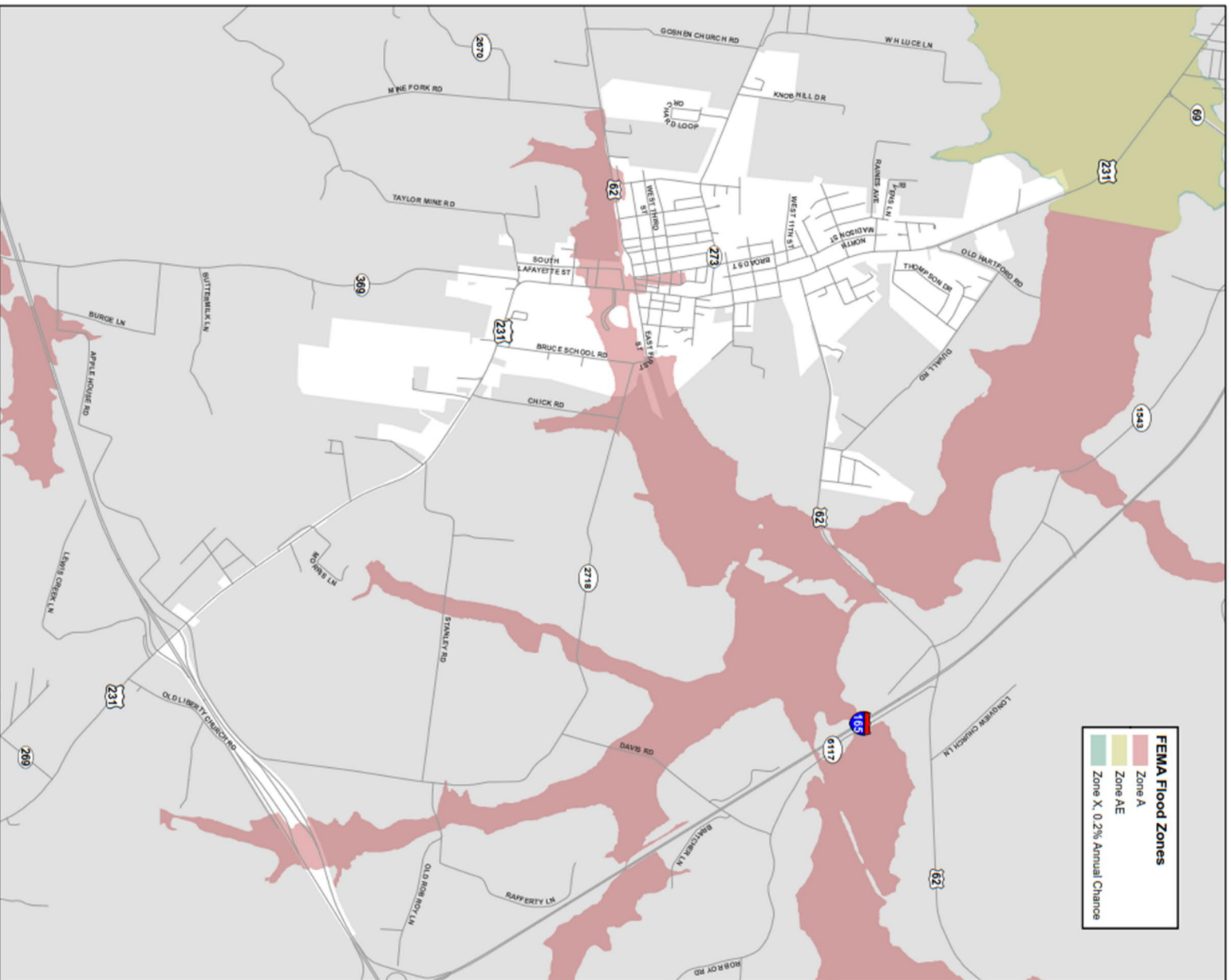
Beaver Dam has a substantial amount of residential development through the city. While primarily single-family in nature, multi-family and mobile home development has also occurred in the city.

The Wendell Ford Parkway (169), running in an east-west direction, is located approximately three miles south of the majority of Beaver Dam and creates the southern boundary of the city limits as shown on the map on page 41.



Beaver Dam's largest focus appears to be centrally located in and around the downtown areas. The railroad tracks that divide the city in two serve as an opportunity to encourage continued industrial activity in the area as previously mentioned in the transportation portion of this chapter.

However, north of the railroad tracks in the downtown area, Beaver Dam officials have expressed the desire to focus on increasing mixed-use developments. In fact, some of the homes in the older neighborhoods near downtown Beaver Dam have been converted into apartments or office space. Providing flexible uses and encouraging residential living behind or above commercial activity within this area will serve to create a walkable downtown community.



As shown hereon, much of the Muddy Creek area where Beaver Dam adjoins Hartford is located within the floodplain; however, in comparison to Hartford, Beaver Dam does not have as many floodplain obstacles to overcome. Industrial development, including storage uses, is encouraged along the southern side of the railroad tracks where most extreme flooding occurs.

Community Facilities

Water and Sewer Services

Water and sewer availability impact future development in the two cities and county. Currently, five water and sewer systems serve Ohio County. In recent years, East Daviess Water has also begun serving a few customers in the county. Ohio County utilizes three different sources for their water utilities: Green River, the Ohio River Alluvial Plain, and Rough River.

Since 2015, several water utilities have made significant upgrades:

- Hartford Municipal Water Works underwent a sewer rehabilitation project which included treatment plant upgrades to provide for future customers, distribution system upgrades, and storage tank upgrades.
- Centertown Water System utilized a CDBG to replace an elevated storage tank.
- Ohio County Water District completed a line replacement project (5,500 LF).

Future Water and Sewer Supply for Ohio County

Currently, water and sewer utilities provide service to 97% of the County. Beaver Dam Municipal Water is utilizing a higher capacity of water than the plant was initially designed for. Future population projections indicate a drop in total population for Ohio County; however, they suggest an increase in population for Beaver Dam. Plans need to be put in place to upgrade the Beaver Dam Municipal Water Plant to continue providing for its current and future customers.

As a result, Beaver Dam should be encouraged to pursue adaptive re-use and other re-development practices to prevent overburdening the existing infrastructure. In the event that new development occurs, especially that of higher intensity, care review should be completed to ensure that the proposed use will not overburden this specific urban service within the area.

Water Utilities in Ohio County			
Utility	Capacity	Average Daily Use	Total Customer Count
Beaver Dam Municipal Water	.050	.061	1568
Centertown Water System			535
Fordsville Water Works			453
Hartford Municipal Water Works	1.000	0.368	1107
Ohio County Water District	4.000	2.190	5997

Sewer/ Wastewater Utilities in Ohio County			
Utility	Capacity	Average Daily Use	Total Customer Count
Beaver Dam Municipal Water			1464
Centertown Water System			231
Fordsville Wastewater Treatment Plant	.130	.120	210
Hartford Municipal Water Works			1040
Ohio County Regional Wastewater District*	2.000	1.480	3*

* Ohio County Regional Wastewater District serves Hartford and Beaver Dam Water

The County has several projects planned which include maintenance and increased capacity for potential future growth:

- Beaver Dam intends to replace a line in the Valley View Drive subdivision.
- Centertown Water System has submitted projects to upgrade existing clay and asbestos pipes. Centertown also plans to purchase a sewer clean-out machine.
- Fordsville Water Works plans to replace 15 of their fire hydrants and conduct a rehabilitation project on their existing water storage tank.
- Hartford Municipal Water Works plans to make system improvements and complete a tank reduction project. They are also working to extend a sewer line down 231 North to provide service to 65 households.
- Ohio County Water District is designing an intake line rehabilitation project.

Electric Service

Electric service also plays an important role in the potential development in an area. Currently, four electric companies serve Ohio County: Kenergy, Warren Rural Electric Cooperative Corporation, Kentucky Utilities, and Meade County Rural Electric Cooperative Corporation. These local power companies purchase power from Tennessee Valley Authority and Big Rivers Electric Corporation to provide safe, reliable, and affordable public power to their customers.

Utility	Customers Served
Kenergy	3526
Warren Rural Electric Co-op	3100
Kentucky Utilities	4000
Meade County Rural Electric Co-op	1204

-Updated January 2020

Telecommunications

A variety of telecommunication companies provide service to Ohio County. With the help of Connect GRADD and other providers, the majority of Ohio County has access to nine broadband services. Those within the city limits often have adequate broadband service; however, enhancing opportunities throughout the county is an area of future need.

Cellphone providers include*:
AT&T
Sprint
T-Mobile
Verizon

Internet providers for Ohio County include*:	
Charter Communications/Spectrum – Cable	AT&T – ADSL
Q – Wireless – Fixed Wireless	Bluegrass Cellular – Fixed Wireless
Connect GRADD	Viasat / Exede - Satellite
HughesNet – Satellite	VSAT Systems – Satellite
Mediacom Communications – Cable	

**This information was provided by the Federal Communications Commission and last updated December 2018.*

Natural Gas

Ohio County has two sources of natural gas: Atmos and Bluegrass Gas Sales, INC. Atmos provides most of the county's gas while an additional 25 customers use Bluegrass Gas.

Recreation

Hartford maintains Ellis City Park, which includes playground equipment, basketball courts, and a Little League park. Beaver Dam has two parks: Oldham Park, which includes playground equipment, softball fields, and tennis and basketball courts; and the Beaver Dam Park and Amphitheater, which offers baseball fields, walking trails, outdoor exercise equipment, a picnic/pavillion area, a performance venue--the Beaver Dam Amphitheater--and a farmers' market.

Just one mile north of Hartford is the 500-acre Ohio County Park and Fairgrounds. The facility includes hook-ups for RV camping, cabin rentals, a shooting range, volleyball courts, a golf course, a horse farm, a disc golf course, a walking trail, a splash pad, playground equipment, youth soccer fields, and many other amenities. The Ohio County Senior Center rests on the 500-acre park and provides seniors with easy access to a wide variety of outdoor recreational activities.

Along with having many outdoor recreational facilities, Ohio County residents have further opportunities indoors. The Family Wellness Center of Ohio County in Hartford offers an indoor swimming pool, basketball courts, indoor soccer, a weightlifting facility, and aerobic classes.

Known as "The Home of Bluegrass" and the birthplace of bluegrass legend, Bill Monroe, Ohio County has become a tourist destination for those looking to experience the authentic bluegrass culture and history. With Monroe's birthplace, Jerusalem Ridge near Rosine, located just 10-minutes away from both Hartford and Beaver Dam, both cities are primed to reap the benefits of bluegrass tourism. The Beaver Dam Amphitheater has quickly become a popular attraction for tourists and residents alike. The Amphitheater hosts a series of concert events with popular music performers annually from spring through autumn. With a growing number of visitors to the county, both Hartford and Beaver Dam want to capitalize on and develop their downtown areas.

As mentioned in the transportation portion of this chapter, Ohio County is also home to available boating opportunities, fishing holes, and kayak/canoe blueways through the utilization of a series of waters. The most dominant of these are the Green River and Rough River, situated on opposite ends of the community. Safety for such recreational activities should be considered a high priority for consideration due to the amount of commercial traffic in these waters, especially barge traffic along the Green River.

While not located in Ohio County, KY, Ohio County residents are able to benefit from the proximity to Mammoth Cave, the world's longest known cave system, equipped with rolling hills and deep river valleys, creating a habitat for a diverse group of plants and animals.

Public Safety and Health

Police & Fire:

Hartford and Beaver Dam both have their own police departments, while the rest of the county is covered by the Ohio County Sheriff's Department. Five full-time officers and one part-time officer staff the Hartford Police Department. The department currently has five police cruisers. The Beaver Dam Police Department has five full-time officers and seven police cruisers.

Both cities also have their own fire department. Ten rural volunteer fire departments provide fire protection for the rest of Ohio County. The Hartford Fire Department currently has 26 active volunteer firefighters. The Beaver Dam Fire Department has 32 active volunteers and one paid full-time employee.

Emergency Management:

The Ohio County Emergency Management Agency (OCEMA) and 911 Addressing provides emergency management services for all of Ohio County. OCEMA's purpose is to organize and analyze data; develop plans of action; manage local, state, and federal resources; and to respond to, coordinate, and aid in recovery from the effects of all hazards. These hazards can include weather events, technological disasters (such as power outages), chemical spills, explosions, accidents involving hazardous materials, civil disorders, or criminal events.

Much like the Comprehensive Plan Update, Emergency Management Services are required to perform an update to the Hazard Mitigation at least once every five years. The Ohio County Hazard Mitigation Plan is created in unison with a regional effort and submitted as the Green River Area Development District (GRADD) Hazard Mitigation Plan. This plan is utilized by Ohio County and the rest of the GRADD region to plan for possible disasters and apply for and utilize federal and state funding to mitigate current or future issues. While it is a regional document, each community is independently represented within the document; however, the necessity to operate on a regional basis is an absolute due to the realism that natural and man-made disasters do not stop once reaching the city or county limits. Action steps in response to emergency management should follow the goals and objectives established within the Hazard Mitigation Plan.

Additionally, Ohio County is currently participating in the National Flood Insurance Program (NFIP) with the help of emergency management. NFIP aims to reduce the impact of flooding on private and public structures.

Hospitals and Clinics

Located in Hartford is Ohio County Healthcare Facility and Hospital. The facility offers family care options, specialists, and general surgery options close to home for Ohio County Residents. Ohio County also has three urgent care facilities to assist the community with general healthcare needs.

The Ohio County Healthcare Facility and Hospital is a large entity throughout the region that is utilized at the national level. Such utilization is only expected to increase drastically with the stated intent to perform in addition to the facility, consisting of a 22,000 square foot building to house a new surgery center. Following completion of this project, this Comprehensive Plan shall require an update to analyze the impact this facility will have on traffic, surrounding land uses, and on the existing infrastructure.

Education

The Ohio County School System includes ten schools, including six elementary schools, one middle school, and one high school. The school system offers alternative education through the Render Education Center/Alternative School. The enrollment numbers listed below are from the Ohio County Board of Education updated as of November 2019. Ohio County also has its own Area Technology Center (ATC). The ATC offers classes for high school students in business, health and professional services, occupations, and industrial education. The ATC currently has an enrollment of 650 students.

School	Grades	Enrollment
Beaver Dam Elementary School	K-6	585
Fordsville Elementary	K-8	262
Horse Branch Elementary	K-8	194
Southern Elementary	K-6	328
Wayland Alexander Elementary	K-6	710
Western Elementary	1-6	276
Ohio County Middle School	7-8	678
Ohio County High School	9-12	1153
Render Education Center	7-12	Regional Based

Ohio County also has its own Area Technology Center (ATC). The ATC offers classes for high school students in business, health and personal services, occupations, and industrial education. The ATC currently has an enrollment of 650 students.

The Ohio County Public Library located in Hartford also provides educational opportunities to the citizens of Hartford and Beaver Dam. The library provides Owensboro Community and Technical College skills training classes, computer classes, homework help, and homebound delivery service. The library also offers many community events for kids, teens, and adults.

Identified Areas of Focus

Throughout the review and analysis of this chapter, several conclusions have been made that need to be considered throughout the creation of the implementation portions of this Comprehensive Plan and by decision makers throughout the community for the entirety of the life of this document.

Such areas of focus include:

Beaver Dam:

- Access management policies should be considered when developments occur along classified roadways as well as those with higher daily traffic counts.
- Traffic impact studies shall be required when a development of higher intensity is proposed along an unclassified/local roadway to ensure that the proposed use will not overburden the existing roadways.
- Traffic congestion issues in the downtown area need to be reviewed through the implementation of greater access to local roads from Highway 231 and stricter access management along Highway 231.
- Public transportation opportunities should be expanded.
- Industrial activity should continue to be encouraged along the south side of the railroad services.
- The establishment of a Bicycle/Pedestrian Plan in addition to the continuance of a handicap accessible sidewalk network should be encouraged.
- Increase the mixed-use availability in the downtown area in order to enhance the opportunity to form a walkable community.
- Adaptive re-use and other re-development options should be encouraged prior to new development in order to prevent an expansion that will overburden the already highly utilized water utility system.

Hartford:

- Access management policies should be considered when developments occur along classified roadways as well as those with higher daily traffic counts.
- Traffic impact studies shall be required when a development of higher intensity is proposed along an unclassified/local roadway to ensure that the proposed use will not overburden the existing roadways.
- Prior to the approval of new developments, traffic impact studies shall be conducted in areas surrounding the existing hospital as well as the planned addition to ensure that the roadways and other infrastructure in the area have capabilities to support the proposed use(s).
- Public transportation opportunities should be expanded.
- The establishment of a Bicycle/Pedestrian Plan in addition to the continuance of a handicap accessible sidewalk network should be encouraged.
- Commercial opportunities should be encouraged along Highway 69 between Highway 231 and the William H. Natcher Parkway, and (due to the implementation of the incoming interstate system) commercial opportunities should also be encouraged within the vacant agriculturally zoned areas adjoining the William H. Natcher Parkway.
- Unless federal approvals are obtained, development should be discouraged in the southern portion of the city limits where Hartford adjoins Beaver Dam due to the floodplain. Rather, it is recommended that this area remain green space (including parks) to protect the natural environment.

Chapter 4

Goals and Objectives



2021 Comprehensive Plan



Community Vision

The Hartford – Beaver Dam Planning Commission has taken an important step in guiding its future by undertaking the comprehensive planning process. The purpose of the Goals & Objectives chapter is to state distinct goals for the two cities and to identify clear steps to achieve the goals. The goals and objectives established will determine the focus of the Comprehensive Plan recommendations contained within subsequent chapters.

Recognizing a community vision is an important part of the process of identifying goals and objectives. Through review and analysis of important data combined with input received through public comment periods, the comprehensive plan committee (described in Chapter 1 of this plan) devised the following statement during the comprehensive planning process. This statement has been used as a guide in establishing the goals and objectives within this chapter and in determining Plan recommendations.

“Hartford and Beaver Dam are committed to paving the way for growth and development in each city by establishing sustainable ordinances to foster growth in our communities in all areas including; business, education, recreation, housing, safety, transportation, and use of land resources. The planning commission is devoted to helping the cities prosper to meet the growing needs of our current and projected populations and to help maximize effectiveness in all areas. The Commission also strives to serve as a leader for progressive ordinances and assist in the strategic growth of Ohio County as a whole.”



Issue Analysis

Chapter 2 and Chapter 3 generated areas of community focus through a process of combining data analysis with voiced concerns, observations of community trends, and the implementation of strong planning practices. These areas of community focus can be found on page 27 and page 48, each the final page of their respective chapter.

In addition to the review of Chapters 2 and 3, areas of concern have been discovered and well documented in several ways, including:

- At the October 10, 2019 Comprehensive Plan Committee Meeting, members were asked to identify issues that Hartford and Beaver Dam were currently facing or would face in the future. The discussion documented members' views concerning transportation issues, housing issues, the City's strengths and weaknesses related to development, as well as other characteristics that will help to provide a basis for the goals and objectives.
- On July 15, 2020, a public advertisement encouraging citizens of Ohio County to contribute to the creation of this document was published in the local newspaper. This advertisement afforded those interested the opportunity to attend and participate within a public meeting on July 29, 2020. This meeting also represented the start to a 21-day comment period for residents to voice their concerns and opinions regarding the direction toward which future development should be guided.

This chapter has taken the areas of focus from Chapters 2 and 3, the concerns voiced by the Comprehensive Plan Committee, and those opinions stated by Ohio County residents within the public comment period and has assembled the following issue analysis in order to guide the Goals and Objectives. Each desired item listed within the issue analysis is addressed within the implementation portion of this Comprehensive Plan found in Chapter 5.

A. Land Use:

1. Establish procedures for the utilization of legal non-conforming uses
2. Establish procedures to prevent the expansion of spot-zoned parcels that do not operate in accordance with the character of the neighborhood
3. Create more flexible land use policies to promote desired growth
4. Place an additional emphasis on industrial development, including the identification of desired locations
5. Place an additional emphasis on the need for downtown revitalization with mixed use capabilities
6. Seek out and utilize additional funding opportunities to grow the current park systems
7. Address storm water and flooding issues that are currently creating an economic hindrance

B. Housing:

1. Create a larger demand of affordable housing opportunities
2. Create a larger demand of multi-family housing opportunities
3. Increase the housing density within the cities to accommodate the growing population
4. Establish procedures to encourage manufactured housing opportunities within identified situations/locations

C. Transportation:

1. Improve traffic congestion issues within the downtown areas of Hartford and Beaver Dam
2. Improve Speed Limit issues along Highway 231
3. Encourage the utilization of internal roadways along the Highway 231 Commercial Strip
4. Install additional wayfinding signage throughout the communities
5. Implement a Bicycle and Pedestrian Plan including the continuance of a handicap accessible sidewalk network
6. Consider Access Management Policies when development occurs along Major Roadways
7. Require Traffic Impact Studies in conjunction with high-intensity uses located along underdeveloped infrastructure
8. Encourage the implementation of public transportation opportunities

D. Public Facilities & Services:

1. Ensure that development does not overburden existing water and sewer facilities operating at high capacity
2. If necessary, to ensure proper function, require water line replacements in conjunction with new developments
3. Create broadband opportunities for residents throughout the entire county

E. Recommended Zoning Ordinance Regulatory Considerations:

1. Establish landscape ordinance for commercial development including perimeter and interior landscaping, as well as screening elements between unlike zones
2. Implement design standards for development within the downtown areas
3. Review off-street parking requirements due to the increase in commuting traffic as the rural population continues to grow

F. Annexation & Growth Management:

1. Annex the properties located outside of the city limits that utilize services and utilities
2. Establish an extraterritorial jurisdiction surrounding the city limits of Hartford and Beaver Dam to serve as a buffer area for zoning and subdivision purposes*
3. Establish a county-wide zoning ordinance as well as county-wide subdivision regulations*

**Public input disputed this Area of Focus. Please see page 93 within Chapter 5 of this Comprehensive Plan.*



Goals and Objectives

Goals & Objectives Related to Land Use:

Goal 1: Achieve the best possible relationship between the various types of land uses and the major street systems to provide for an increasingly safe, healthy, and convenient environment in which the residents of the County can live and work and in which the economy can thrive.

Objectives:

- Ensure that the regulatory policies within the City's Zoning Ordinance and related map are consistent with current City needs and desires.
- Create a future land-use map which ensures that there is adequate diversity provided for allowance of new development.
- Review and, if necessary, revise the City's Zoning Ordinance to ensure that high standards are required for new development, both residential and nonresidential.
- Create a Comprehensive Land Use Element that identifies and illustrates the major land use and design themes included in these goal statements.
- Maintain compatibility between residential densities through screening, buffering, open space, or transitional zones.
- Establish an extra-territorial jurisdiction to allow for a buffer zone of as much as 5-miles around both cities.

Goal 2: Develop a Comprehensive Design Standard to maintain and enhance the quality of life for Hartford and Beaver Dam residents.

Objectives:

- Provide a framework of procedures, design concepts, performance and quality standards required of new developments that are consistent with the future vision of the Cities.
- Require that non-residential activities be buffered when they abut residential areas.
- Prohibit heavy traffic through low density residences.
- Adopt a uniform Landscape ordinance for commercial and industrial uses.

Goals & Objectives Related to Infrastructure:

Goal 3:

Provide adequate public infrastructure to all existing and planned developments which are in compliance with Local, State, and Federal Requirements.

Objectives:

- Ensure the capacity of the facilities meet peak demands and that there are adequate storage and treatment facilities which meet Local, State, and Federal regulations.
- Require all new developments to have adequate water pressure for fire protection.
- Require developers to pay for the cost of providing service on their properties.
- Continue maintenance and upgrading of existing utility supply systems.
- Encourage the placement of all utilities underground, where feasible.
- Encourage extension of sanitary sewer system for all new residential development with new streets.
- Work with the Ohio County Regional Wastewater Treatment plant to ensure maintenance and capacity are in line with future growth.

Goals and Objectives for Community Services:

Goal 4:

Provide desirable and easily accessible community facilities and services, such as fire and police protection, communication facilities, parks and recreation, and education, in an orderly and efficient manner.

Objectives:

- Monitor growth to determine if existing developments and all proposed new developments will be provided with adequate community services and facilities in an orderly and efficient manner.
- Involve citizens to ensure that community facilities are adaptable to future needs and requirements and will be financially feasible at all stages of development.
- Encourage location of school sites in proper relationship with other land use types and community activities
- Provide physical spaces and facilities for arts and cultural services in publicly financed buildings and development projects.
- Encourage the continued vision of quality health services to citizens of all ages at easily accessible locations.
- Encourage expanded funding for mental health programs for all ages.

Goal 5:

Provide open space and recreational facilities and programs that meet the needs and desires of the community.

Objectives:

- Integrate public recreation with other public services, such as education, health and transportation.
- Encourage community involvement in establishing priorities and programs that will serve our recreational and leisure needs and desires
- Secure alternative funding sources for park programs and facilities to further develop current facilities.
- Locate passive recreational facilities near neighborhoods and promote the facility as a buffer between non-compatible uses.

Goal 6:

Provide public safety to the residents of Hartford and Beaver Dam in the most efficient manner possible. Make citizens aware of their duties and responsibilities during natural disasters or other hazardous events.

Objectives:

- Coordinate between all agencies and departments to provide essential safety services.
- Require that all developments must have adequate fire and police protection based on the following standards:
 - Close proximity to the station;
 - Access to a sufficient water supply; and
 - Design and construction materials must meet the fire codes.
- Create a budget to provide ample staff and equipment to meet the needs of potential growth.
- Identify alternative funding options, i.e. grants and loans for public safety equipment.

Goal 7:

Design and maintain an educational system which will provide the highest quality of education for our current and future residents.

Objectives:

- Replace and upgrade equipment and facilities as needed to provide better education for the children of Ohio County.
- Partner with local agencies and industry to provide additional opportunities for students.
- Utilize outside funding and grant opportunities to provide necessary tools and programs to the students.
- Provide physical spaces and facilities for arts and cultural services in publicly financed buildings and development projects.

Goals and Objectives for the Economy & Economic Development:

Goal 8:

Create and promote strong economic development and strive for community engagement in long-term change.

Objectives:

- Invest and emphasize outside investment in marketing the communities.
- Create an environment which fosters private business success through incentives and support for new business development.
- Assess current labor force conditions and strive to make them more marketable.
- Evaluate and address the need for varied land use policies due to existing and future major highway interchanges in the county.
- Encourage, through zoning, the development of well-located and designed commercial areas, limiting direct access to major streets unless specifically designated in the Land Use Plan.

Goal 9:

Preserve the history and integrity of both Hartford and Beaver Dam central business districts while promoting new business and housing development.

Objectives:

- Recognize the districts' significance as historic regional centers and their suitability as locations for specialty retail, restaurants, and offices.
- Establish incentives, such as a special financing district, special electric rates, and tax-reduction programs, for businesses that locate within the Downtown area.
- Establish design guidelines, such as façade criteria and building maintenance, that will ensure the compatibility of new development or redevelopment.
- Identify ways in which public and private entities can work together to meet the goals and objectives of the Central Business District.

Goals and Objectives for Housing:

Goal 10:

Both cities shall work to provide each resident with a safe, sanitary, and affordable dwelling unit.

Objectives:

- Encourage rehabilitation of the existing housing stock.
- Utilize state and federal funds when possible to spark new construction.
- Take advantage of federal and state subsidized housing programs.
- Develop second floor living spaces above office buildings.
- Continue to monitor the needs of the current and prepare for the future population's housing needs
- Ensure that the Zoning Ordinance provides for an adequate range of lot sizes for new development while maintaining most of the City's current single-family zoning districts.

Goal 11:

Follow and/or create and adopt standards which promote and ensure stable and well-maintained structures and/or neighborhoods.

Objectives:

- Support a basic property maintenance code for each city.
- Establish residential densities which are compatible and/or transitional in nature to surrounding uses.
- Provide maintenance training to homeowners to increase housing quality.

Goals and Objectives for Transportation:

Goal 12:

Provide for the movement of people and goods from one place to another in a safe and efficient manner.

Objectives:

- Encourage the logical extension, expansion, and maintenance of our present transportation systems.
- Provide for the safe movement of pedestrians in all areas through the addition of sidewalks and the creation of a walking trail.
- Develop, adopt, and enforce adequate on- and off-street parking regulations including minimum street widths for on-street parking in all residential, commercial, and industrial areas.
- Encourage greater use of rail services that exist in the community for industrial development.
- Maintain and improve existing walkways using funding opportunities offered through the state and federal government.

Chapter 5

Implementation



2021 Comprehensive Plan

Future Land Use Map

Since zoning came to Ohio County in the early 1990s, it has always been driven by the Goals, Objectives, and Implementation Mechanisms set forth within the Comprehensive Plan. In accordance with KRS100 requirements, the Comprehensive Plan was repeatedly updated periodically to ensure that current trends and changes throughout the community were addressed accordingly. While the Comprehensive Plan should impact all development decisions made within a community, the most utilized portion of the Comprehensive Plan is the Future Land Use.

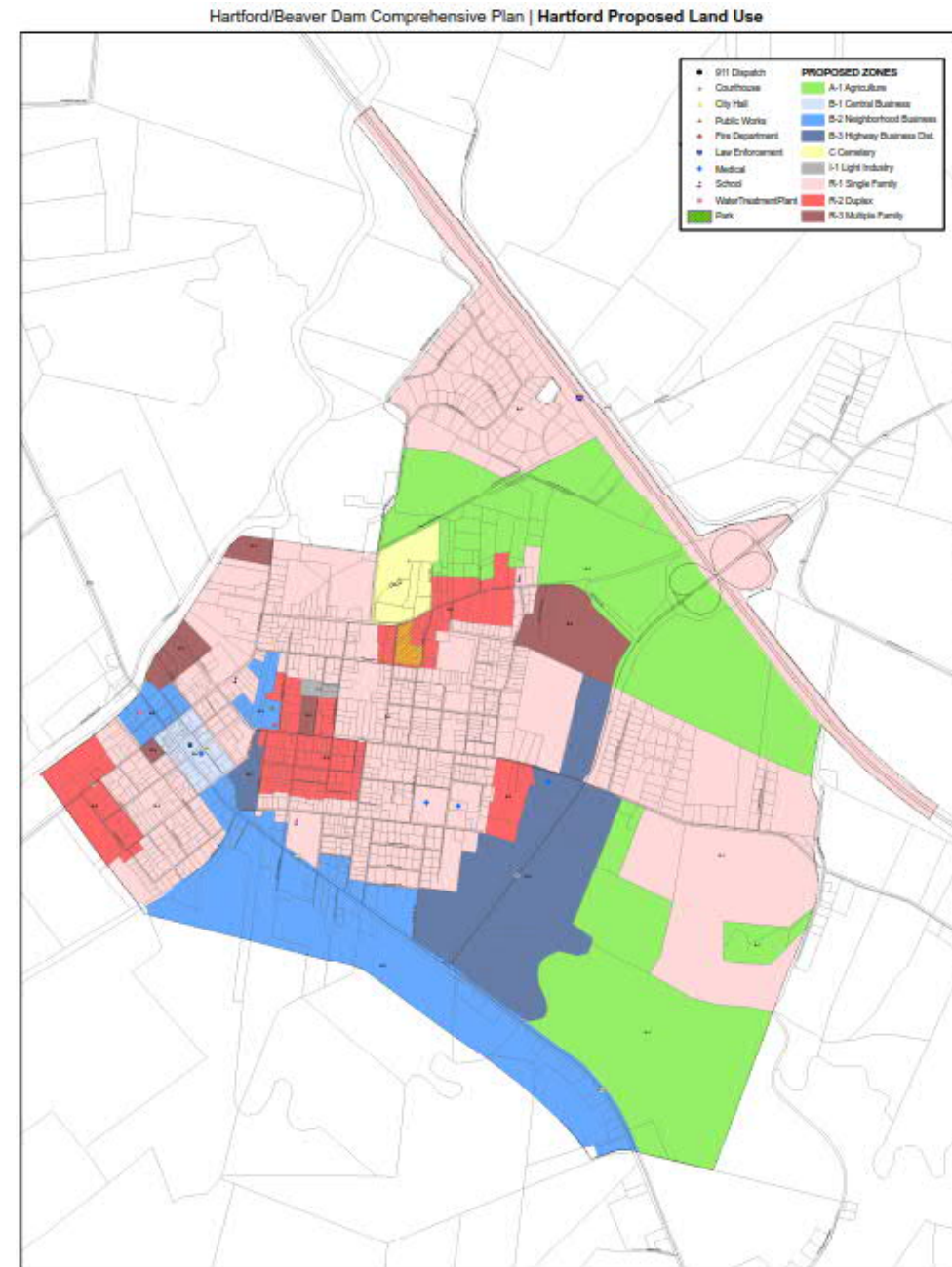
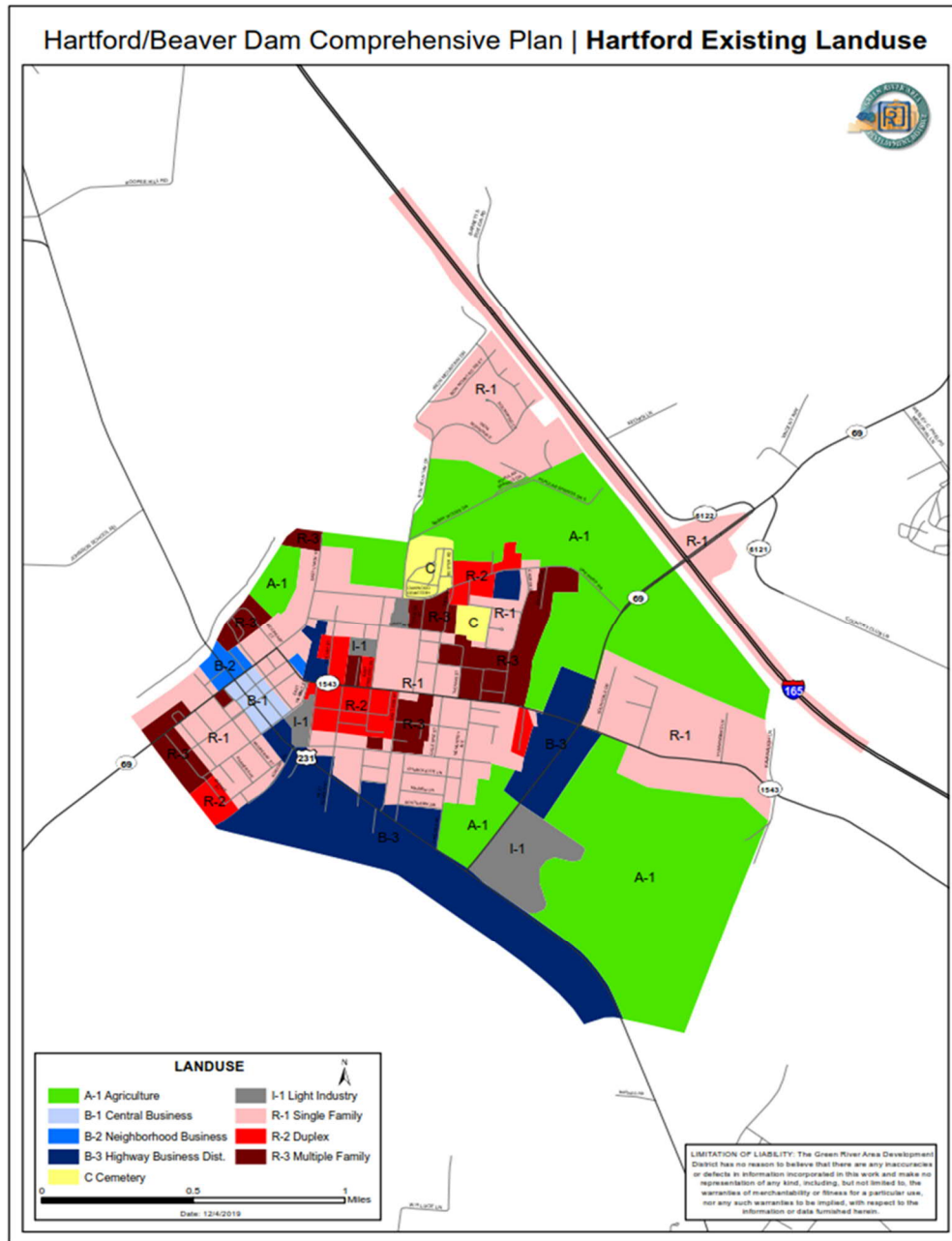
Historically, the Hartford/Beaver Dam Joint Planning Commission has operated in accordance with the basic principles of Euclidean Zoning. As illustrated below, the existing zoning map and the future land-use map were both illustrated by zoning classifications. The existing zoning classification displayed the existing zone for each parcel. The zone represents a large assortment of development regulations, as further explained with the Zoning Ordinance. Such items of interest include specific uses that are allowed in specific zones (such as a Duplex being allowed in an R-2 Zone but not in an R-1 zone despite both being residential zones; or a coffee shop being allowed in a variety of business zones, but not allowed in a residential zone; etc.). The zones also have varying regulations for building setbacks, lot size requirements and other development requirements.

As previously stated, the Future Land-Use Map has also been created historically by illustrating specific zones. Within the update of the Comprehensive Plan and through analysis of trends, the Future Land-Use Map was created by illustrating the preferred zone for each area of the community for future desired development. As a result, zoning administrators, boards, commissions, and decision makers viewed proposed zone changes in two ways:

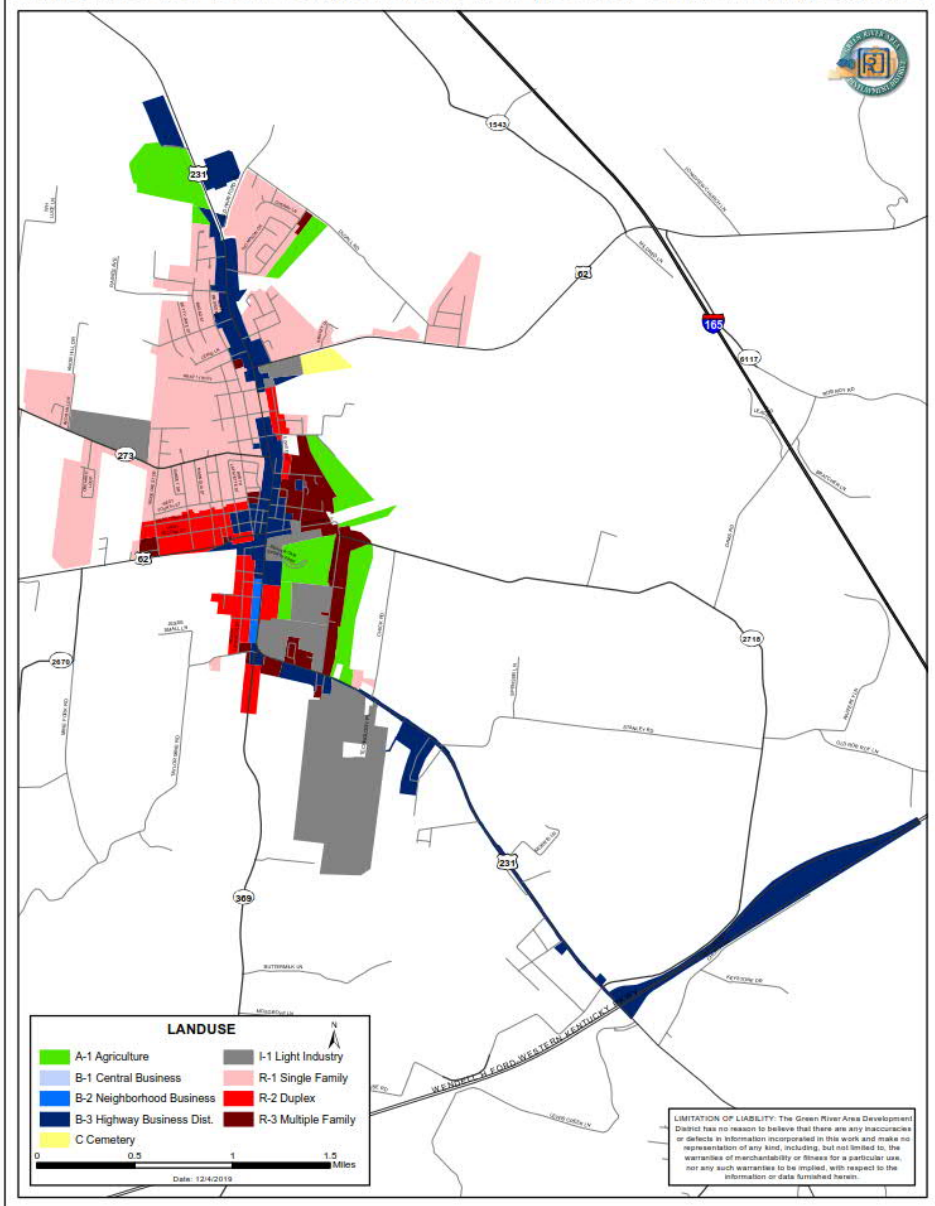
1. Does the proposed zone change match the desired zone for that area as illustrated within the Future Land-Use Map?
2. If it is not located within the preferred zone for that area, is it a logical expansion of the proposed zone from an adjoining parcel?

In order for the Zoning Administrator to follow the specifications within the Comprehensive Plan, the answer would need to be yes to one of these questions in order to make a recommendation for approval of the requested zone change. For example, if the Future Land-Use Map illustrated a specific area as an R-1 Single Family Residential but an individual wanted to rezone a parcel to R-2 to allow a duplex, a recommendation for approval would only be granted if an adjoining property was already zoned R-2.

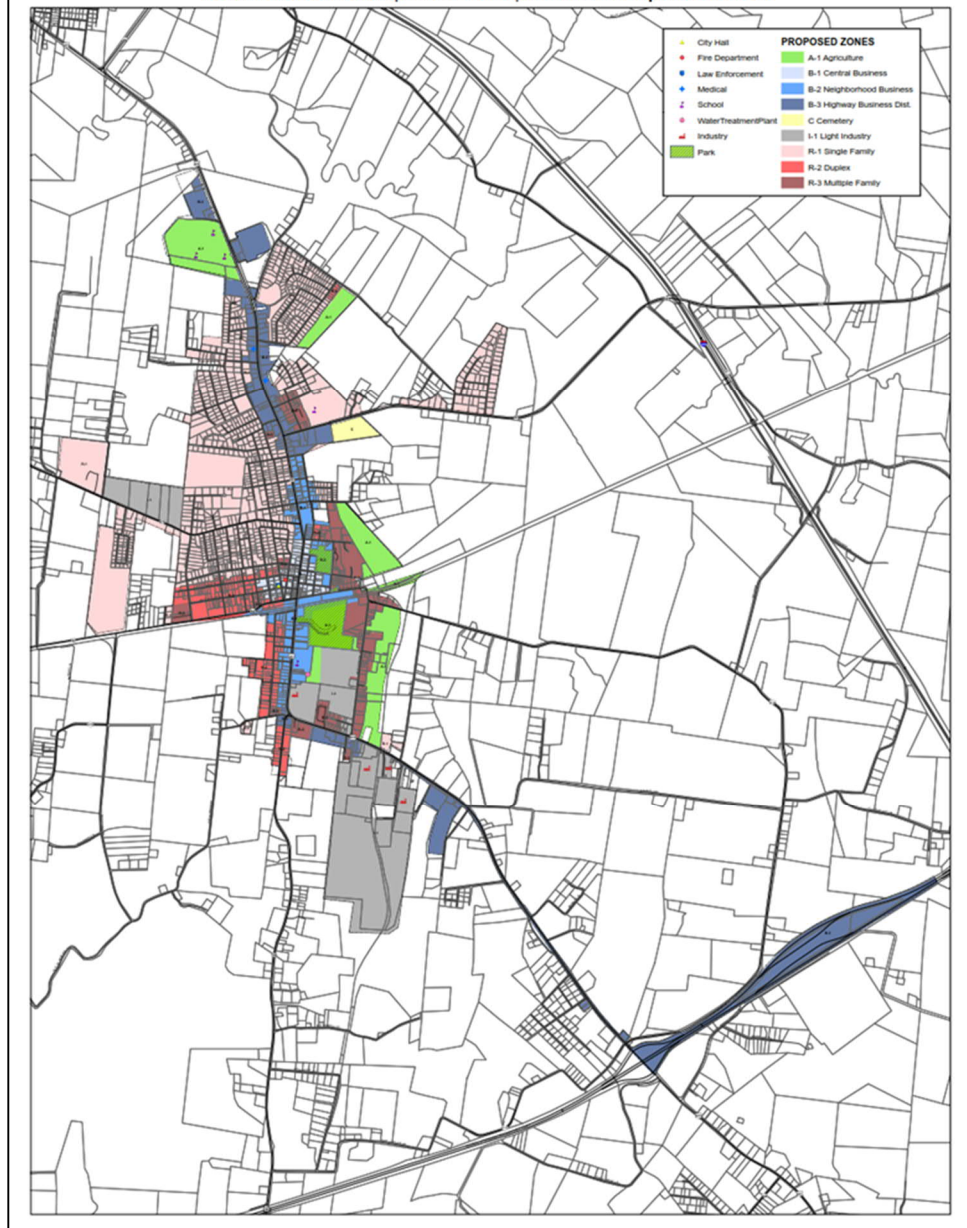
The maps below compare the most recent Zoning Maps to the Future Land-Use Maps for each city.



Hartford/Beaver Dam Comprehensive Plan | **Beaver Dam Existing Landuse**



Hartford/Beaver Dam Comprehensive Plan | **Beaver Dam Proposed Land Use**

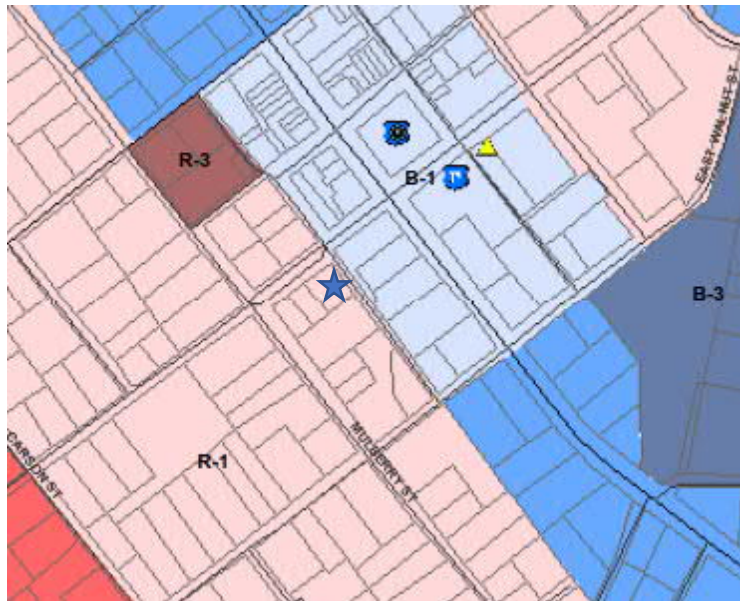


Development of Plan Areas

Operating in this manner successfully protects predictability within the community, especially in the residential portions. However, as discussed throughout this Comprehensive Plan, Hartford and Beaver Dam have demonstrated the need to increase commercial growth, enhance housing densities, and encourage mixed uses in (and around) the downtown corridors. Operating in accordance with Euclidean Zoning in the manner that has been utilized historically has not provided opportunities for these types of advancements nor has it provided the flexibility to account for circumstantial allowances.

As a result, this Comprehensive Plan Update has implemented a new tool to create the desired flexibility. As stated before, the Hartford/Beaver Dam Joint Planning Commission has historically utilized a strict interpretation of the Euclidean Zoning. An alternative form of zoning, known as Performance Zoning, views proposed zone changes based upon the proposed use of the site and evaluates requests on a case-by-case basis through a series of point-calculated rankings in order to determine if a desired use is appropriate in the proposed location. The implementation tool utilized in this Comprehensive Plan has taken the premise of Euclidean Zoning and added the flexibility of Performance Zoning in order to create a Future Land-Use tool that provides flexibility and encourages growth, but also ensures that predictability and control are maintained in order to protect the surrounding areas.

In doing so, this Plan has created “Plan Areas” throughout Hartford and Beaver Dam. The zoning of an individual parcel still exists and the regulations for each zone (as stated in the zoning ordinance) still apply. The Plan Areas, however, replace the zones illustrated on the Future Land-Use Map in order to allow development, differing from the preferred zone on a situational basis. Each Plan Area is geared specifically towards its unique area of town and character of the neighborhood. In doing so, the areas illustrated within boundaries of a Plan Area are geared towards certain types of development; however, they may allow for various other uses situationally.



For example, the illustration shown hereon represents a cut-out of the most recent Future Land-Use Map for Hartford. Displayed within this picture is the Downtown Area (Future-Land Use Zone is B-1 for various business) with the Courthouse, City Hall, and the Law Enforcement offices shown. To the southwest is a series of residential properties shown as R-1 Single Family Residential on the most recent Future Land-Use Map.

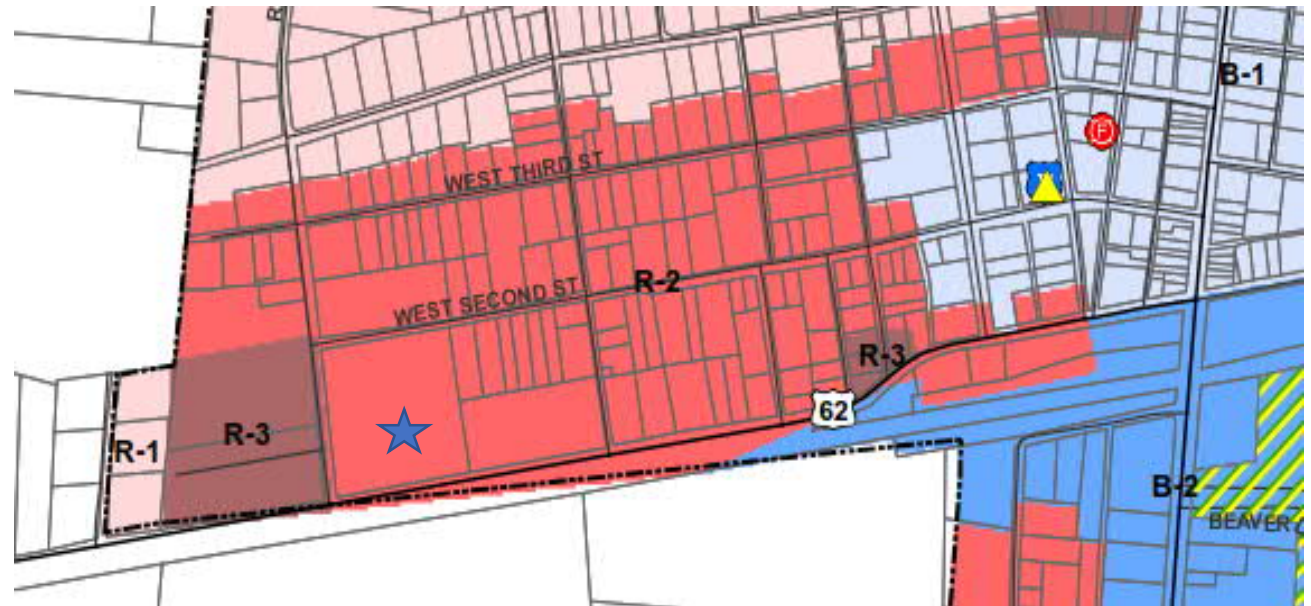
To again utilize the aforementioned example, if a developer were to purchase the tract of land shown hereon represented by a star, he would have a difficult time rezoning this tract of land from R-1 Single Family to R-2 Duplex because it is located within an R-1 Future Zone, and it is not adjoining any existing R-2 zoned properties. However, if a Plan Area were created that allows situational flexibilities, then perhaps a duplex could exist in this location if it complies with certain criteria.

In this situation, Plan Area Criteria for a duplex may say that is appropriate in the proposed location because it is located on the fringes of the Single Family Residential Plan Area, and so it serves as a buffer between the downtown business uses and the single family homes.

To illustrate a commercial example, the attachment to the right displays properties within Beaver Dam behind City Hall (represented by the triangle). In this situation, the star is located on a large piece of vacant land along Highway 62 (First Street).

As shown, this location is within an R-2 Duplex Future Zone according to the most recent Future Land-Use Map and is adjoined by other residential zones. As a result, a developer would likely have a difficult time rezoning this piece of land to allow for a business use if viewed in traditionally ways.

However, with a Plan Area, it may be determined that in such situations, commercial activity in this location may be allowed if oriented towards the Highway, the site maintains compliance with Access Management Policies, and is large enough to install buffers and screening elements where the commercial activity adjoins residentially zoned properties.

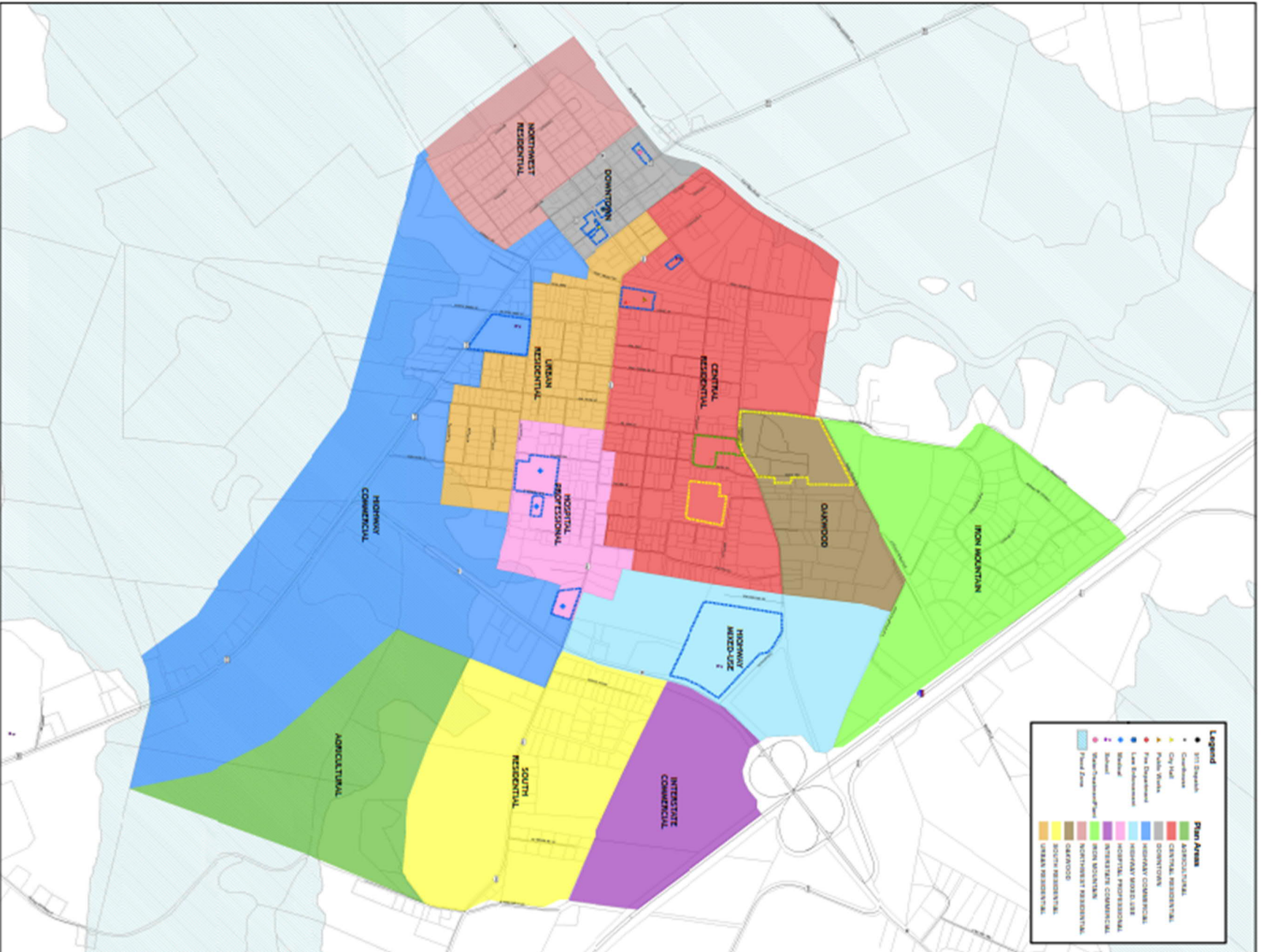


Both examples utilized within this portion of Chapter 5 were hypothetical scenarios used to illustrate the situational flexibility that the Plan Areas can provide, so long as the proposed activity can comply with a series of strict criteria, in order to demonstrate that the proposal is appropriate within the desired location. As depicted throughout the remainder of the chapter, each Plan Area created is specific to the neighborhood that it represents, as no two areas of a community should be treated exactly the same regarding future development. Existing trends, landmarks, and topography have been taken into consideration when determining criteria for each type of development within each individual Plan Area. For example, while both currently residential in nature, this plan viewed the land surrounding the hospital in Hartford differently than that of Iron Mountain Drive. Historically, both have been placed in R-1 Future Zones within the Future Land-Use Map. By tying the areas to a single zoning classification, the two areas have previously been treated essentially the same, despite differences in traffic, topography, and important landmarks. Through the utilization of Plan Areas, each area can be reviewed based upon the needs of that specific neighborhood.

With requested and encouraged input from the residents of Ohio County, the Comprehensive Plan Committee, the Local Officials, and the Zoning Administrator have identified the limitations of the previous Future Land-Use Map and have spearheaded the implementation of this new tool to better serve the communities in a way that provides opportunities for organized growth while addressing the issues stated within Chapter 4 of this document.

The forthcoming map illustrates the Plan Areas within Hartford and is followed by the criteria that each type of development will be required to adhere to in order to exist within that specific Plan Area. Following the conclusion of Hartford, the same practice has been done for Beaver Dam beginning on page 77.

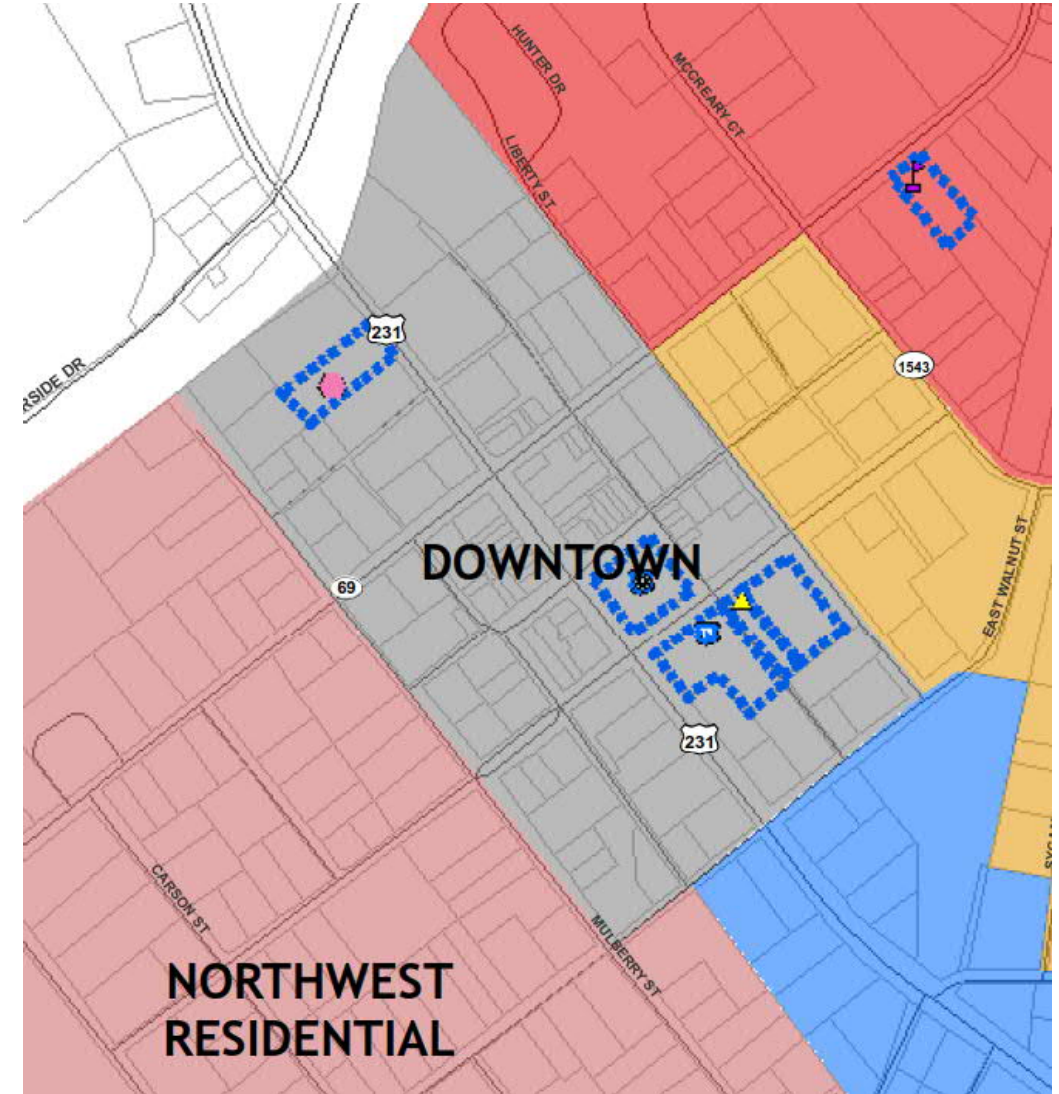
Hartford/Beaver Dam Comprehensive Plan | Hartford Plan Areas

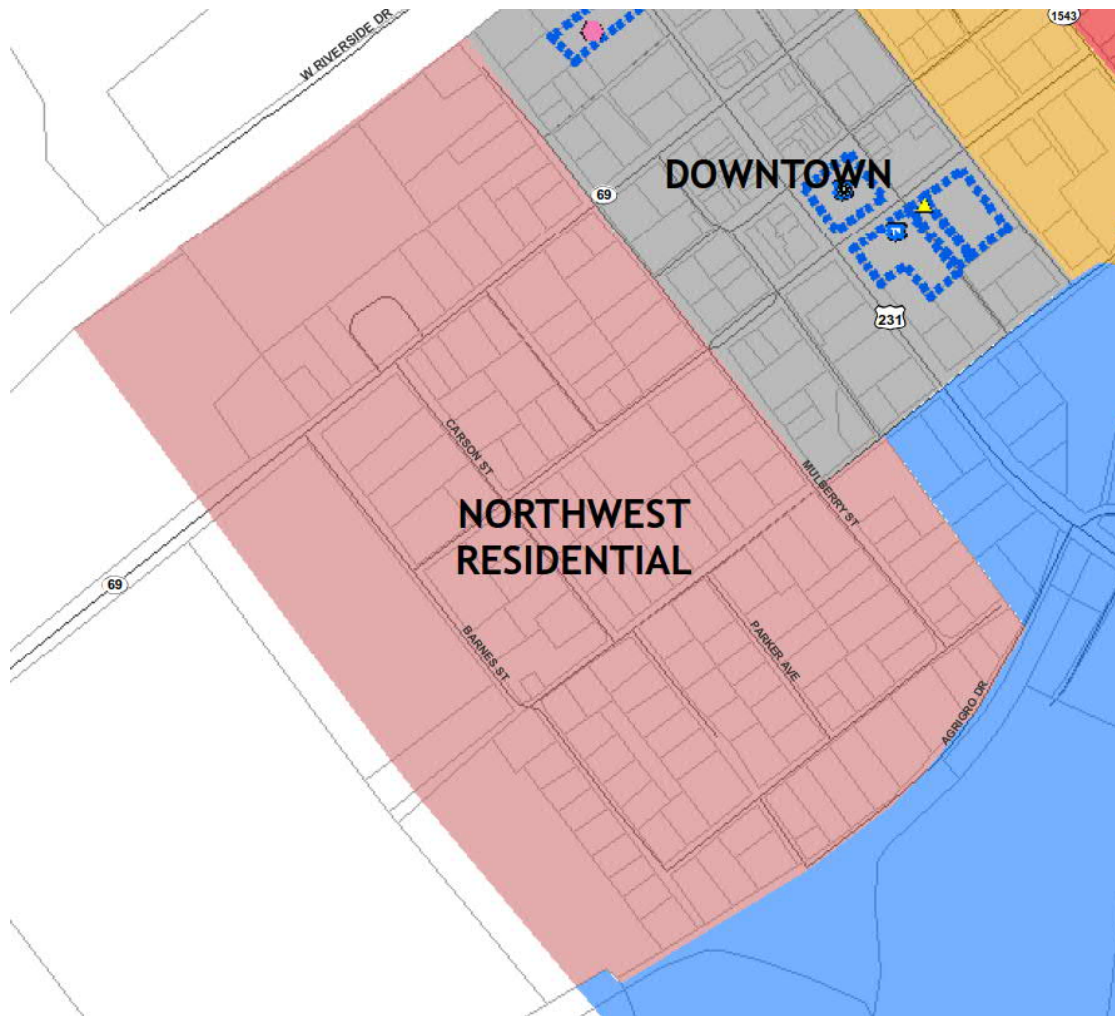


To enhance the community's walkability, the downtown area desires a combination of mixed uses – especially high-density business uses. With restaurants, coffee shops, and retail sales storefronts along ground floors with attached apartments above and/or behind the businesses, the Downtown Plan Area intends to create community engagement.

Recommendations for Land-Uses within the Downtown Plan Area are as follows:

- Single-Family Residential and Duplex/ Triplex Residential – Existing single-family residential homes and existing duplex/triplex structures shall be allowed to remain; however, to increase the density of the area and to encourage the storefront environment along Main Street within the downtown corridor, new single family residential and new duplex/triplex developments along Highway 231 should be discouraged. Such residential developments shall be deemed appropriate within the Downtown Plan Area if:
 - (a) Located along and oriented towards a local street; and
 - (b) Located on a parcel of land that is not adjacent to Highway 231.
- High Density Multi-Family Residential – To encourage high-density development throughout the Downtown Plan Area, apartments of all sizes shall be encouraged if:
 - (a) Located above and/or behind an approved business storefront or office building; or
 - (b) Stand-alone apartment structures shall be considered appropriate if located along and oriented towards a local street.
- Professional Uses – Uses such as professional and medical offices shall be encouraged throughout the Downtown Plan Area. In order to encourage the conversion of existing single-family residential dwellings into offices, buffers between professional and residential uses are not recommended. Professional Uses in this Plan Area shall be recommended if:
 - (a) Located within the Downtown Plan Area.
- Business Uses – Business uses that inspire the assembly of people, such as retail sales establishments, restaurants, and other business uses should be encouraged throughout the Downtown Plan Area, especially along Highway 231 but should also be considered along local streets to enhance the mixed-uses of the area. Such uses shall be encouraged if:
 - (a) Located along and oriented towards Highway 231 or Highway 69; or
 - (b) Located along and oriented towards the adjoining Highway Commercial Plan Area; or
 - (c) Located along a local street if adjoined on both sides by business uses, professional uses, and/or multi-family uses including duplexes/triplexes.
- Industrial Uses are not recommended in the Downtown Plan Area unless immediately adjoining the Hartford Water District facility.





The residential area west of the Downtown Plan Area shall promote residential living with high density in areas adjoining the Downtown and Highway Commercial Plan Areas to promote walkability from homes to work, groceries, and other daily activities.

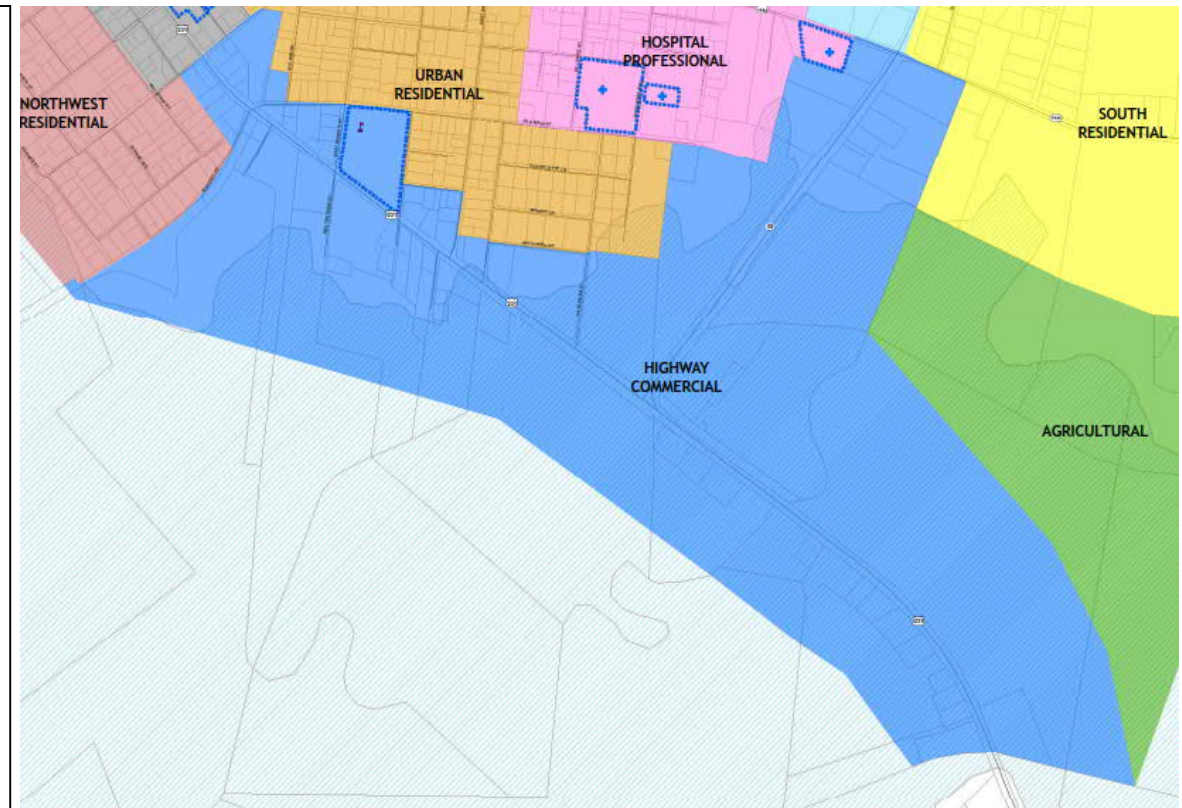
Recommendations for Land-Uses within the Northwest Residential Plan Area are as follows:

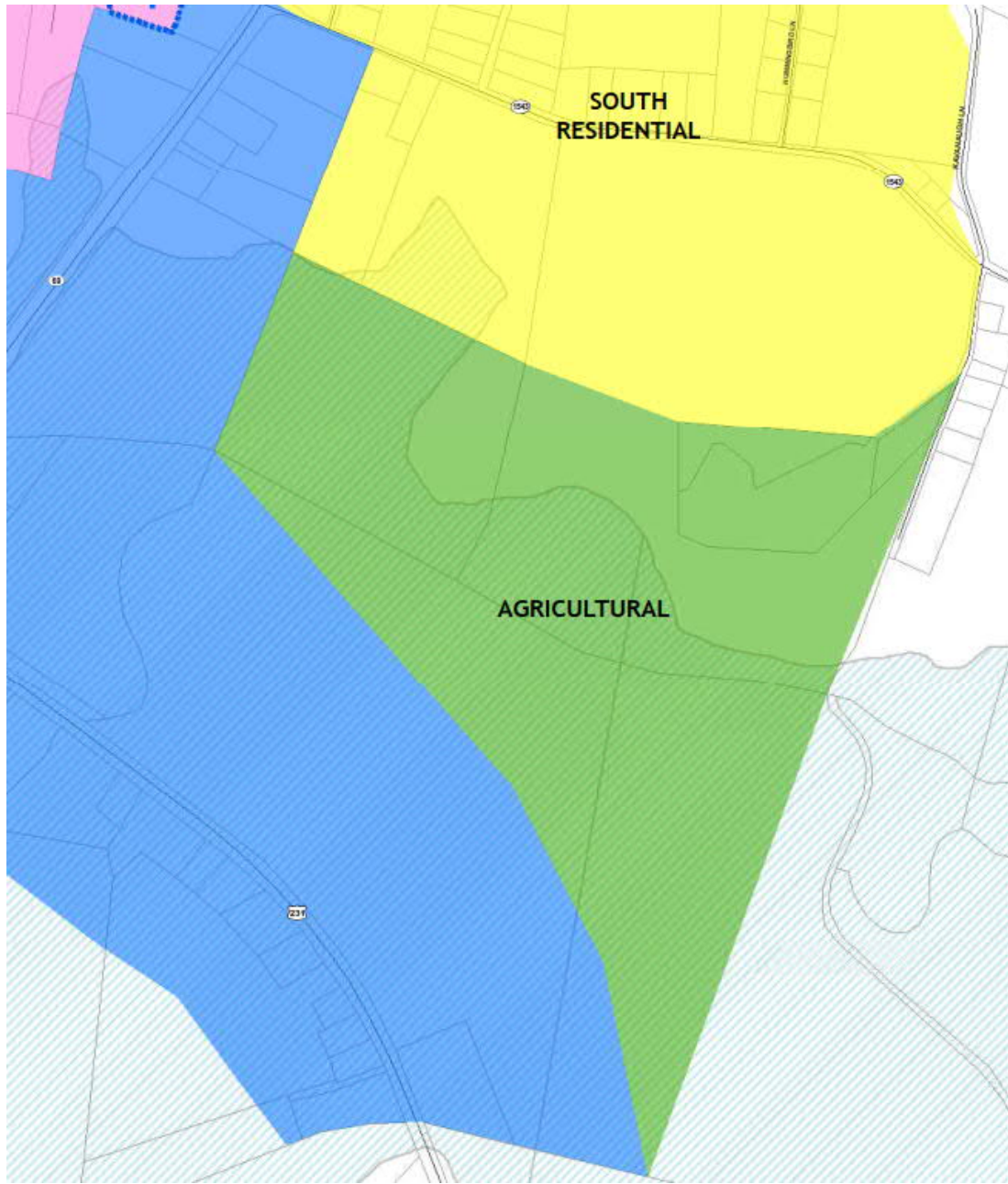
- Single-Family Residential – Single-Family Residential Homes shall be encouraged throughout this Residential Plan Area if:
 - (a) Located within the Northwest Residential Plan Area.
- Duplex/Triplex Residential – To provide opportunities for housing near the downtown area, duplexes and triplexes should be encouraged if:
 - (a) Located along the fringes of the Northwest Residential Plan Area on a parcel of land that adjoins and is oriented towards the Downtown Plan Area or the Highway Commercial Plan Area; or
 - (b) Positioned as a buffer-use separating a large multi-family development, a professional use, or a business use from single-family residential uses; or
 - (c) The development is a logical expansion of a duplex/triplex use that is located on an adjoining property on the same side of the street. If the subject property is on a corner lot, a logical expansion shall be considered across streets if the existing duplex/triplex is also located on a corner lot.
- High Density Multi-Family Residential Uses – To serve as buffer uses between the lower density residential uses, High Density Multi-Family Residential uses are recommended if:
 - (a) Located along the fringes of the Northwest Residential Plan Area on a parcel of land that adjoins and is oriented towards the Downtown Plan Area or the Highway Commercial Plan Area.
- Professional and Business Uses – In this residential area, Professional and Business uses are only recommended if:
 - (a) Located on a corner lot that is positioned along and oriented towards Highway 69; or
 - (b) Located along and oriented towards Highway 69 and is a logical expansion of a professional or business use that is located on the same side of Highway 69.
 - (c) The implementation of screening elements and buffers is considered when new business activity within this Plan Area adjoins existing residential uses.
- Industrial Uses are not recommended in the Northwest Residential Plan Area.

The Highway 231 corridor and Highway 69 spanning from Highway 231 to the William H. Natcher Parkway have long been the most traveled roadways within Hartford and as such, it is recommended for this area to contain a concentration of commercial uses with a strong emphasis on access management regulations due to the traffic volume and vehicular speeds. All development within this Plan Area shall be located outside of the floodplain or approval from FEMA shall be obtained.

Recommendations for Land-Uses within the Highway Commercial Plan Area are as follows:

- Single-Family Residential – Single-Family Residential Homes shall be discouraged throughout this Plan Area as new locations and should only be considered if:
 - (a) Located along and oriented towards a local street (including access points); and
 - (b) A logical expansion of existing single-family residential zoning; and
 - (c) The property is not immediately adjoining Highway 231 or Highway 69.
- Duplex/Triplex Residential – Duplex and Triplex uses shall be discouraged throughout this Plan Area as new locations and should only be considered if:
 - (a) Located along and oriented towards a local street (including access points); and
 - (b) A logical expansion of existing duplex/triplex zoning or serving as a buffer-use between existing high-density residential development (or commercial activity) and an existing single-family residential use; and
 - (c) The property is not immediately adjoining Highway 231 or Highway 69.
- High Density Multi-Family Residential Uses – High Density Multi-Family Residential uses shall be discouraged throughout this Plan Area as new locations and should only be considered if:
 - (a) Located along and oriented towards a local street or private road; and
 - (b) A logical expansion of existing high-density residential zoning or serving as a buffer-use between commercial activity and lower density residential developments.
- Professional, Business, and Industrial Uses – In this commercially focused area, Professional and Business Uses should be encouraged if:
 - (a) Located within the Highway Commercial Plan Area; and
 - (b) Not located immediately between two Single Family Residential zones; and
 - (c) Access Management Policies, including (when possible) the encouragement to share access points and parking spaces through development plan review, are considered to ensure roadway safety along the highways; and
 - (d) All outdoor storage is properly screened, located to the rear of the facility, and does not directly adjoin existing single-family or duplex/triplex developments; and
 - (e) Industrial uses shall be logical expansions of existing industrial zoning on same side of highway.





To the rear of the Highway Commercial Plan Area, east of Highway 231 and south of Highway 69 is a large area of land that is currently undeveloped with portions shown to be within the floodplain. Due to varying land-uses along Highway 231 and Highway 1543, the recommended development of this area is dependent upon the trajectory of the area on each side. All development in this area will need to be located outside of the floodplain or approval from FEMA will need to be obtained.

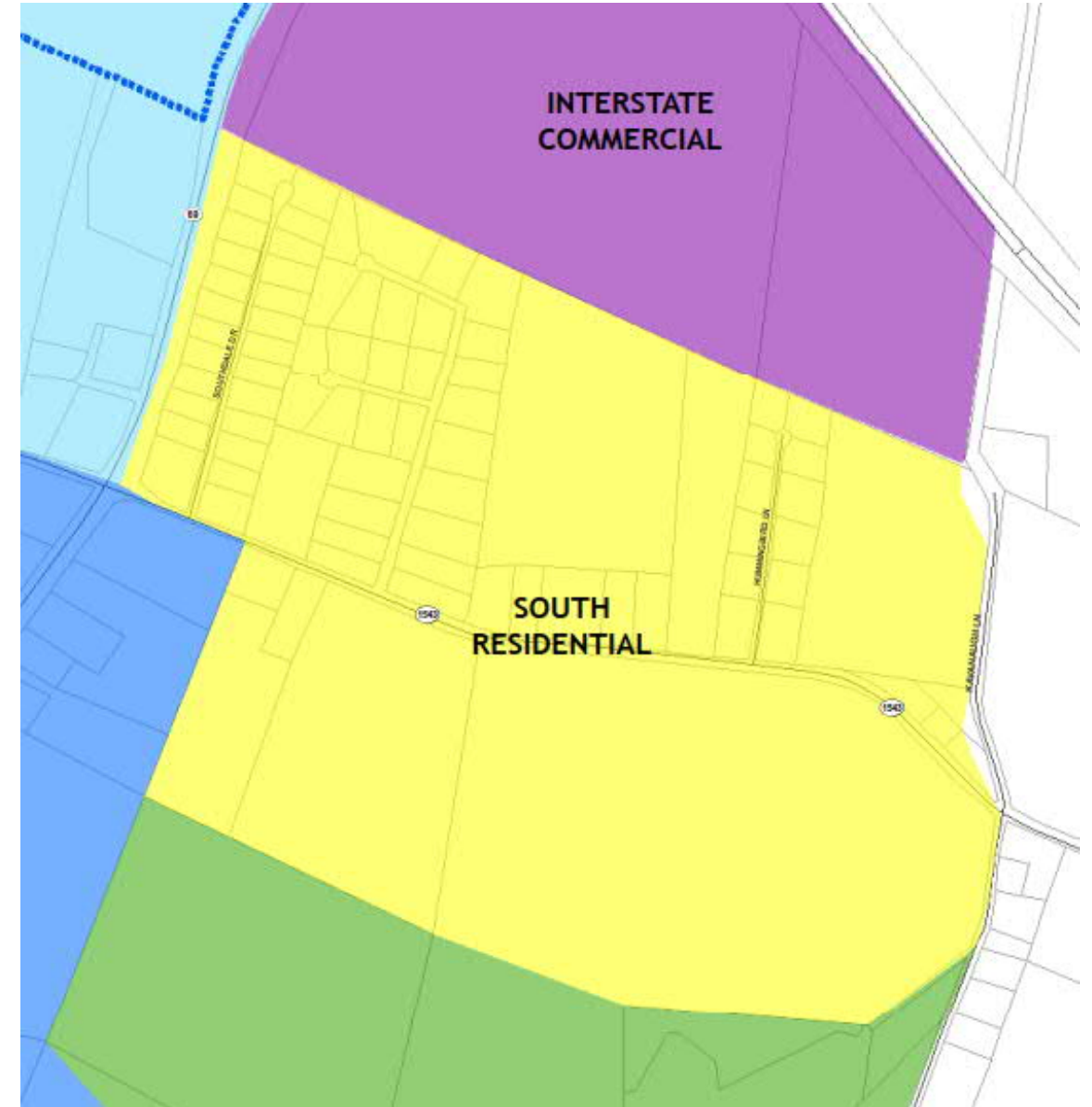
Recommendations for Land-Uses within the Agricultural Plan Area are as follows:

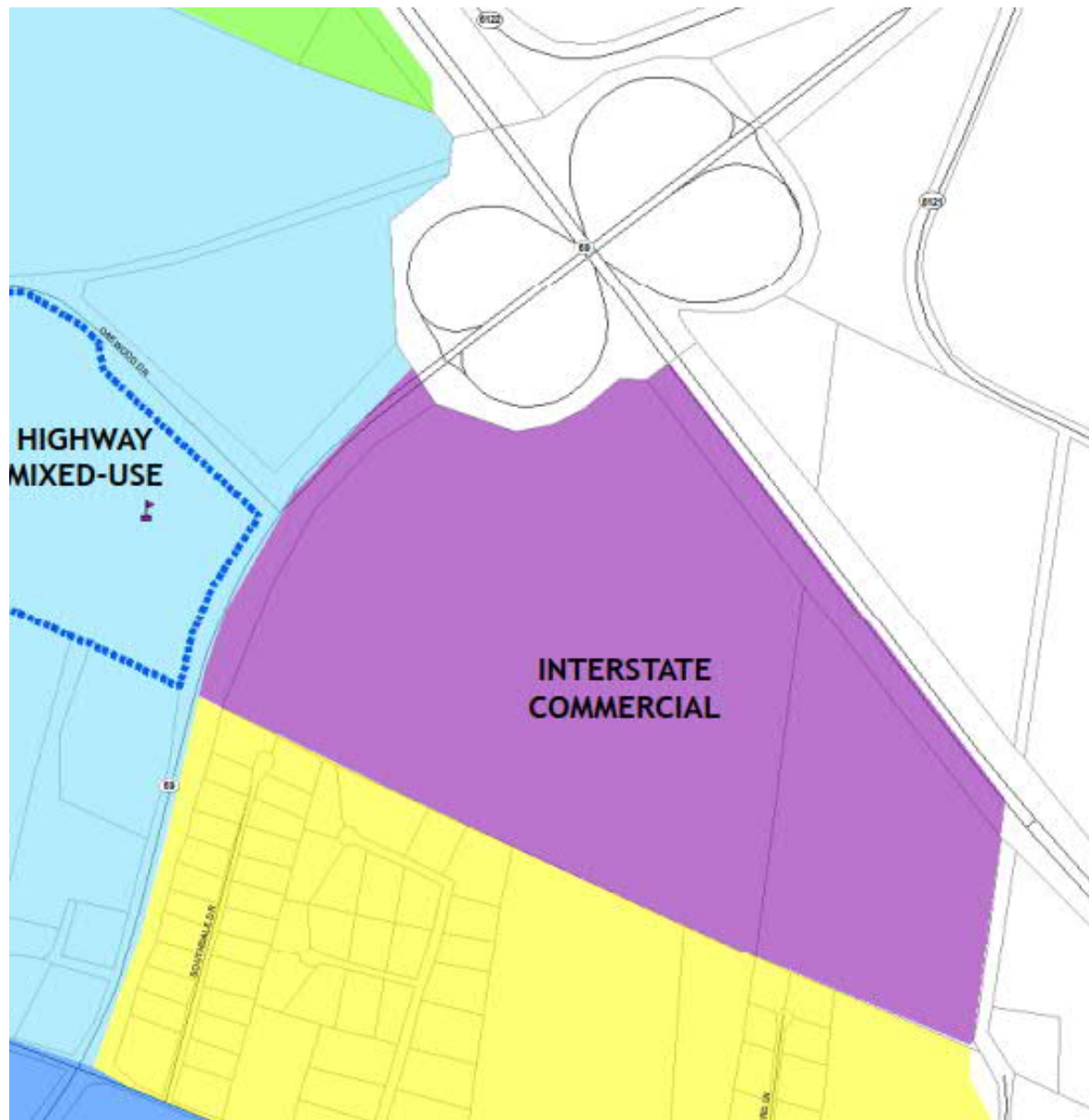
- Large Lot Single-Family Residential – This large area is currently zoned for Agriculture which includes the allowance of large-lot single-family dwellings. This type of development should be encouraged if the lot sizes and road frontages comply with zoning and subdivision regulations.
- Single-Family Residential Developments – Because the Plan Area to the east along Highway 1543 encourages single-family developments, this area encourages single-family residential uses if:
 - (a) Developed as a logical expansion following the completion of, or in conjunction with, a single-family residential development along the western side of Highway 1543; and
 - (b) Access points derive from Highway 1543 and/or Old Hartford Road; and
 - (c) Due to the potential size of a single-family development in this area, any multi-lot development completed in this manner with access along a local road shall require completion of a Traffic Impact Study to ensure that the existing or proposed infrastructure can support the proposed development.
- Multi-Family Residential Uses – Multi-family residential developments of all densities shall be encouraged as a buffer-use within this area if:
 - (a) Single-Family Residential developments are occurring or have been completed along Highway 1543; and
 - (b) Commercial activity is developing or has been completed along the east side of Highway 231.
- Professional and Business Uses – In this area, Professional and Business uses are only recommended if:
 - (a) The location is a logical expansion of commercial activity following the utilization of all buildable land along the east side of Highway 231 and the south side of Highway 69; and
 - (b) Access points derive from Highway 231 or Highway 69 and maintain compliance with Access Management Policies; and
 - (c) Screening elements and buffers are installed when adjoining residential zoning.
- Industrial Uses are not recommended in this Plan Area unless they are a logical expansion with appropriate screening elements around outdoor storage areas.

Along the east and west sides of Highway 1543, the future land-use map projects future single-family residential developments. Most of which have already come to fruition on the east side closest to the William H. Natcher Parkway. However, across the road on the west side of Highway 1543, the land is largely undeveloped.

Recommendations for Land-Uses within the South Residential Plan Area are as follows:

- Large Lot Single-Family Residential – This existing zoning on both sides of the street allow for large-lot single-family residential dwellings. This type of development should be encouraged if the lot sizes and available road frontages comply with zoning and subdivision regulations.
- Single-Family Residential Developments – Because of the existing single-family residential development(s) along the east side of Highway 1543, similar developments are encouraged to continue along both sides of the highway if:
 - (a) The proposed developments maintain compliance Access Management Policies and a Traffic Impact Study (and other studies) is completed to ensure that the developments will not overburden the existing roadway(s) or other existing infrastructure in the area; and
 - (b) Stub streets are encouraged within any development that takes place along the west side of Highway 1543 in order to allow connectivity with future residential developments that may occur within the Agricultural Plan Area.
- Multi-Family Residential Uses –Multi-family residential developments of all densities shall be encouraged if:
 - (a) Serving as a buffer-use between single-family residential uses and professional, business, or industrial uses that are located along and oriented towards the same street.
- Professional Uses – Professional uses, such as professional or medical offices, shall be encouraged in this Plan Area if:
 - (a) Serving as a buffer-use between residential uses and higher intensity commercial activity that are located along and oriented towards the same street.
- Higher Intensity Business Uses are not recommended in this Plan Area unless they are a logical expansion of an existing commercial activity located within the Highway Commercial Plan Area and oriented towards the same street.





Along the existing cloverleaf from the William H. Natcher Parkway is a combination of large grass lots. The majority of which are located along the southwest intersection of Highway 69 and the William H. Natcher Parkway while the remainder are located across from Wayland Elementary School. Due to the incoming interstate system, this area needs to be reviewed differently than it ever has been before; especially the portion located southwest of the Highway 69/ Natcher intersection.

Recommendations for Land-Uses within the Interstate Commercial Plan Area are as follows:

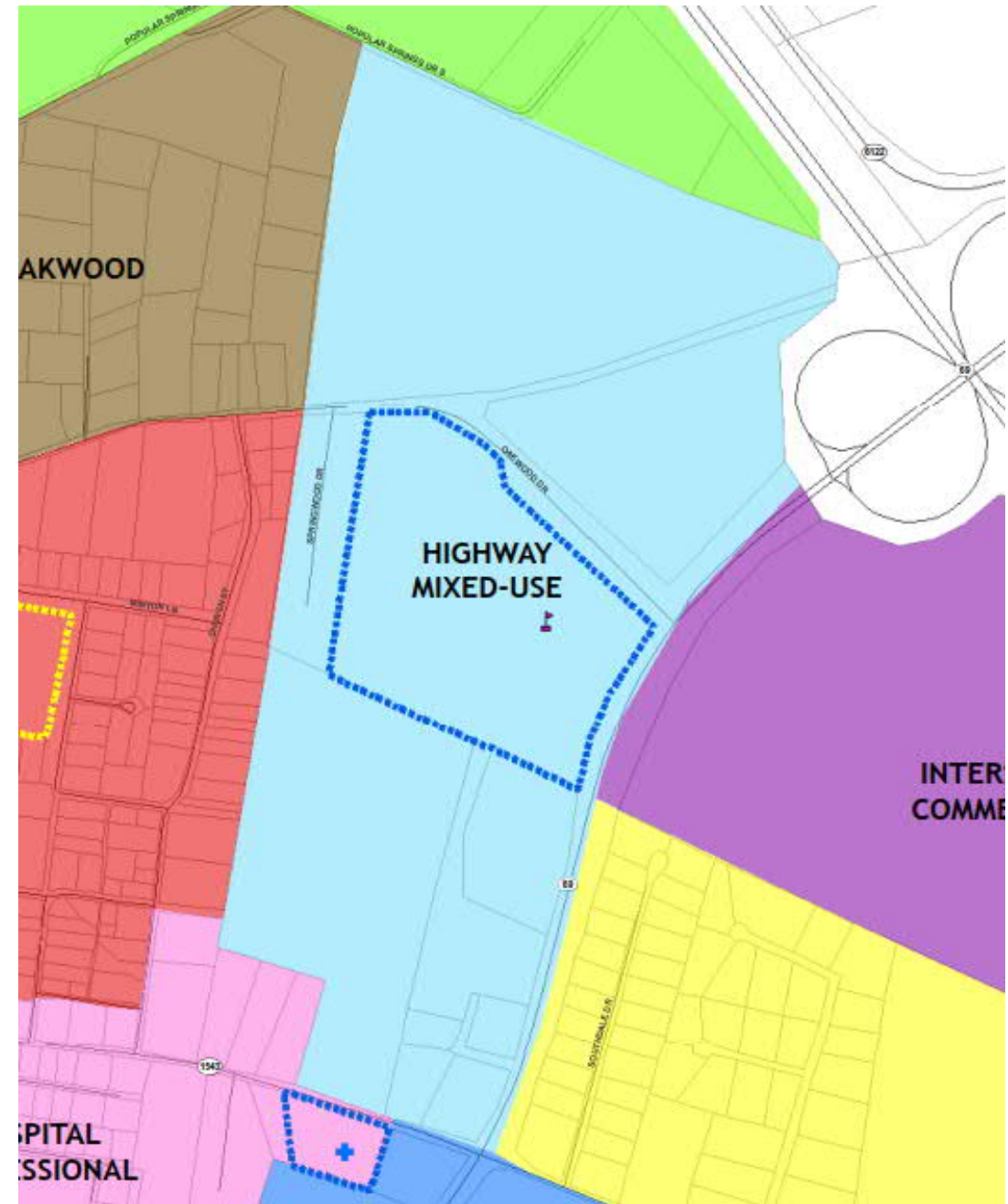
- Large Lot Single-Family Residential – This large area is currently zoned for Agriculture which includes the allowance of large-lot single-family dwellings. This type of development should be allowed, as long as this tract of land remains within this zone; however, residential uses in this location are not recommended.
- Single-Family Residential Uses and Duplex/Triplex Uses – Due to the interstate attractions that are deemed most appropriate in this location, low-density residential uses should not be encouraged in this area. The area does adjoin the residential developments to the west; however, those developments cul-da-sac and so expansion of such is not possible.
- Multi-Family Residential Uses and Professional Uses – This Plan Area is best suited for interstate attractions; however, multi-family residential developments of all densities and professional uses shall be encouraged if:
 - (a) Located along the fringe to serve as a buffer use between the desired commercial activity and the existing residential developments located on Highway 1543; and
 - (b) The developments are oriented away from the existing residential developments; and
 - (c) The developments shall be large enough in size to span across all (or most of) the boundary line where this Plan Area adjoins the Residential Plan Area.
- Business Uses and Industrial Uses – In this area, Business uses are preferred to attract interstate travelers, and so should be encouraged in this Plan Area if:
 - (a) All outdoor storage areas are screened appropriately; and
 - (b) Necessary buffers and screening elements are installed if adjoining existing residential zoning classifications.

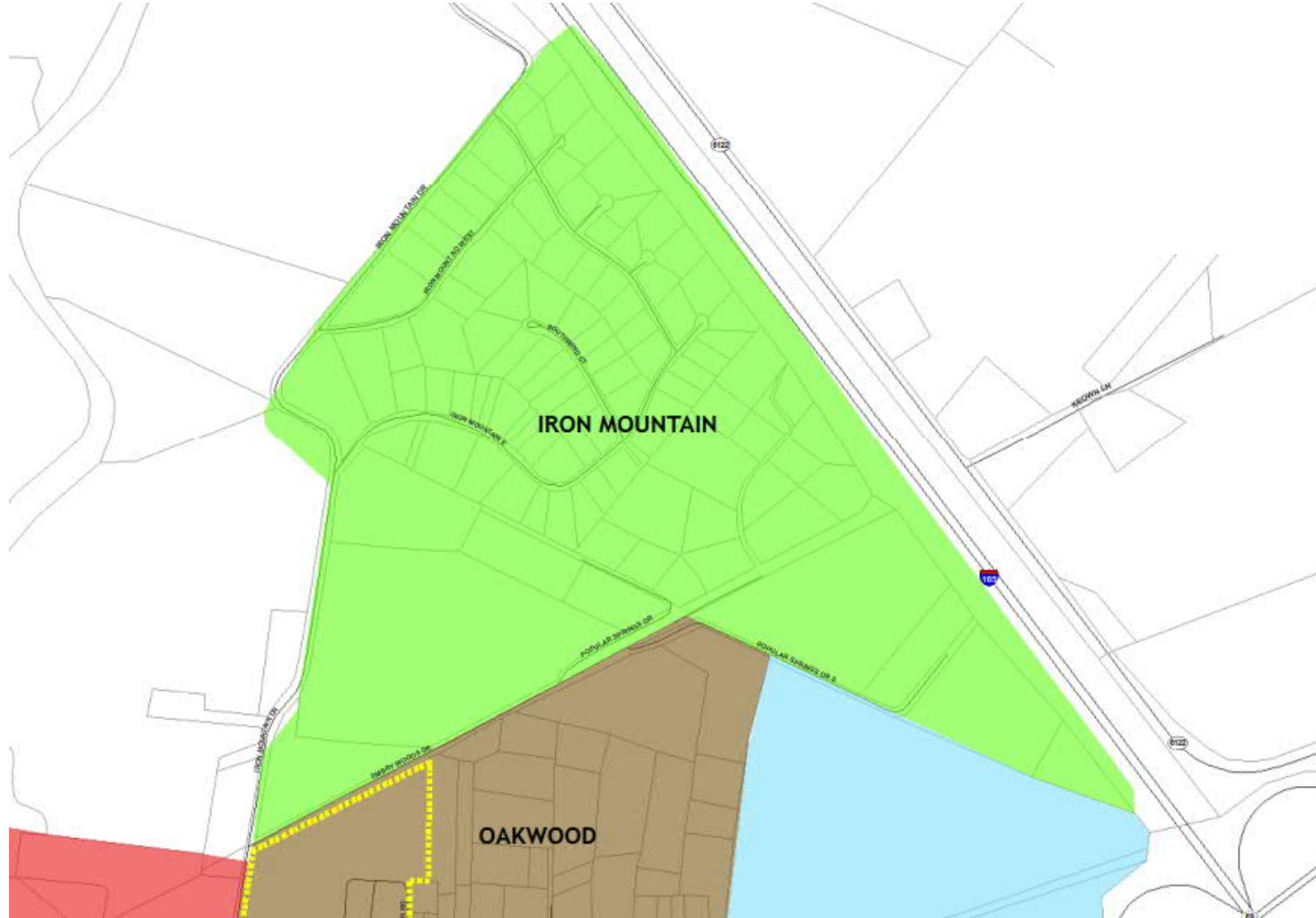
It is recommended that any access point to this Plan Area shall be located along Highway 69 across from the existing Oakwood Drive intersection.

Much like the Interstate Commercial Plan Area, there is an area of land north of Highway 69 adjoining the William H. Natcher Parkway that needs to be reviewed much differently than it has been in the past. However, it is recommended that this area be viewed differently than that of the Interstate Commercial Plan Area due to the proximity of the school. The school will undoubtedly play a large factor in planning decisions within this area including land behind the school along Highway 69.

Recommendations for Land-Uses within the Highway Mixed-Use Plan Area are as follows:

- Single-Family Residential Developments and Duplex/Triplex Uses – Due to the traffic along Highway 69, individual residential lots along the Highway should be discouraged. However, due to the proximity to the school and the residential character of the South Residential Plan Area across the highway, residential development shall be encouraged in this Plan Area if:
 - (a) Low-Density Residential Developments shall not have direct access to Highway 69. Primary access to such developments is encouraged to stem from Clay Street and/or Church Street (if located behind the school) or from Oakwood Drive (if located in front of the school); and
 - (b) Developments adjoining properties along Church Street shall be oriented away from said properties.
- Higher Density Multi-Family Residential Uses –Multi-family residential developments shall be encouraged if:
 - (a) Proposed access to the development from Highway 69 is limited to a single access point and in compliance with Access Management Policies; and
 - (b) If located to the front of the elementary school, access shall be limited to a single access point along Oakwood Drive; and
 - (b) Developments adjoining properties along Church Street shall be oriented away from said properties.
- Professional and Business Uses – Professional uses, such as professional or medical offices, shall be encouraged in this Plan Area if:
 - (a) Compliance with Access Management Policies is maintained; and
 - (b) Proper screening elements and buffers are installed when adjoining residential uses and/or when adjoining the school.
- Industrial Uses are not recommended in this area due to the proximity to the school unless they are a logical expansion of an existing industrial use and all outdoor storage is properly screened, as well as the implementation of proper screening elements and buffers when adjoining residential uses and/or when adjoining the school property.





The majority of this Plan Area is already developed as single-family residential dwellings and should remain as such. Those areas not fully developed include properties along Emery Woods Drive and Poplar Springs Drive South.

Recommendations for Land-Uses within the Iron Mountain Plan Area are as follows:

- Single-Family Residential Uses – Because this is a single-family residential dominant area, such uses are deemed appropriate if:
 - (a) Located within the Iron Mountain Plan Area.

- Multi-Family Residential Uses – This Plan Area adjoins the Oakwood Plan Area and the Highway Mixed Uses Plan Area; both of which have flexibility to develop in ways other than single-family residential. Within the Iron Mountain Plan Area, multi-family residential uses shall be deemed appropriate if:
 - (a) Located along the fringes of the Plan Area, adjoining the Oakwood Plan Area and/or the Highway Mixed-Use Plan Area; and
 - (a) Serving as a buffer-use between the remainder of the Iron Mountain Plan Area and any existing high-density multi-family residential uses or as a buffer-use between the remainder of the Iron Mountain Plan Area and any existing professional or business uses that are located within the Oakwood Plan Area or the Highway Mixed Use Plan Area.

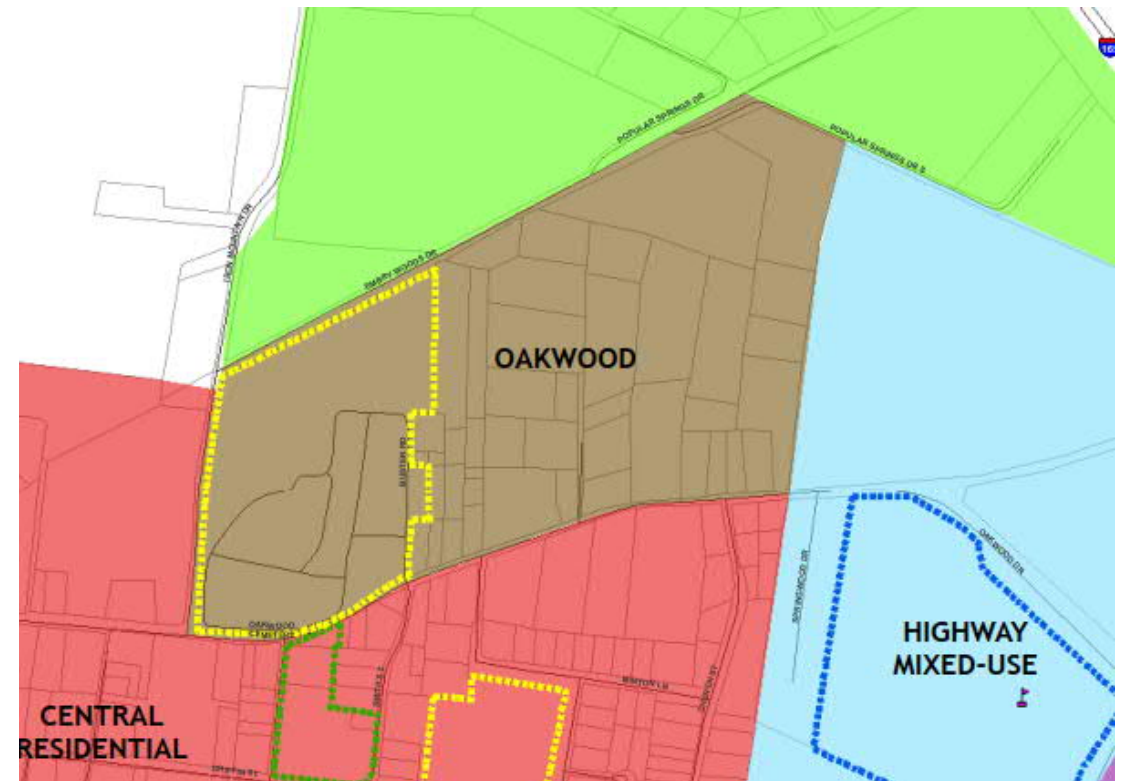
- Due to the roadway conditions within this Plan Area, Professional and Business Uses are not recommended in this Plan Area.

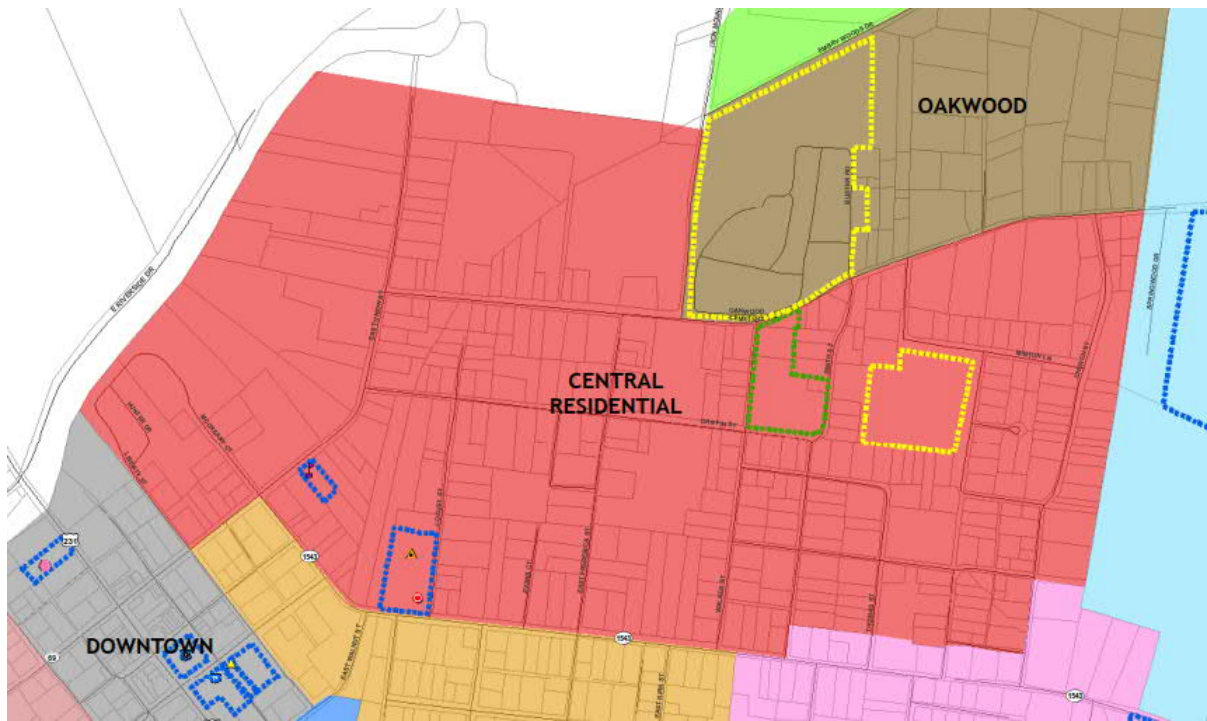
- Due to the residential character of the area, Industrial Uses are not recommended in this Plan Area.

The land that is located north of Oakwood Drive and east of the Oakwood Cemetery is largely greenspace with the exception of mostly residential dwellings along Oakwood Drive. It is expected that this area will remain residential; however, due to the traffic levels on Oakwood Drive and the potential for flexible development to take place within the adjoining Highway Mixed-Use Plan Area, other desired uses need to be considered.

Recommendations for Land-Uses within the Oakwood Plan Area are as follows:

- Single-Family Residential Uses – New single-family home zoning classifications should be considered within this plan area if:
 - (a) Located within the Oakwood Plan Area.
- Single-Family Residential Developments – Single-Family Residential Neighborhoods should be considered in this Plan Area if:
 - (a) Access points along Oakwood Drive are limited to two locations: directly across from the School Street/Oakwood Drive intersection and directly across from the Church Street/Oakwood Drive intersection; and
 - (b) Homes within the development shall not have direct access to Oakwood Dr.; and
 - (c) Requirements for a Traffic Impact Study are considered to ensure the existing roadway can serve an increase in traffic.
- Duplex/Triplex Uses – Duplex and Triplex uses shall be encouraged in this Plan Area if:
 - (a) Logical expansion of an existing duplex or triplex that is zoned appropriately; or
 - (b) Serve as a buffer-use between existing single-family residential uses and any commercial or professional uses that develop within the Highway Mixed-Use Plan Area.
- Higher Density Multi-Family Residential Uses – High density residential uses such as apartment complexes shall only be considered in this Plan Area if:
 - (a) Serve as a buffer-use between existing single-family residential uses and any commercial uses that develop within the Highway Mixed-Use Plan Area.
- Professional and Low-Intensity Business Uses – Due to the highly trafficked roadways within this area and the housing opportunities surrounding those roadways, it is recommended that neighborhood business uses which are not invasive to the residential neighborhood should be considered if:
 - (a) Located along and oriented towards Oakwood Drive; and
 - (b) Concerns from residential neighbors are strongly considered and can be alleviated through the utilization of buffers, setbacks, and screening elements.
- High-Intensity Business Uses and Industrial Uses are not recommended to be located within this Plan Area.





Between Oakwood Drive and Clay Street (Highway 1543) is a large, predominantly residential area that also extends across E. Union Street. It is recommended that, due to the existing historic environment, this area should remain largely residential. However, due to the two highly trafficked roads (Oakwood Drive and Clay Street), other uses need to be considered, as well.

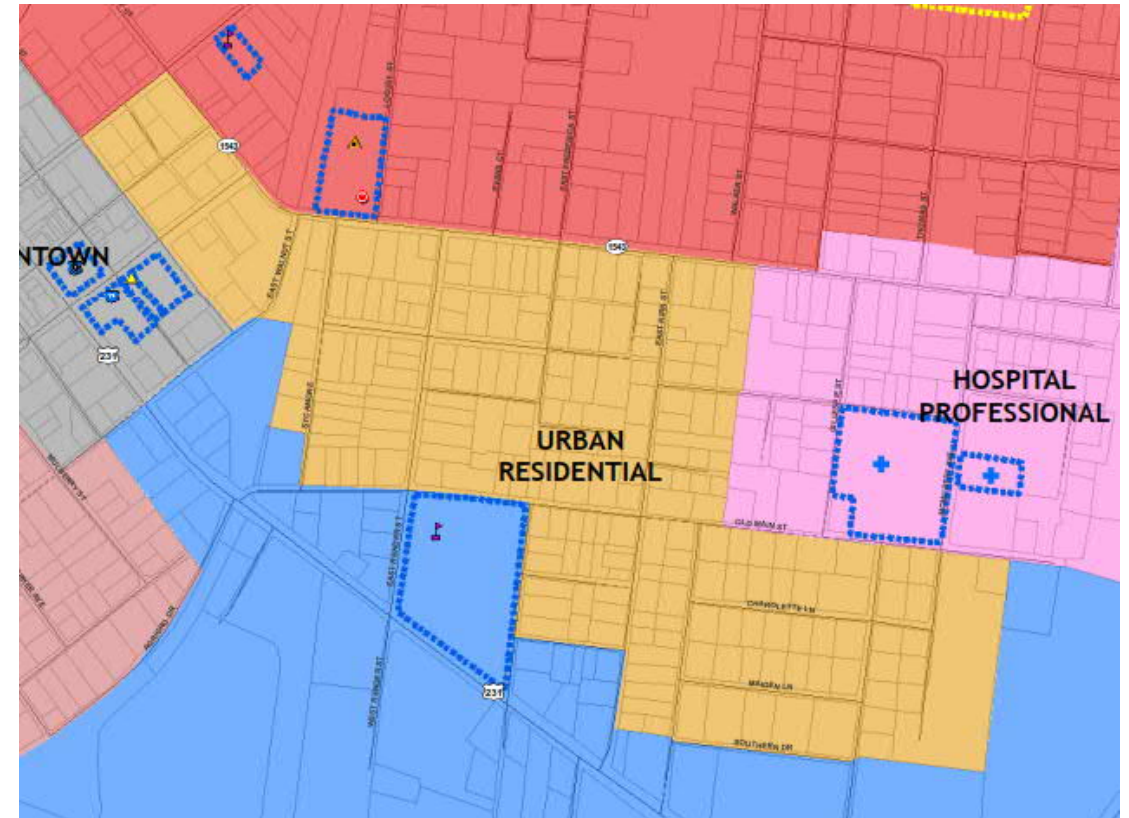
Recommendations for Land-Uses within the Central Residential Plan Area are as follows:

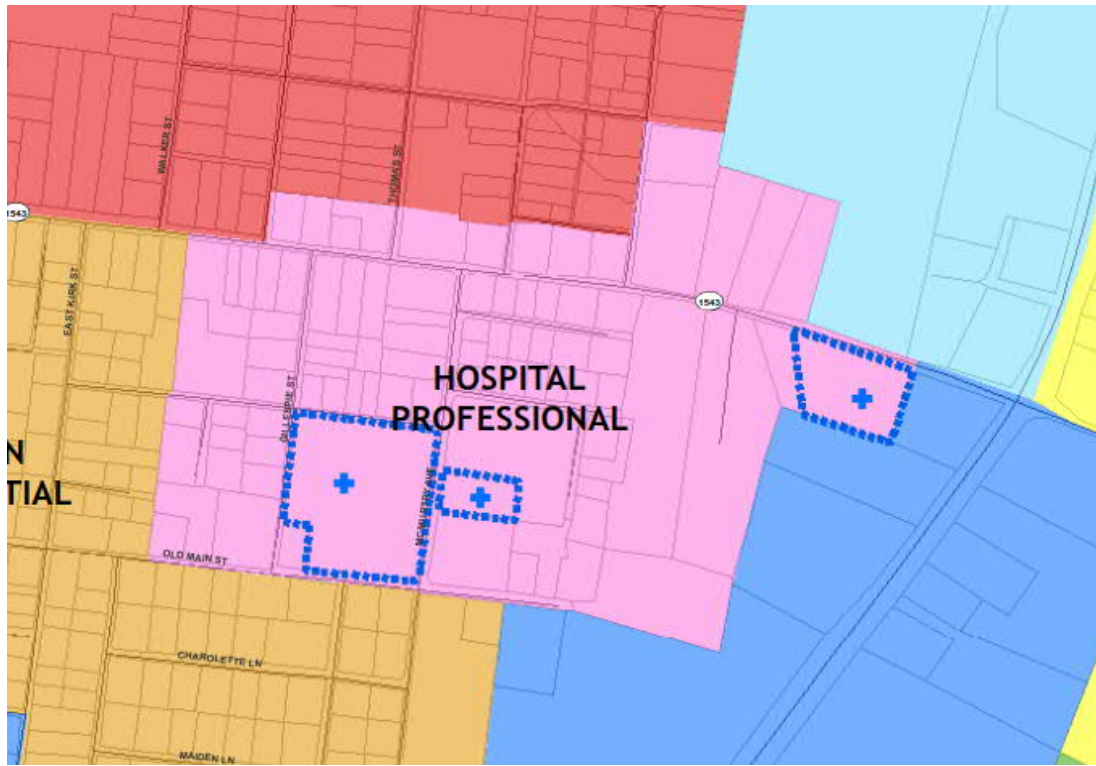
- Single-Family Residential Uses – Within the predominantly residential area, single-family residential uses should be encouraged if:
 - (a) Located within the Central Residential Plan Area.
- Duplex and Triplex Uses – In order to encourage mixed-density residential opportunities, housing types of mid-density (such as duplexes and triplexes) shall be recommended within this Plan Area if:
 - (a) Logical Expansion of existing duplex or triplex that is zoned appropriately; or
 - (b) A new duplex or triplex that is located on a corner lot; or
 - (c) Serve as a buffer-use between single-family homes and existing high-density residential, professional, or commercial activity that is located along Clay Street, Oakwood Drive, or within or along an adjoining Plan Area.
- Higher Density Multi-Family Residential Uses – In this area, residential uses of high-density are deemed appropriate if:
 - (a) A logical expansion of existing high-density residential uses; or
 - (b) Located along the fringes of the Plan Area and serving as a buffer use between lower density residential uses and commercial uses (not professional uses).
- Professional and Low-Intensity Business Uses – Due to the highly trafficked roadways within this area and the housing density surrounding those roadways, it is recommended that neighborhood business uses which are not invasive to the residential neighborhood should be considered if:
 - (a) Located along and oriented towards Oakwood Drive, Clay Street, or Union Street; and
 - (b) Alley access is utilized when possible; and
 - (c) Parking spaces are located to the rear of the structure when possible and necessary to protect the residential character of the neighborhood; and
 - (d) The physical size of the operation will not damage the historic residential feel within the neighborhood; and
 - (e) Concerns from residential neighbors are strongly considered and can be alleviated through the utilization of buffers, setbacks, and screening elements.
- High-Intensity Business Uses and Industrial Uses are not recommended in this area.

South of Clay Street (Highway 1543) is an historic residential area adjoining the Downtown Plan Area, the Commercial Highway Plan Area, and the Hospital Professional Plan Area. It is recommended that, due to the existing historic environment, this area should remain largely residential. However, due to the traffic along Clay Street and the variety of uses within the neighboring Plan Areas, it is recommended that other uses should also be considered within this vicinity.

Recommendations for Land-Uses within the Urban Residential Plan Area are as follows:

- Single-Family Residential Uses – Within the predominantly residential area, single-family residential uses should be encouraged if:
 - (a) Located within the Urban Residential Plan Area.
- Duplex and Triplex Uses – In order to encourage mixed-density residential opportunities, housing types of mid-density (such as duplexes and triplexes) shall be recommended within this Area if:
 - (a) Logical Expansion of existing duplex or triplex that is zoned appropriately; or
 - (b) A new duplex or triplex that is located on a corner lot; or
 - (c) Serve as a buffer-use between single-family homes and existing high-density residential, professional, or commercial activity that is located along Clay Street or within an adjoining Plan Area.
- Higher Density Multi-Family Residential Uses – In this area, residential uses of high-density are deemed appropriate if:
 - (a) A logical expansion of existing high-density residential uses; or
 - (b) Located along the fringe of the Plan Area and serving as a buffer use between lower density residential uses and commercial uses (not professional uses).
- Professional and Low-Intensity Business Uses – Due to the highly trafficked roadways within this area and the housing density surrounding those roadways, it is recommended that neighborhood business uses which are not invasive to the residential neighborhood should be considered if:
 - (a) Located along and oriented towards Clay Street or Union Street; and
 - (b) Alley access is utilized when possible; and
 - (c) Parking spaces are located to the rear of the structure when possible and necessary to protect the residential character of the neighborhood; and
 - (d) The physical size of the operation will not damage the historic residential feel within the neighborhood; and
 - (e) Concerns from residential neighbors are strongly considered and can be alleviated through the utilization of buffers, setbacks, and screening elements.
- High-Intensity Business Uses and Industrial Uses are not recommended in this Area.





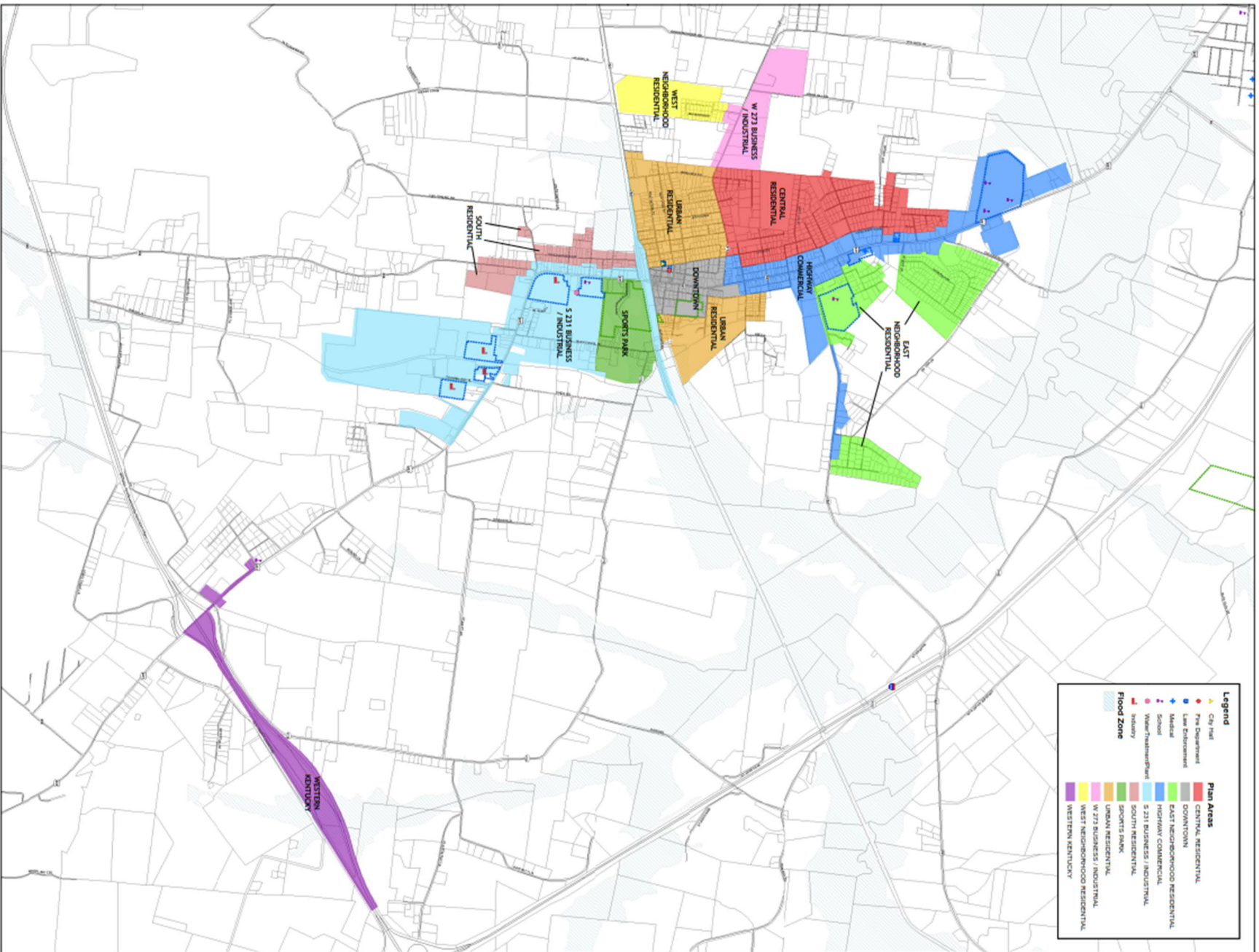
South of Clay Street (Highway 1543) is the existing site of the hospital including the location of the future expansion. The hospital is a major operation which will impact land uses within this area. As such, professional development shall be encouraged to mix into the existing residential neighborhood.

Recommendations for Land-Uses within the Hospital Professional Plan Area are as follows:

- Single-Family Residential Uses – Within the predominantly residential area, single-family residential uses should be encouraged if:
 - (a) Located within the Hospital Professional Plan Area.
- Duplex and Triplex Uses – In order to encourage mixed-density residential opportunities, housing types of mid-density (such as duplexes and triplexes) shall be recommended within this Area if:
 - (a) Logical Expansion of existing duplex or triplex that is zoned appropriately; or
 - (b) Serve as a buffer-use between single-family homes and existing activities of higher intensity that are located along Clay Street or within an adjoining Plan Area.
- Higher Density Multi-Family Residential Uses – High-density residential shall be appropriate if:
 - (a) Located along the fringe of the Plan Area, serving as a buffer-use between low-density residential uses and commercial uses located within the Highway Commercial Plan Area.
- Professional Uses – In this Professional area surrounding the hospital, professional uses such as professional and medical offices shall be encouraged if:
 - (a) The physical size of the operation will not damage the historic residential feel within the neighborhood unless the proposed location is a logical expansion of the hospital; and
 - (b) Concerns from residential neighbors are strongly considered and can be alleviated through the utilization of buffers, setbacks, and screening elements if necessary; and
 - (c) Alley access and parking to the rear of the structure shall be encouraged if possible.
- Low-Intensity Business Uses – Due to the highly trafficked roadways within this area and the housing density surrounding those roadways, it is recommended that neighborhood business uses which are not invasive to the residential neighborhood should be considered if:
 - (a) Located along and oriented towards Clay Street, Old Main Street, or McMurtry Ave; and
 - (b) Alley access is utilized when possible; and
 - (c) Parking spaces are located to the rear of the structure when possible; and
 - (d) The physical size of the operation will not adversely impact the residential area; and
 - (e) Concerns from adjoining residential neighbors are strongly considered and can be alleviated through the utilization of buffers, setbacks, and screening elements.
- High-Intensity Business Uses and Industrial Uses are not recommended in this Area.

Due to the existing traffic flow in this area, it is recommended that the consideration of a Traffic Impact Study be considered prior to any new professional or commercial development within this Plan Area.

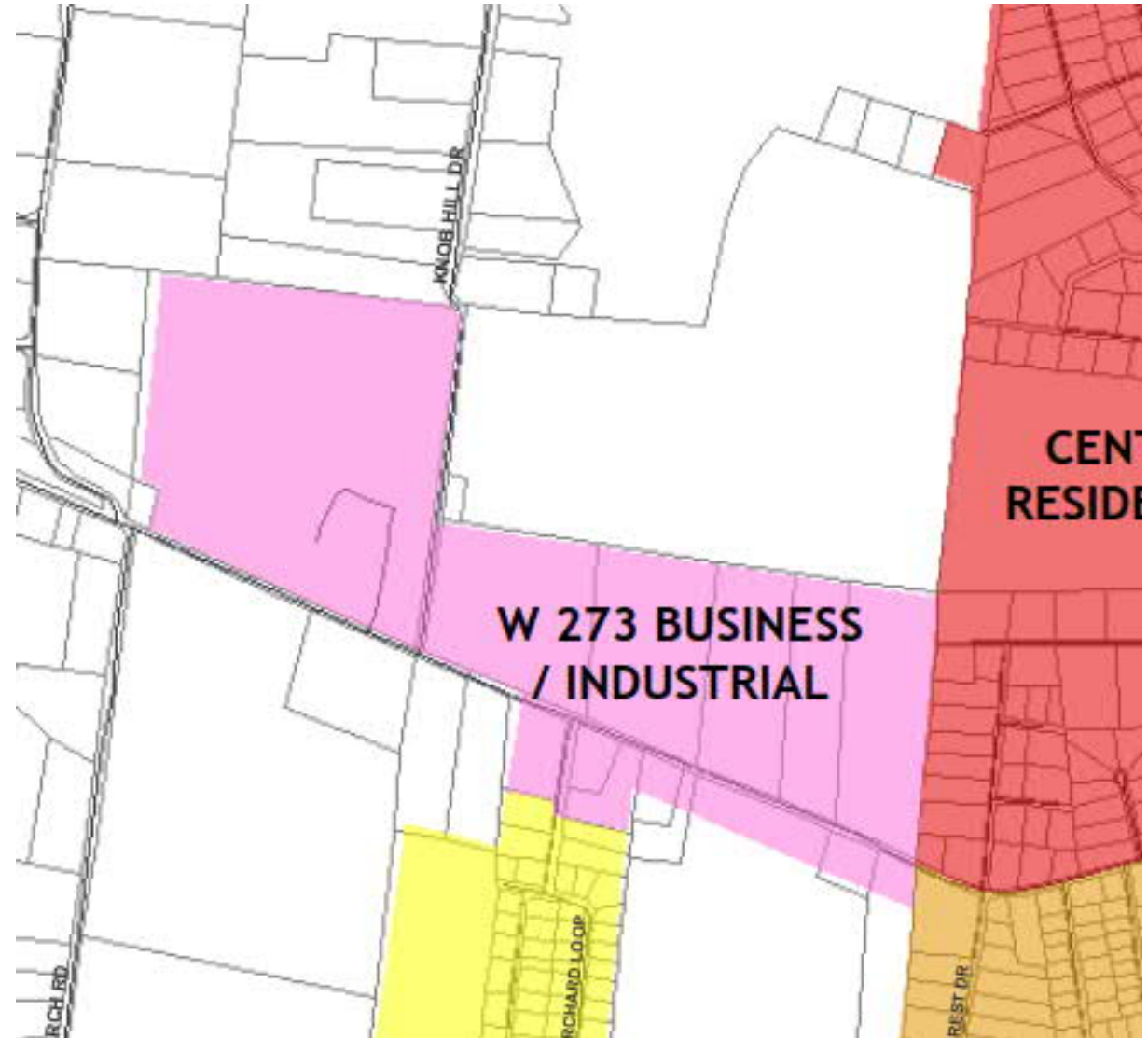
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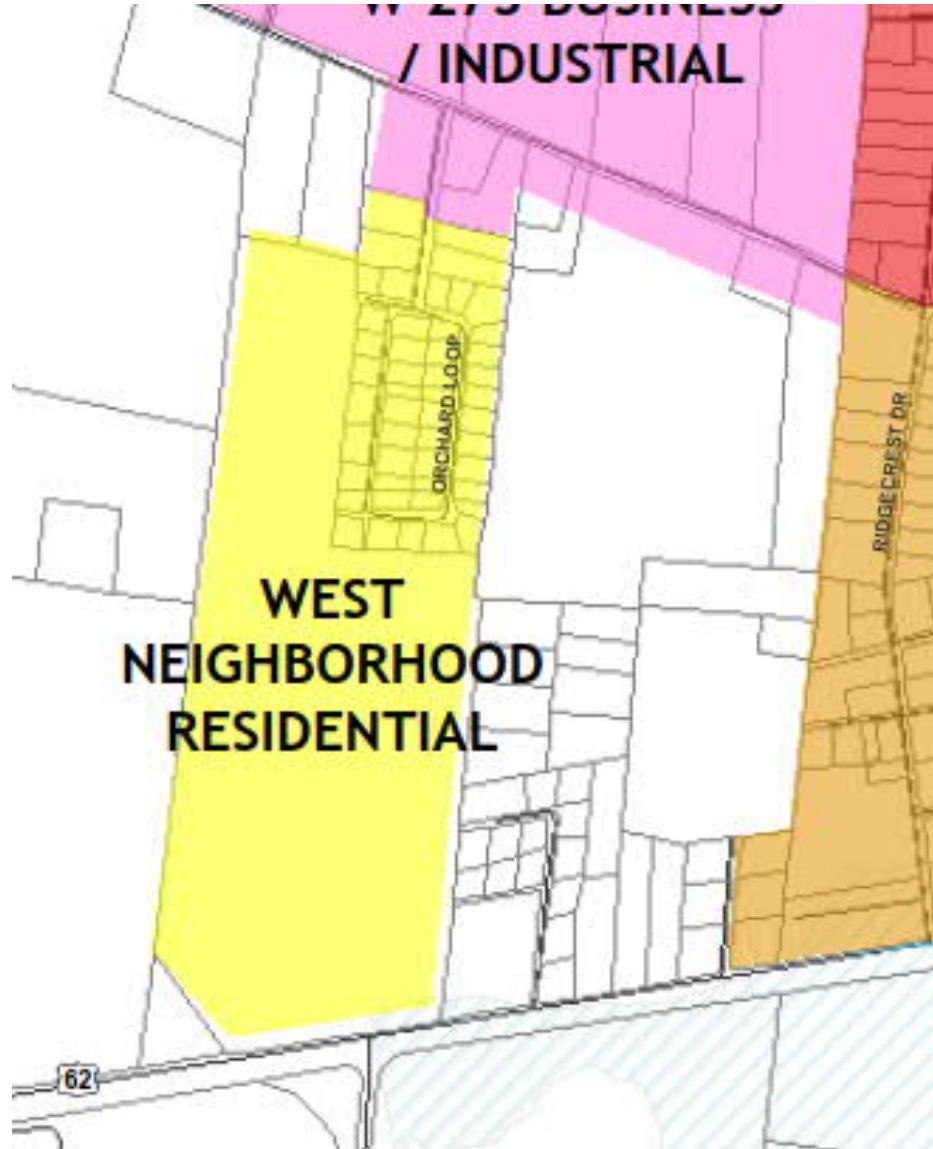


Along the west side of the city limits and located along both sides of Highway 273 is an area made up of a combination of uses, most notably the accumulation of high-intensity business and industrial uses. Due to the proximity of a major roadway and the existing industry in the area, this Plan Area best serves as an area for flexible business/industrial encouragement.

Recommendations for Land-Uses within the West 273 Business/Industrial Plan Area are as follows:

- Single-Family Residential Uses – New Single-Family Residential lots in the area should be discouraged due to the high intensity of industry in the vicinity; however, some residential lots do exist in the area and so continued uses shall be recommended if:
 - (a) A logical expansion of existing residential uses; and
 - (b) No direct access to Highway 273 shall be permitted.
- Multi-Family Residential Uses – In this area, residential uses of all densities shall be deemed appropriate if:
 - (a) A logical expansion of existing multi-family residential uses; or
 - (b) Serving as a buffer-use between the existing single-family residential uses and the existing commercial/industrial uses.
 - (c) No new residential lot shall have direct access to Highway 273.
- Professional Uses – Within this predominantly industrial area, professional uses such as professional and medical offices shall only be recommended if:
 - (a) A logical expansion of existing professional uses; or
 - (b) Serving as a buffer-use between the existing residential uses and the existing commercial/industrial uses.
 - (c) No new professional lot shall have direct access to Highway 273 unless compliance with the Access Management Policies is maintained.
- Business Uses and Industrial Uses are encouraged in this Plan Area if:
 - (a) Compliance with the Access Management Policies is maintained; and
 - (b) Necessary buffers and screening elements are installed in locations that the use adjoins residential uses.
 - (c) It is recommended that Industrial Uses remain on north side of Highway 273 unless the proposed use is an expansion of an existing operation located on the south side of Highway 273.





Along the west side of the city limits, beneath the W. 273 Business/Industrial Plan Area is the portion of land that is currently primarily single-family residential known as Orchard Loop. This land, from the beginning of this neighborhood to the terminus along Highway 62 creates the West Neighborhood Residential Plan Area. Due to the large amount of vacant land within this Plan Area, as well as the proximity of Highway 62, several land use options are recommended for consideration.

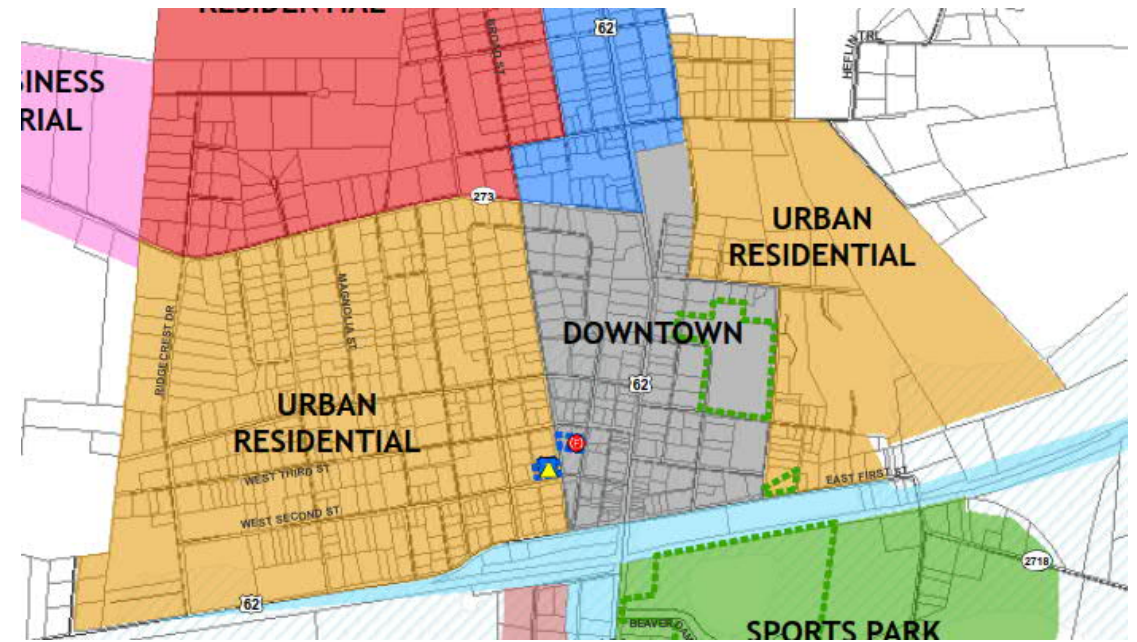
Recommendations for Land-Uses within the West Neighborhood Residential Plan Area are as follows:

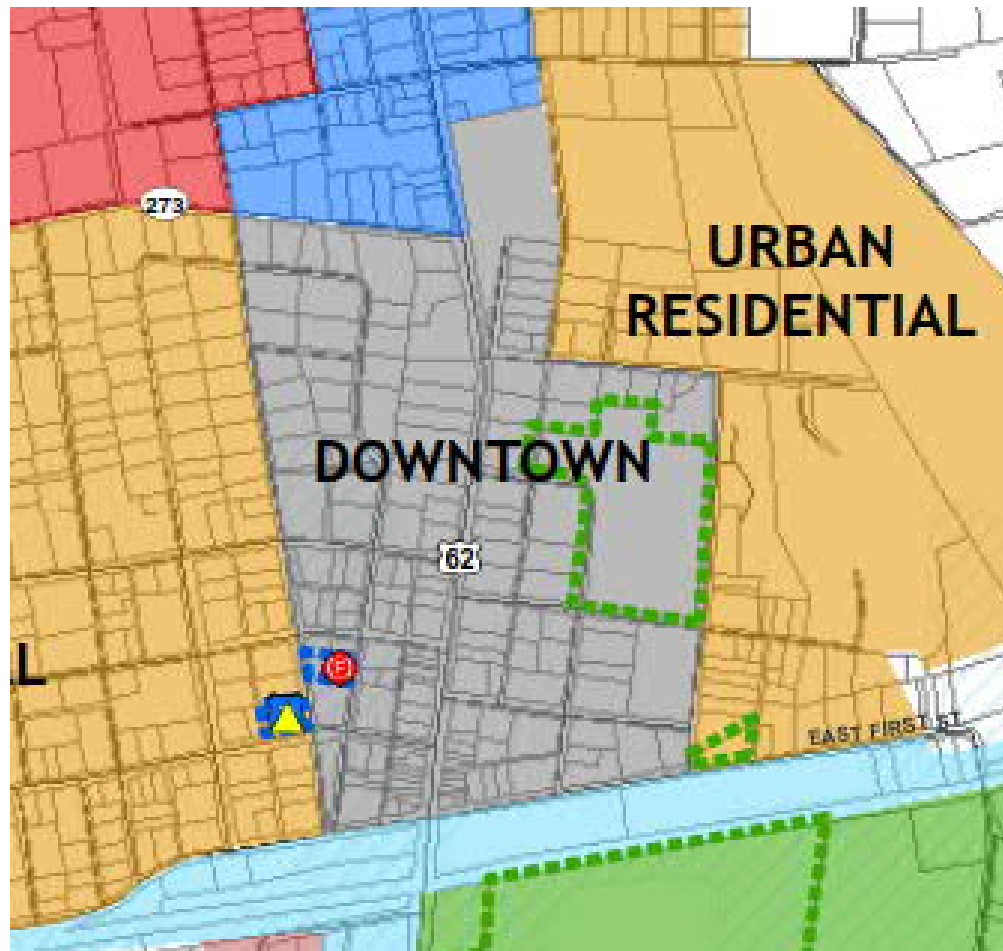
- Single-Family Residential Uses – Due to the existing single-family neighborhood within this Plan Area, future single-family residential uses shall be recommended if:
 - (a) A logical expansion of the stub street along Orchard Loop; or
 - (b) A new single-family residential development is created along Highway 62 encompassing the entirety of the road frontage along the Highway and limited to a single access point along Highway 62. Should this development occur, it is recommended that it connects to the existing Orchard Loop. Otherwise, it is recommended this development installs a stub street to provide an opportunity for future connectivity between the two developments.
- Multi-Family Residential Uses – In this area, residential uses of all densities shall be deemed appropriate if:
 - (a) Serving as a buffer-use between the single-family residential uses within Orchard Loop and any commercial/industrial activity along Highway 273 or along Highway 62.
- Professional Uses – Due to the highway traffic along Highway 62, professional uses shall be considered if:
 - (a) Access to the site or development is limited to Highway 62 and in compliance with Access Management Policies; or
 - (b) Serving as a buffer-use between the existing residential uses and any commercial/industrial uses that develop along Highway 62 with access limited to Highway 62 or an installed road stemming from Highway 62.
- Business Uses and Industrial Uses are encouraged in this Plan Area if:
 - (a) Compliance with the Access Management Policies is maintained; and
 - (b) Access to the site or development is limited to Highway 62; and
 - (c) Necessary buffers and screening elements are installed in locations that the use adjoins residential uses; and
 - (d) All outdoor storage areas are screened appropriately.

North of First Street, on both sides of the Downtown Plan Area, is a series of blocks creating a residential environment. These areas are surrounded by Plan Areas encouraging commercial activities and are also adjoined by high-trafficked roadways; as such, a variety of uses shall be considered.

Recommendations for Land-Uses within the Urban Residential Plan Area are as follows:

- Single-Family Residential Uses – Within the predominantly residential area, single-family residential uses should be encouraged if:
 - (a) Located within the Urban Residential Plan Area.
- Duplex and Triplex Uses – In order to encourage mixed-density residential opportunities, housing types of mid-density (such as duplexes and triplexes) shall be recommended within this Area if:
 - (a) Logical Expansion of existing duplex or triplex that is zoned appropriately; or
 - (b) A new duplex or triplex that is located on a corner lot; or
 - (c) Serve as a buffer-use between single-family homes and existing high-density residential, professional, or commercial activity that is located along the fringes of the Plan Area.
- Higher Density Multi-Family Residential Uses – In this area, residential uses of high-density are deemed appropriate if:
 - (a) A logical expansion of existing high-density residential uses; or
 - (b) Located along the fringes of the Plan Area and serving as a buffer-use between lower density residential uses and commercial uses (not professional uses).
- Professional and Business Uses – Due to the highly trafficked roadways within this area and the housing density surrounding those roadways, it is recommended that professional and business uses should be considered if:
 - (a) Located on a corner lot that is along and oriented towards Highway 273 or any lot that is located along and oriented towards Highway 62; and
 - (b) Compliance with Access Management Policies is maintained; and
 - (c) Necessary screening elements are installed when adjoining residential properties.
 - (d) Professional uses are also recommended in the Urban Residential Plan Areas if serving as a logical expansion or a buffer-use of existing professional, business, or industrial uses that are located within the Downtown Plan Area or the Highway Commercial Plan Area if oriented towards and located along the same side of the same street.
 - (e) Business and Professional Uses that are located along Highway 273 but are not on a corner lot shall be recommended if considered a logical expansion of a professional or business use that is oriented towards and located along the same side of Highway 273 and if necessary screening elements are installed when adjoining residential properties.
- Industrial Uses are not recommended in this Plan Area.





To enhance the community's walkability, the downtown area desires a combination of mixed uses – especially high-density business uses. With restaurants, coffee shops, and retail sales storefronts along ground floors with attached apartments above and/or behind the businesses, the Downtown Plan Area intends to create community engagement.

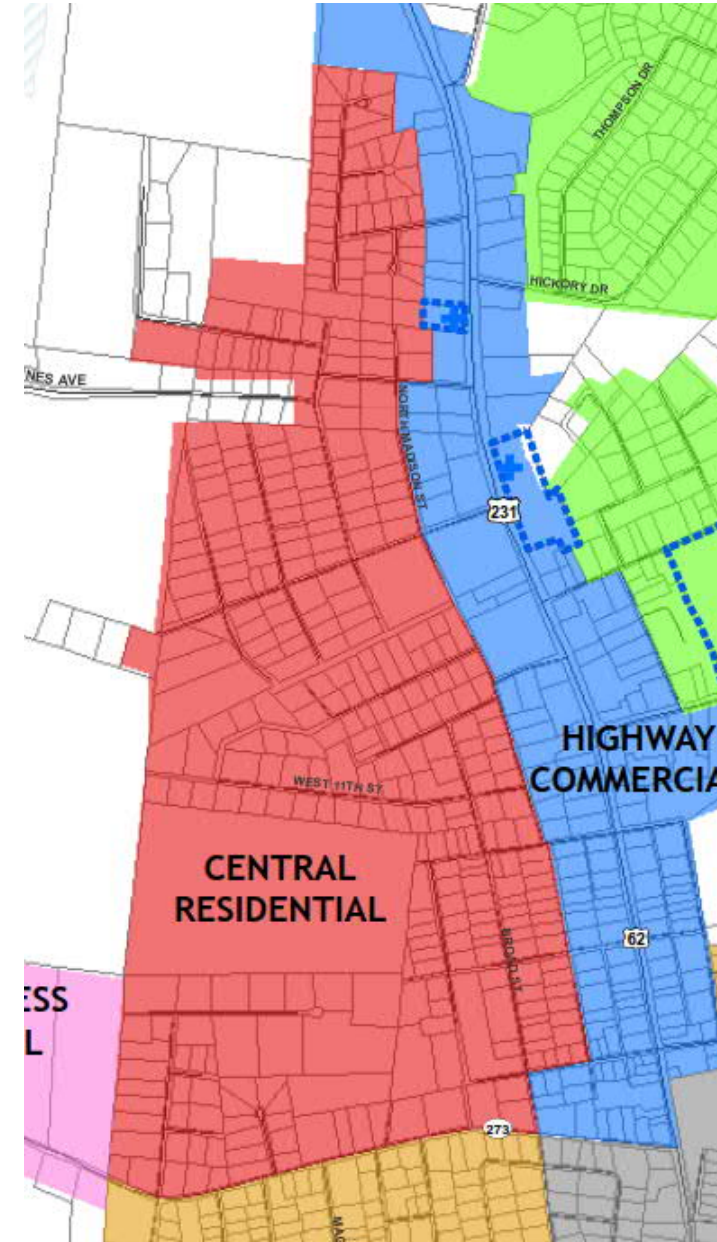
Recommendations for Land-Uses within the Downtown Plan Area are as follows:

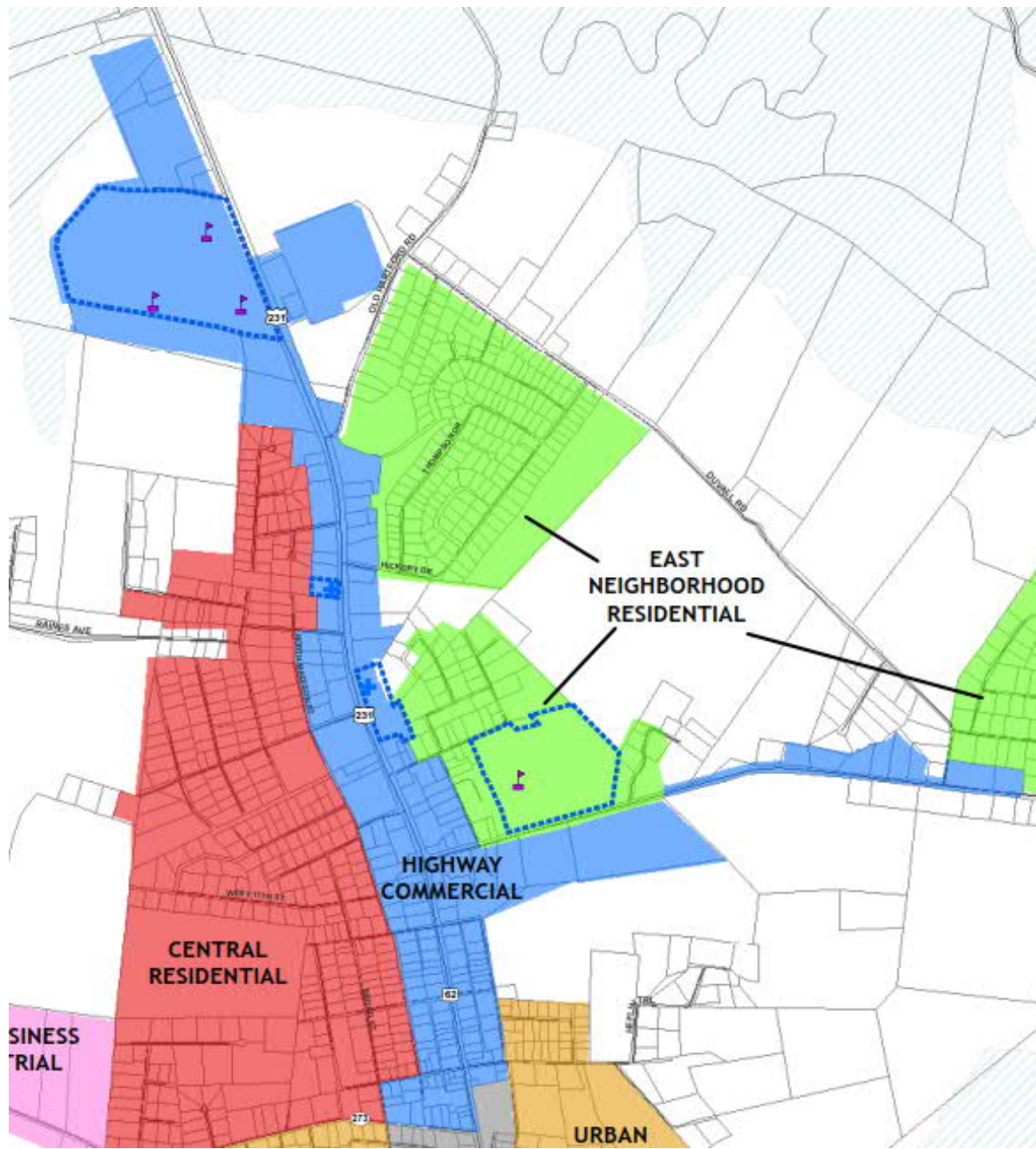
- Single-Family Residential and Duplex/Triplex Residential – Existing single-family residential homes and existing duplex/triplex structures shall be allowed to remain; however, to increase the density of the area and to encourage the storefront environment along Main Street within the downtown corridor, new single family residential and new duplex/triplex developments along Main Street should be discouraged. Such residential developments shall be deemed appropriate within the Downtown Plan Area if:
 - (a) Located along and oriented towards a local street; and
 - (b) Located on a parcel of land that is not immediately adjoining Main Street.
- High-Density Multi-Family Residential – To encourage high-density development throughout the Downtown Plan Area, apartments of all sizes shall be encouraged if:
 - (a) Located above and/or behind an approved business storefront or office building; or
 - (b) Stand-alone apartment structures shall be considered appropriate if located along and oriented towards a local street.
- Professional Uses – Uses such as professional and medical offices shall be encouraged throughout the Downtown Plan Area. In order to encourage the conversion of existing single-family residential dwellings into offices, buffers between professional and residential uses are not deemed necessary. Professional Uses shall be encouraged if:
 - (a) Located within the Downtown Plan Area.
- Business Uses – Business uses that inspire the assembly of people, such as retail sales establishments, restaurants, and other business uses should be encouraged throughout the Downtown Plan Area, especially along Main Street but should also be considered along local streets to enhance the mixed-uses of the area. Such uses shall be encouraged if:
 - (a) Located along and oriented towards Main Street, Highway 273, or Highway 62; or located along and oriented towards the adjoining North Highway Commercial Plan Area; or
 - (b) Located along a local street if adjoined on both sides by business uses, professional uses, and/or multi-family uses including duplexes/triplexes.
- Industrial Uses are not recommended in the Downtown Plan Area unless doing so will occupy only the interior of existing greyfields within the downtown area. Such uses shall not be cause for a future industrial use to locate on an adjacent property as this will not constitute as reason for a logical expansion. Heavy consideration should be given to determine the best use of any greyfield.

The west side of Highway 231, ranging from Highway 273 nearly to the school properties, is a large portion of land predominantly residential in nature. Due to the existing development, it is recommended that residential uses remain in this area, but due to the bordering Highway Commercial Plan Area and the adjoining Highway 273, other uses should also be considered.

Recommendations for Land-Uses within the Central Residential Plan Area are as follows:

- Single-Family Residential Uses – Within the predominantly residential area, single-family residential uses should be encouraged if:
 - (a) Located within the Central Residential Plan Area.
- Duplex and Triplex Uses – In order to encourage mixed-density residential opportunities, housing types of mid-density (such as duplexes and triplexes) shall be recommended within this area if:
 - (a) Logical Expansion of existing duplex or triplex that is zoned appropriately; or
 - (b) A new duplex or triplex that is located on a corner lot; or
 - (c) Serve as a buffer-use between single-family homes and existing high-density residential, professional, or commercial activity that is located the fringes of the Plan Area.
- Higher Density Multi-Family Residential Uses – In this area, residential uses of high-density are deemed appropriate if:
 - (a) A logical expansion of existing high-density residential uses; or
 - (b) Located along the fringes of the Plan Area and serving as a buffer-use between lower density residential uses and commercial uses (not professional uses).
- Professional and Business Uses – Due to the highly trafficked roadways within and near this area, it is recommended that professional and business uses should be considered if:
 - (a) Located on a corner lot that is along and oriented towards Highway 273; and
 - (b) Compliance with Access Management Policies is maintained; and
 - (c) Necessary screening elements are installed when adjoining residential properties.
 - (d) Professional uses are also recommended in the Central Residential Plan Areas if serving as a logical expansion or a buffer-use of existing professional, business, or industrial uses that are located within the Highway Commercial Plan Area if oriented towards and located along the same side of the same street.
 - (e) Business and Professional Uses that are located along Highway 273 but are not on a corner lot shall be recommended if considered a logical expansion of a professional or business use that is oriented towards and located along the same side of Highway 273 and if necessary screening elements are installed when adjoining residential properties.
- Industrial Uses are not recommended in this Plan Area.





The Highway 231 corridor has long been the most traveled roadway within Beaver Dam and as such, it is recommended for this area to contain a concentration of commercial uses with a strong emphasis on access management regulations due to the traffic volume and vehicular speeds.

Recommendations for Land-Uses within the Highway Commercial Plan Area are as follows:

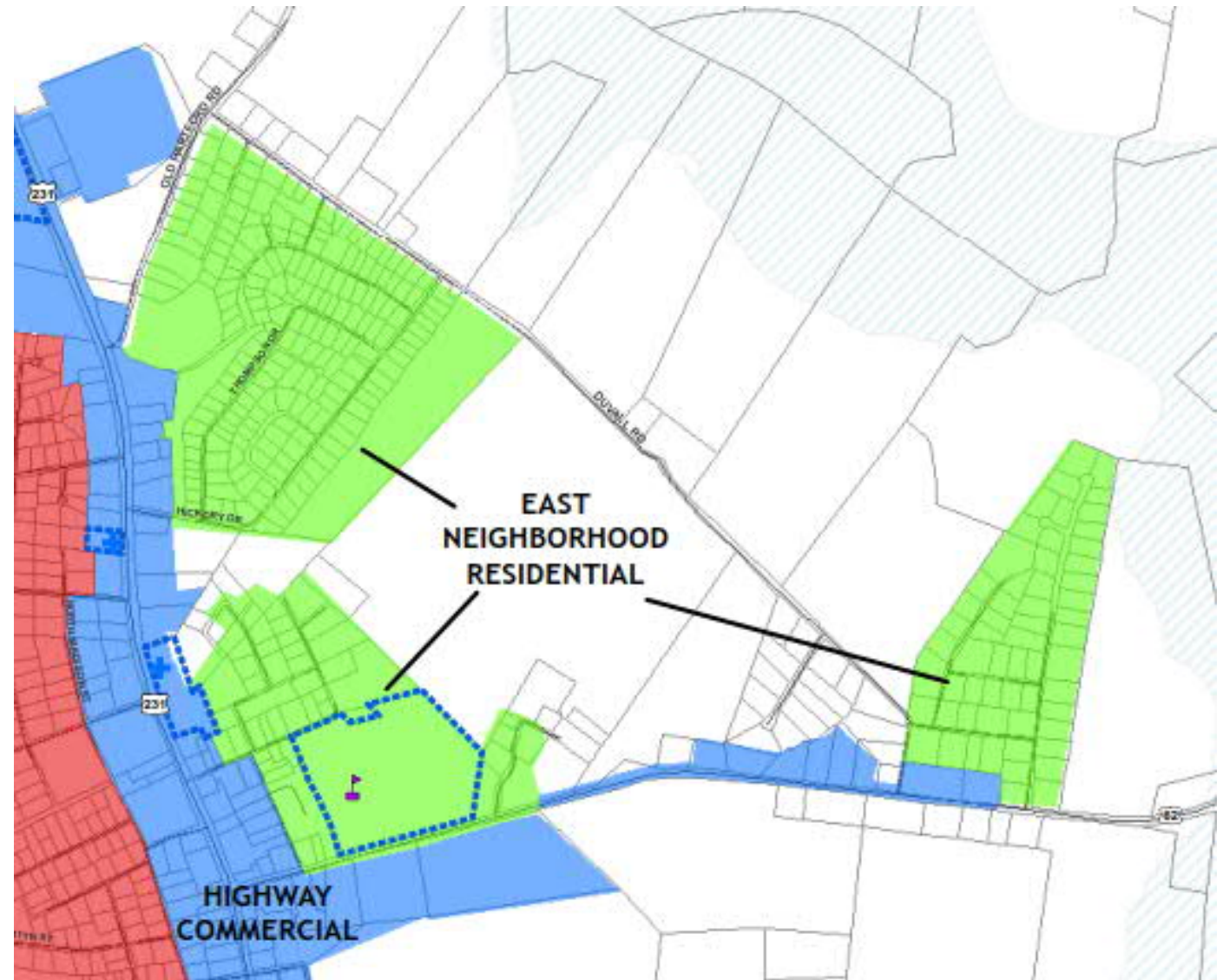
- Single-Family Residential – Single-Family Residential Homes shall be discouraged throughout this Plan Area as new locations should only be considered if:
 - (a) Located along and oriented towards a local street (including access points); and
 - (b) A logical expansion of existing single-family residential zoning; and
 - (c) The property is not immediately adjoining Highway 231, Highway 273, or Highway 62.
- Duplex/Triplex Residential – Duplex and Triplex uses shall be discouraged throughout this Plan Area as new locations should only be considered if:
 - (a) Located along and oriented towards a local street (including access points); and
 - (b) A logical expansion of existing duplex/triplex zoning or serving as a buffer-use between existing high-density residential development (or commercial activity) and existing single-family residential development; and
 - (c) The property is not immediately adjoining Highway 231, Highway 273, or Highway 62.
- High Density Multi-Family Residential Uses – High Density Multi-Family Residential uses shall be discouraged throughout this Plan Area as new locations should only be considered if:
 - (a) Located along and oriented towards a local street or private road; and
 - (b) A logical expansion of existing high-density residential zoning or serving as a buffer-use between commercial activity and lower density residential developments.
- Professional, Business, and Industrial Uses – In this commercially focused area, Professional and Business Uses should be encouraged if:
 - (a) Located within the Highway Commercial Plan Area; and
 - (b) Not located immediately between two Single-Family Residential zones; and
 - (c) Access Management Policies, including (when possible) the encouragement to share access points and parking spaces through development plan review, are considered to ensure roadway safety along the highways; and
 - (d) All outdoor storage is properly screened, located to the rear of the facility, and does not directly adjoin existing single-family or duplex/triplex developments; and
 - (e) Industrial uses shall be logical expansions of existing industrial zoning on same side of highway.

Located east of Highway 231 and north of Highway 62 in Beaver Dam are three existing residential areas. These areas adjoin the Highway Commercial Plan Area; however, they are largely developed, and so varying land-uses should only be considered in very rare occasions.

Recommendations for Land-Uses within the East Neighborhood Residential Plan Area are as follows:

- Single-Family Residential – Single-Family Residential Homes shall be encouraged throughout this Plan Area if:
 - (a) Located within the East Neighborhood Residential Plan Area
- Multi-Family Residential – Multi-Family Residential uses of all densities shall be considered if:
 - (a) Logical Expansion of an existing multi-family structure of equivalent intensity or greater intensity that is located along and oriented towards the same street; or
 - (b) Serving as a buffer-use between existing single-family residential dwellings and existing uses of higher intensity that are located along and oriented towards the same street; or
 - (c) New locations for multi-family residential uses shall be considered along the fringes of the Plan Areas if oriented away from the existing single-family residential developments within this Plan Area.
- Professional and Business Uses– In this residentially focused area, Professional and Business Uses should be encouraged if:
 - (a) Located along and oriented towards Highway 62 or Highway 231; and
 - (b) Compliance with Access Management Policies is maintained; and
 - (c) Appropriate buffers and screening elements are installed when adjoining residential properties.

Industrial Uses are not recommended within this Plan Area.





South of the railroad tracks that divide Beaver Dam in half sits the Beaver Dam Sports Park; site of athletic fields, an amphitheater, and other uses which encourage people to assemble. Due to the desire to bring people together, but also considering the proximity to Highway 231, this Plan Area should encourage varying uses.

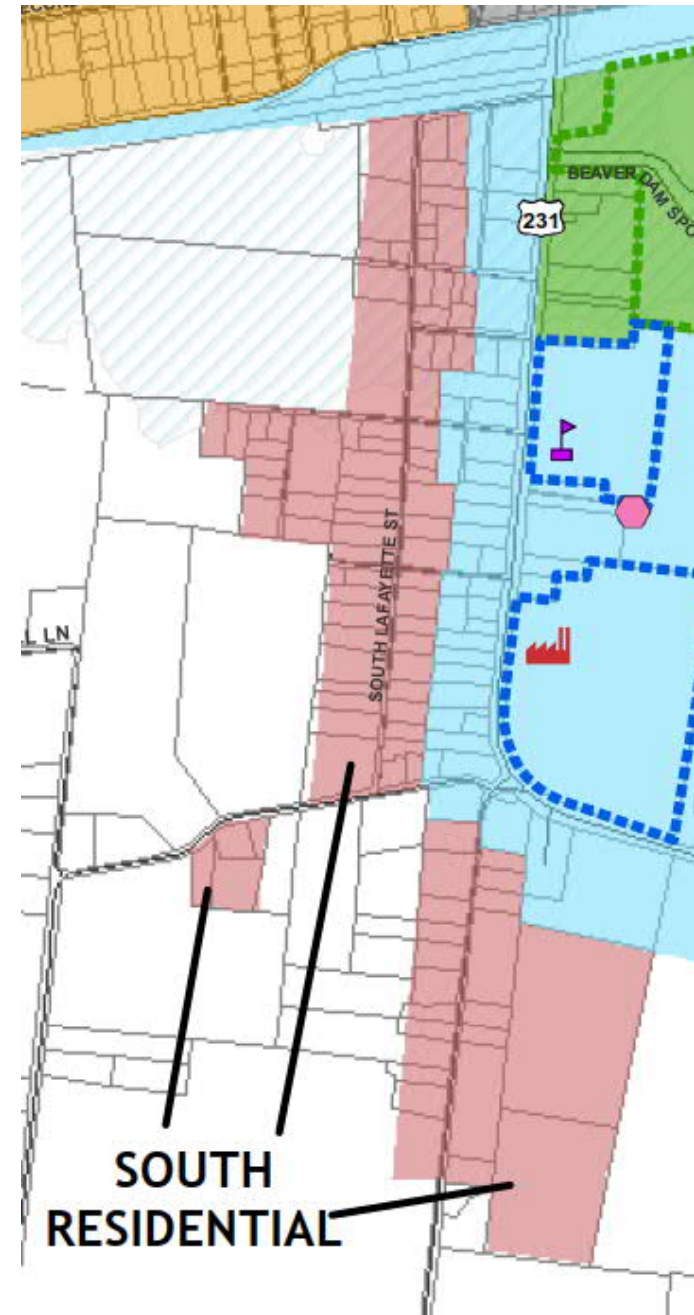
Recommendations for Land-Uses within the Sports Park Plan Area are as follows:

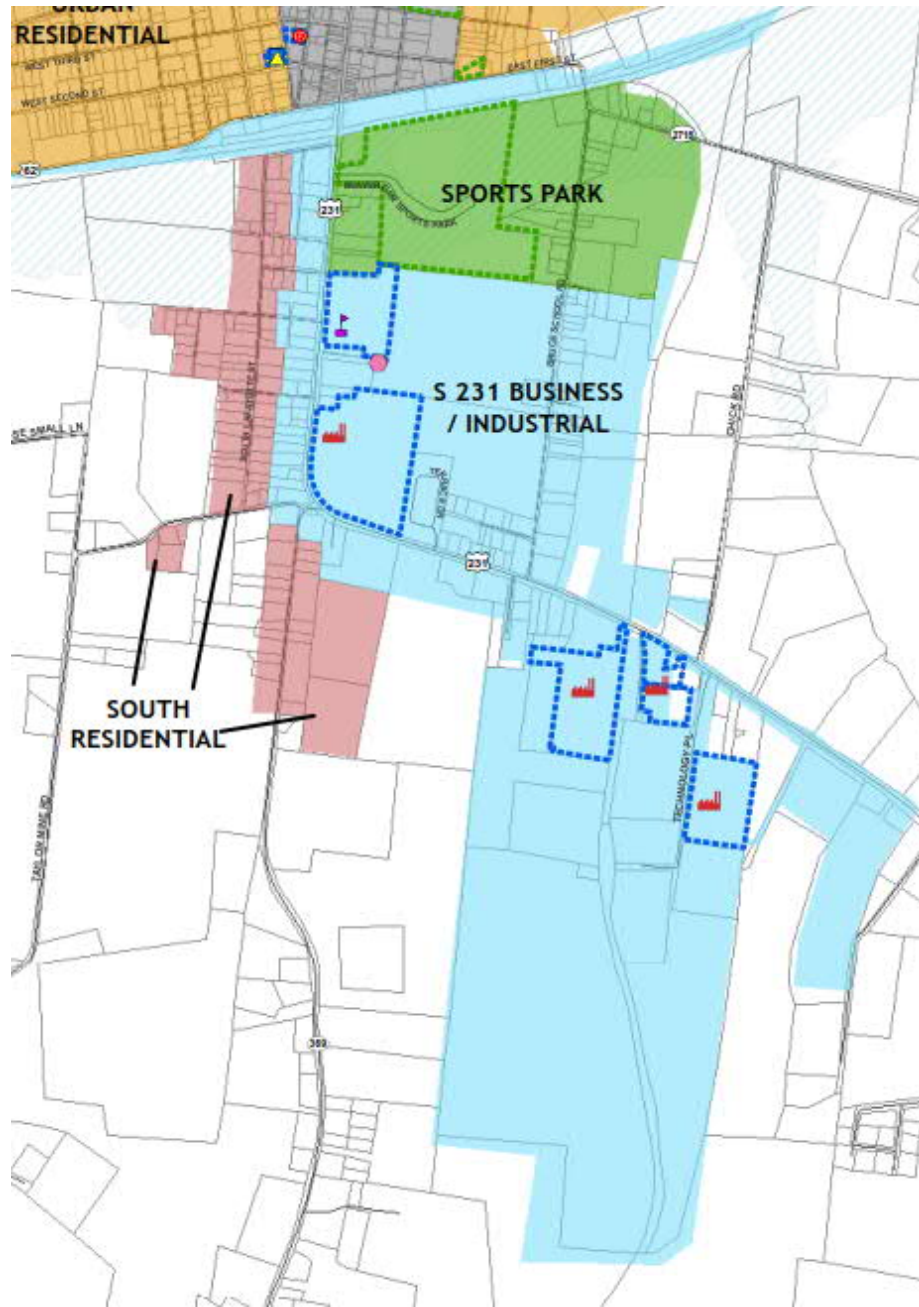
- Single-Family Residential – Due to the desire to create density near the park to encourage more people to walk to activities, single-family residential uses shall only be recommended if:
 - (a) Located along and oriented towards a local street (including access points); and
 - (b) A logical expansion of existing single-family residential zoning; and
 - (c) The property is not immediately adjoining Highway 231.
- Duplex/Triplex Residential – Duplex and Triplex uses shall be discouraged throughout this Plan Area as new locations should only be considered if:
 - (a) Located along and oriented towards a local street (including access points); and
 - (b) A logical expansion of existing duplex/triplex zoning or serving as a buffer-use between existing uses of higher intensity and existing single-family residential development; and
 - (c) The property is not immediately adjoining Highway 231.
 - (d) Duplex/Triplex developments of greater than one structure shall be encouraged if located along or near Bruce School Road, much like the criteria for High-Density Multi-Family Residential Uses.
- High-Density Multi-Family Residential Uses – The area to the east of the park is recommended for high-density residential uses. Such uses shall be recommended if
 - (a) Located along or near Bruce School Road.
- Professional and Business Uses – Professional and Business Uses shall be recommended if:
 - (a) Located along and oriented towards Highway 231; and
 - (b) Compliance with Access Management Policies is maintained; and
 - (c) Due to small lot sizes in this vicinity of Highway 231, it is recommended that the applicant presents evidence that the lot can support the proposed use(s).
 - (d) Professional and Business Uses located along Bruce School Road shall only be recommended if serving as a buffer-use between existing residential uses in the vicinity and any industrial uses that develop along the fringes of the South 231 Business/Industrial Plan Area. Due to the current condition of Bruce School Road, business uses that are high-traffic generators may require consideration of a traffic impact study prior to approval.
- New locations for Industrial uses are not recommended within the Sports Park Plan Area.

Located south of the railroad tracks and west of Highway 231 in Beaver Dam are three existing residential areas. These areas adjoin the S. 231 Business/Industrial Plan Area; however, they are largely developed, and so varying land-uses should only be considered in very rare occasions.

Recommendations for Land-Uses within the South Residential Plan Area are as follows:

- Single-Family Residential – Single-Family Residential Homes shall be encouraged throughout this Plan Area if:
 - (a) Located within the East Neighborhood Residential Plan Area
- Multi-Family Residential – Multi-Family Residential uses of all densities shall be considered if:
 - (a) Logical Expansion of an existing multi-family structure of equivalent or greater intensity that is located along and oriented towards the same street; or
 - (b) Serving as a buffer-use between existing single-family residential dwellings and existing uses of higher intensity that are located along and oriented towards the same street; or
 - (c) New locations for high-density multi-family residential uses shall be considered along the fringes of the Plan Areas if oriented away from the existing single-family residential developments within this Plan Area; or if appropriate buffers and screening elements are installed to separate the existing single-family residential uses from the proposed multi-family development.
- Professional, Business, and Industrial Uses– In this residentially focused area, Professional and Business Uses should be encouraged if:
 - (a) Located along and oriented towards Highway 369; and
 - (b) Logical Expansion of a use of equivalent or greater intensity; and
 - (c) All necessary screening elements and buffers are installed between the use and any residential properties; and
 - (d) All outdoor storage areas are screened appropriately and located to the rear of the structure.
 - (e) Proposed business and professional uses that are not located on HWY 369 may be considered if deemed to be a logical expansion of a use that is of equivalent or greater intensity that is oriented towards the same street while also located on the same side of the street. Such uses shall also comply with Criterium (c) and (d) within this section.





South of the railroad tracks houses roughly 1/3 of the City of Beaver Dam with a combination of uses; the vast majority of which (regarding land area) is industrial in nature. However, due to traffic along Highway 231, the residential neighborhoods, and the location of the Sports Park, other uses shall be considered, as well.

Recommendations for Land-Uses within the South 231 Business/Industrial Plan Area are as follows:

- Single-Family Residential Uses – New Single-Family Residential lots in the area should be discouraged due to the high intensity of industry in the vicinity; however, some residential lots do exist in the area and so continued uses shall be recommended if:
 - (a) A logical expansion of existing residential uses; and
 - (b) No direct access to Highway 231 shall be permitted.
- Multi-Family Residential Uses – In this area, residential uses of all densities shall be deemed appropriate if:
 - (a) Logical expansion of existing multi-family residential uses of equal intensity; or
 - (b) Serving as a buffer-use between the existing single-family residential uses and the existing commercial/industrial uses.
 - (c) No new residential lot shall have direct access to Highway 231 unless it is a logical expansion of existing multi-family developments located along the same side of the highway and compliance with the access management policies is maintained.
- Professional Uses – Within this predominantly industrial area, professional uses such as professional and medical offices shall only be recommended if:
 - (a) Located along and oriented towards Highway 231; and
 - (b) Compliance with access management policies is maintained.
 - (c) Professional uses may be considered along other roadways if the professional use will serve as a buffer-use between existing single-family residential uses and existing business/industrial uses.
- Business Uses and Industrial Uses are encouraged in this Plan Area if:
 - (a) Compliance with the access management policies is maintained; and
 - (b) Necessary buffers and screening elements are installed in locations that the use adjoins residential uses and/or the Sports Park Plan Area. Due to the existing residential feel, industrial uses are not recommended when adjoining the South Residential Plan Area between Highway 269 and Highway 62.
 - (c) Due to existing road conditions, it is recommended that a traffic impact study is considered prior to the approval of any business/industrial development along Bruce School Road that is not an expansion of an existing, adjoining development.

A portion of land along and near the Western Kentucky Parkway is located within the Beaver Dam city limits. This area is most utilized by traffic along the Western Kentucky Parkway, and so uses should be those that offer attractions for those drivers.

Recommendations for Land-Uses within the Western Kentucky Plan Area are as follows:

- Residential Uses – These areas, located along the Parkway and adjoining Highway 231 are not considered to be ideal locations for residential uses of any density. Following future annexations, residential uses may be considered along local roads behind the existing commercial developments along Highway 231; but only because of the existing residential uses within that vicinity.
- Professional Uses – Much like the residential uses, this area is not ideal for professional or medical offices as it is recommended that this area develops to attract automobile travelers. Following future annexations, professional uses may be considered along local roads behind the existing commercial developments along Highway 231; but only to serve as a buffer-use between the existing residential developments in the area and the existing commercial activity along the highway.
- Business Uses and Industrial Uses – In this area, Business uses are preferred to attract interstate travelers, and so should be encouraged in this Plan Area if:
 - (a) All outdoor storage areas are screened appropriately; and
 - (b) Necessary buffers and screening elements are installed if adjoining existing residential zoning classifications; and
 - (c) Compliance with access management policies is maintained.

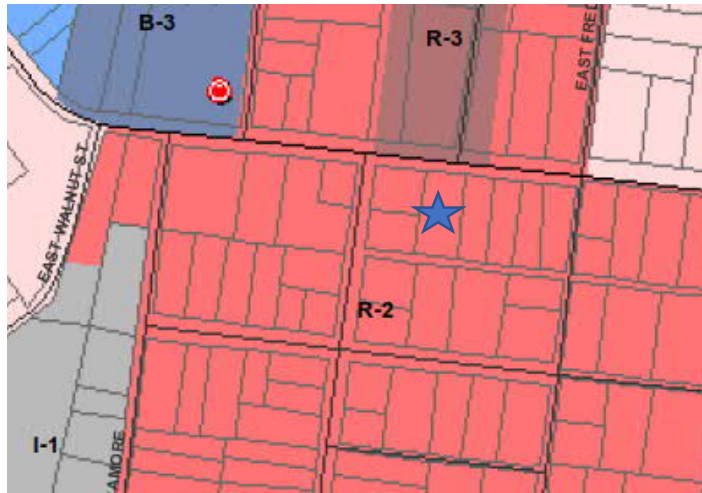
Industrial activity in the area should be in-line with automobile repair businesses. Invasive industrial uses such as salvage yards should only be considered with appropriate approvals and sufficient screening elements to ensure the aesthetics of the area are protected.



Type 1 vs Type 2 Findings

It is important to note that the development criteria established within this Comprehensive Plan is not a series of regulations; but rather, they are a series of recommendations for what constitutes an appropriate use in a designated area. These recommendations are created in order to address many of the concerns set forth in Chapter 4 beginning on page 51 while other concerns are addressed throughout the remainder of this chapter.

As such recommendations, the criteria have set forth Findings of Fact for the Planning Commission to reference when making decisions. In the event that the criteria are utilized appropriately, the decision maker can be confident the decision made was made with the future of the area in mind. For example:



On this lot, located on Clay Street in Hartford, is a hypothetical proposal to rezone a property from R-2 Duplex Residential to a business zone in order to locate a small neighborhood coffee shop. Upon review of the request, a Planning Commissioner could reference the Urban Residential Plan Area (the Plan Area that this tract is located within per this document) and see that such a use is allowed if:

- Professional and Low-Intensity Business Uses – Due to the highly trafficked roadways within this area and the housing density surrounding those roadways, it is recommended that neighborhood business uses which are not invasive to the residential neighborhood should be considered if:
 - (a) Located along and oriented towards Clay Street; and
 - (b) Alley access is utilized when possible; and
 - (c) Parking spaces are located to the rear of the structure when necessary to protect the residential character of the neighborhood; and
 - (d) The physical size of the operation will not damage the historic residential feel within the neighborhood; and
 - (e) Concerns from residential neighbors are strongly considered and can be alleviated through the utilization of buffers, setbacks, and screening elements.

This lot is located along and oriented towards Clay Street; has alley access and parking to the rear is possible; the size of the operation will not damage the historic residential feel within the neighborhood; and the Planning Commission may establish a condition that buffers and screening elements are installed when adjoining residential properties. As such, the proposal while historically not allowed, can be possible. Using the Comprehensive Plan to support a decision as has been done in this example is considered to be Type 1 Findings. Type 1 Findings (A – E in this situation) are the most commonly used types of findings.

However, the Comprehensive Plan is not an end-all-be-all, as situations do arise that the Comprehensive Plan could not predict. There are situations in which a decision maker may go against the recommendations set forth within the Comprehensive Plan. Such decisions require Type 2 Findings. With Type 2 Findings, the onus is on the individual making the motion to approve or deny a request despite the Comprehensive Plan's contrarian recommendation. The most common types of Type 2 Findings explain that the proposed zoning is more appropriate than the existing zoning, and while the proposal may not perfectly line up with the Comprehensive Plan's recommendation, the proposal is closer to compliance than what currently exists. Other types of Type 2 Findings explain that there has been a development or a socioeconomic change in the area that the Comprehensive Plan could not predict and so the criteria within that area are no longer an accurate representation of the direction of the neighborhood. Because of these possible scenarios, it is a necessity to regularly review these Plan Areas, including their boundaries and the criteria stated throughout, as future developments will undoubtedly impact the character of the neighborhood; which also further solidifies the need to review each Plan Area individually based upon the area characteristics.

Transportation Planning

GRADD Regional Transportation Committee

While some of the traffic issues illustrated within Chapter 4 have been addressed throughout the establishment of the Plan Area criteria, such as the necessity to review access management policies and to encourage traffic impact studies, not all of the transportation items were touched on when discussing future land-uses within the neighborhoods.

Ohio County, including Hartford and Beaver Dam, falls into the jurisdiction of an active Regional Transportation Committee; for which the GRADD office serves as the planning agency and the liaison between the communities and KYTC (the State Transportation Cabinet). Each year the Committee has new areas of focus that are established by KYTC.

The following issues are recommended to be considered by the Regional Transportation Committee in years that the appropriate areas of focus are reviewed:

1. Install additional wayfinding signage throughout the communities.

The installment of signage within the public rights-of-way requires additional funding. Opportunities for such funding should be explored when appropriate.

2. Implement a Bicycle and Pedestrian Plan.

The implementation of a bicycle and pedestrian plan is an item that should not be dismissed as the completion of such will have a great impact on the entire community. It is recommended that before a plan is created, a committee of interested parties including citizens of Ohio County, planners, economic development specialists, parks and recreation representatives, local bicyclists and pedestrian walkers/joggers, and other interested parties should convene semi-regularly to determine the best routes for bicycle and pedestrian travel; as well as the financial feasibility of each route and priority ranking for each route in order to establish a realistic implementation timeline.

3. Encourage the implementation of public transportation opportunities.

Much like the Bicycle and Pedestrian Plan, a committee should be formed with interested parties to determine routes, number of vehicles necessary to effectively service the identified routes, and the feasibility of implementing such a project.

SHIFT (Strategic Highway Investment Formula for Tomorrow)

The SHIFT is a process each area development district goes through every two years to evaluate the progress of projects currently on the 6-year Highway Plan and discuss new projects to be included on the next plan. Eight projects on the 2020 SHIFT are in or around Hartford and/or Beaver Dam for the West Region.

- Reconstruct KY 69 from Centertown to Hartford
- Address left-turn lane issues on US 231 at Southern Elementary School
- Improve turning radius of the KY 54 and KY 69 North intersection
- Address safety concerns at the intersection of US 62 and Miller RD.
- Construct a connector road into Bluegrass Crossings Industrial Park to improve access and eliminate safety issues

6-Year Highway Plan

Additionally, specific projects have previously been brought forth for state review. The 6-year highway plan was updated in 2018 for the GRADD region. This plan was signed and enacted by the Governor in 2018. The plan aims to enhance the quality of life in the Commonwealth while focusing mainly on a safety-first approach. Hartford and Beaver Dam have 9 projects listed on the plan which spans 2018 – 2024.

- Address deficiencies of bridge on US 62 over branch of Three Lick Fork
 - Total project cost: \$1,148,000.00
- ADDRESS DEFICIENCIES OF BRIDGE OVER THREELICK FORK ON US 62 0.4 MILE E OF GREEN MEADOWS DRIVE IN BEAVER DAM.
 - Total project cost: \$1,337,000.00
- I-65 SPUR CORRIDOR; RECONSTRUCT THE EXISTING NATCHER PARKWAY/KY-69 INTERCHANGE (EXIT 50) IN OHIO COUNTY.
 - Total project cost: \$11,300,000.00
- REPLACE, IMPROVE ALIGNMENTS AND APPROACHES, AND ADDRESS SAFETY ISSUES WITH BRIDGES ON KY-136 FROM KY-56 IN MCLEAN COUNTY TO US-231 IN OHIO COUNTY.
 - Total project cost: \$8,240,000.00
- ADDRESS DEFICIENCIES OF JOHNSON SCHOOL RD BRIDGE OVER BARASS DITCH.
 - Total project cost: \$822,500.00
- ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 65.68 TO MILEPOINT 83.3.
 - Total project cost: \$16,596,000.00
- ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 83.3 TO MILEPOINT 87.544.
 - Total project cost: \$4,282,000.00
- ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 49.8 TO MILEPOINT 59.86.
 - Total project cost: \$11,064,000.00
- ADDRESS PAVEMENT CONDITION ON KY-136 FROM MILEPOINT 0.00 TO MILEPOINT 9.60.
 - Total project cost: \$1,177,000.00

Recommended Zoning Ordinance Considerations

Throughout this Plan, there have been areas of necessary focus that require amendments to the zoning ordinance in order for the zoning ordinance to properly implement the Comprehensive Plan.

As stated throughout the Future Land-Use portion of Chapter 5, a large emphasis throughout this plan has been put on the creation of more flexible development allowances, which will encourage growth throughout the cities of Hartford and Beaver Dam. In doing so, it is inevitable to have more unlike zones adjoining one another.

As a result, this document recommends the installation of a landscape ordinance into the zoning ordinance which will:

1. Establish buffers between business activity and residential properties. Within these buffers, no portion of business activity shall exist, including parking spaces or drive aisles; but rather, it is recommended that the buffers be greenspace, with the exception of screening elements.
2. Establishment of screening elements whenever business activity adjoins residential properties. In addition to the recommended buffer, this document recommends establishing visual and noise screening elements in situations that business developments adjoin residential properties.
3. Establish perimeter landscaping requirements whenever business activity adjoins public rights-of-way. This requirement is recommended in order to shield car lights from shining into public streets and for aesthetic purposes.
4. Establish interior landscaping requirements for large parking lots. Due to the potential increase in commercial development, considerations should be given regarding interior landscaping in order to assist with parking lot drainage and to lessen the impacts of urban heat island effect.

In order to continue the creation of flexible opportunities for commercial activity in appropriate locations, it is recommended that Agritourism uses are allowed in Conditionally Permitted situations. It is highly recommended that a Conditional Use Permit is required to ensure that the desired use will not adversely affect the immediate area.

As the downtown areas strive for redevelopment with intention of attracting community engagement, this plan recommends establishing zoning ordinances which will implement design standards to promote the desired environment. Potential examples may be reduced building setbacks to encourage buildings near the roadways with parking to the rear, while other examples may be regarding building materials and colors. The creation of design standards as described herein is a process that should require an individual committee designated towards designing the downtown area's desired atmosphere and then the zoning ordinance shall implement that vision.

Lastly, it was apparent throughout the Plan Areas that there are many legal non-conforming properties within Hartford and Beaver Dam, such as single-family homes located in business zoning classifications along Highway 231. It is recommended that the zoning ordinance establishes procedures for legal non-conforming uses and structures pertaining to the timeframes that a structure may sit vacant and still maintain its "grandfathered" status.

It is important to note that this Comprehensive Plan is not a regulatory document and so the suggested regulations are only recommendations for the zoning administrator and local officials. Any established regulations will be required to be within the adopted zoning ordinance. Modifications to the zoning ordinance will require text amendments to be adopted by the Planning Commission and the municipalities at public hearings.

Growth Management

An established issue throughout the area is the number of properties that are located outside of the city limits but utilize the available city services and utilities. The additional users have created obstacles, especially when adding extra stress on the aging infrastructure systems as discussed in Chapter 3 of this Comprehensive Plan. In order to protect the infrastructure and the community, it is recommended that all infrastructure (including water and sewer availability) is reviewed by the appropriate entity prior to approval of new developments to provide assurance that such growth will not overburden the urban services within the area. Due to the amount of properties located outside of the city limits but utilizing the services, there is a growing desire throughout the cities to annex these properties into the city limits (as illustrated in Chapter 4); however, thus far, doing so has proven to be a difficult task.

A possible solution to this growing problem is the implementation of an extra territorial jurisdiction surrounding the limits of the city. KRS 100.131 defines such a possibility as:

100.131. Area of jurisdiction. -- An independent city planning unit or members of a joint planning unit composed only of two (2) or more cities may exercise extra territorial jurisdiction for the purposes of subdivision regulations and other regulations up to five (5) miles from all points upon the city's boundary, with the consent of the fiscal court, but not beyond the county boundary, nor within the boundary of any city not in the planning unit, provided, however, that where the extra territorial jurisdiction of planning units overlap, the boundary shall be midway between them. The jurisdiction of joint city-county and regional planning units shall be coterminous with their political boundaries. Nothing herein, however, shall prevent any planning unit from making planning studies of areas located outside its jurisdiction.

By implementing an extra territorial jurisdiction, development outside the city limits may not be required to adhere to all zoning regulations but would be required to comply with subdivision regulations including necessary roadways and other infrastructure improvements.

Also discussed in Chapter 4 was the possibility of incorporating county-wide zoning. Doing so would also accomplish this goal and would also require the remainder of unincorporated Ohio County (and other participating cities) to adhere to current zoning and subdivision regulations.

The expansion of zoning into the county limits is a topic of mixed opinions as illustrated within Appendix A on Page 99, and this Comprehensive Plan does not have the authority to establish county-wide zoning or to implement an extra territorial jurisdiction.

The establishment of county-wide zoning is a separate process that will require compliance with KRS 100.117, which would expand the existing Joint Planning Commission to include the unincorporated county limits, as well as any of the remaining cities wishing to participate.

In the event that an extra-territorial jurisdiction is implemented, the 2026 Comprehensive Plan Update should strongly consider the additional area when reviewing the fringes of the cities; however, an immediate modification to this document will not be deemed necessary because the extra territorial jurisdiction will be subdivision review only and will not have a large impact on the established Plan Areas recommended throughout this document.

In the event that county-wide zoning is pursued and accomplished, it is recommended that this Comprehensive Plan document is updated accordingly in a timely manner.

Conclusion

Following the analysis of statistical information, review of demographic trends, establishment of future projections and the review of public comments regarding issues throughout Ohio County, this Comprehensive Plan was updated in a very systematic way in order to address the specific areas of focus as determined by the community and by local decision makers. The implementation tools took those specific areas in conjunction with review of the area's neighborhoods and desired environment in order to create this Comprehensive Plan.

Ultimately this Comprehensive Plan is a recommendation to assist decision makers to ensure that each decision is in the best interest of the determined community vision. The implementation of this plan will rest with those decision makers, as well as through zoning ordinance review.

This Plan will be updated again no later than 2026, at which time each item within this plan will be reviewed to ensure that the direction set forth within each Plan Area is consistent in addressing neighborhood weaknesses, while also protecting neighborhood strengths.

As stated within Chapter 1, serving the community is the ultimate goal of this Comprehensive Plan.

APPENDIX A – COMPREHENSIVE PLAN PUBLIC MEETING

JULY 29, 2020 BEAVER DAM CITY HALL MEETING CHAMBERS 5:30 PM

COMPREHENSIVE PLAN PUBLIC HEARING NOTICE
To all interested citizens of Ohio County, Kentucky

On behalf of Ohio County, KY, the Hartford/Beaver Dam Joint Planning Commission is preparing to perform an update to the community's Comprehensive Plan. This update will review development trends throughout the community and obtain public input regarding the Plan's Goals and Objectives as well as implementation mechanisms.

To gather the desired public input, a Public Hearing will be held as follows:

July 29, 2020

5:30 P.M.

Beaver Dam City Hall Meeting Chambers

Please note that those in attendance will be required to comply with the Healthy-at-Work Guidelines, including the recommended separation distances between people, as well as the necessity to wear a mask when necessary.

All public comments received at this meeting will be documented and taken into consideration throughout the preparation of the Comprehensive Plan. Additional written comments will be accepted by email, mail, or hand-delivery at the following options until close of business on August 20, 2020.

Trey Pedley

300 GRADD Way

Owensboro, KY 42301

treypedley@gradd.com

Nancy Crea

PO Box 408

309 W. 2nd Street

Beaver Dam, KY 42320

administrator@occzoning.com

Following the completion of the written comment period described above, a Comprehensive Plan Committee will meet at 5:30 on the second Thursday of each month at the Beaver Dam City Hall Meeting Room prior to the monthly scheduled Hartford/Beaver Dam Joint Planning Commission meetings. These committee meetings will continue until the completion of the Comprehensive Plan Update. Such meetings are open to the public as all involvement is encouraged and appreciated.

At the public hearing and at the committee meetings described throughout this notice, it is possible Planning Commission members and/or Board of Adjustment members will be present. It should be noted that no upcoming Planning Commission or Board of Adjustment agenda items will be discussed at this public hearing or at any of the committee meetings. Additionally, no portion of the Comprehensive Plan shall be adopted at any of these committee meetings.

7/15/20 8:09 AM



Think Progress. Think Tomorrow. Think GRADD.
July 14, 2020

Brian Howard, AICP
200 E. 3rd Street, PO Box 732
Owensboro, KY 42303

**RE: Ohio County Comprehensive Plan Update 2021
Public Hearing Notice**

Mr. Brian Howard,

On behalf of Ohio County, KY, the Hartford/Beaver Dam Joint Planning Commission is preparing to perform an update to the community's Comprehensive Plan. This update will review development trends throughout the community and obtain public input regarding the Plan's Goals and Objectives as well as implementation mechanisms.

To implement strong regional planning practices and to comply with KRS100 requirements, by way of this notice, we are informing the following individuals/entities of this Comprehensive Plan Update:

- Ohio County Judge/Executive;
- The Mayors of each city within Ohio County;
- The Judge/Executive of each adjoining county;
- The Planning Commission of each adjoining county, when applicable;
- The Area Development District in which Ohio County is located; and
- The Area Development District in which any adjoining county is located.


Additionally, the citizens of Ohio County were notified of this Comprehensive Plan Update through an advertisement in the community's largest circulating newspaper.

To gather the desired public input, a Public Hearing will be held as follows:

**July 29, 2020
5:30 PM
Beaver Dam City Hall Meeting Chambers**

Please note that those in attendance will be required to comply with the Healthy-at-Work Guidelines, including the recommended separation distances between people, as well as the necessity to wear a mask when necessary.

David Johnston, Chairman • Brad Schneider, Vice Chairman • Al Mattingly, Jr., Secretary • Steve Henry, Treasurer • Joanna Shake, Executive Director

SISTER REGION:  Green River Area Development District • 300 GRADD Way • Owensboro, Kentucky 42301-0200
(270) 926-4433 • Fax (270) 684-0714 • www.GRADD.com • TDD Users: 1-800-648-6056
www.kr-otomoucky.cz Serving the Municipal and County Governments of Daviess • Hancock • Henderson • McLean • Ohio • Union • Webster



Ltr./Ohio County Comp. Plan Update
July 14, 2020 – page 2

All public comments received at this meeting will be documented and taken into consideration throughout the preparation of the Comprehensive Plan. Additional written comments will be accepted by email, mail, or hand-delivery at the following options until close of business on August 20, 2020.

Trey Pedley
300 GRADD Way
Owensboro, KY 42301
treyopedley@gradd.com

Nancy Crea
PO Box 408
309 W. 2nd Street
Beaver Dam, KY 42320
administrator@occzoning.com

Following the completion of the written comment period described above, a Comprehensive Plan Committee will meet at 5:30 on the second Thursday of each month at the Beaver Dam City Hall Meeting Room prior to the monthly scheduled Hartford/Beaver Dam Joint Planning Commission meetings. These committee meetings will continue until the completion of the Comprehensive Plan Update. Such meetings are open to the public as all involvement is encouraged and appreciated.

At the public hearing and at the committee meetings described throughout this notice, it is possible that Planning Commission members and/or Board of Adjustment members will be present. It should be noted that no upcoming Planning Commission or Board of Adjustment agenda items will be discussed at this public hearing or at any of the committee meetings. Additionally, no portion of the Comprehensive Plan shall be adopted at any of these committee meetings.

Should you have any questions or concerns regarding this Comprehensive Plan Update, please do not hesitate to contact Trey Pedley with the GRADD office at treyopedley@gradd.com or 270-926-4433.

Thank you,

Trey Pedley, AICP
Director of Community & Economic Development
Green River Area Development District

TP/tp

Hon. Al Mattingly County Judge/Executive PO Box 1716 Owensboro, KY 42302-1716	Hon. Johnny "Chic" Roberts County Judge/Executive PO Box 580 Hawesville, KY 42348-0580	Hon. Timothy Flener County Judge/Executive PO Box 626 Morgantown, KY 42261
Hon. Curtis Dame County Judge/Executive PO Box 127 Cathoun, KY 42327-0127	Hon. David Johnston County Judge/Executive 130 E. Washington Street, Suite 215 Hartford, KY 42347	Hon. Kevin Henderson County Judge/Executive 10 Public Square Leitchfield, Ky 42754
Hon. Maurice D. Lucas County Judge/Executive PO Box 227 Hardinsburg, KY 40143	Hon. Terry Kessinger Mayor PO Box 516 Centertown, KY 42328-0516	Hon. Beatrice Edge Mayor PO Box 164 Fordsville, KY 42343-0164
Brian Howard, AICP 200 E. 3 rd Street, PO Box 732 Owensboro, KY 42303	Hon. George Chinn Mayor 116 E. Washington Street Hartford, KY 42347	Hon. Dennis Chinn Mayor PO Box 47 McHenry, KY 42354-0047
Nancy Crea PO Box 408 309 W. 2 nd Street Beaver Dam, KY 42320	Hon. Paul Sandefur Mayor PO Box 408 Beaver Dam, KY 42320-0408	Hon. Robert Harris Mayor PO Box 128 Rockport, KY 42369-0128
Wendell Hicks PO Box 398 Livermore, KY 42352-0398	Amy Frogue Pennyrite ADD 300 Hammond Dr. Hopkinsville 42240	Emily Hathcock Barren River ADD 177 Graham Ave Bowling Green, KY 42101
Mr. Ashley Willoughby Lincoln Trail ADD 613 College Street Road Elizabethtown, KY 42701	Hon. Curtis McGehee County Judge/Executive 100 S. Main St. Greenville, KY 42345	Joanna Shake Green River ADD 300 GRADD Way Owensboro, KY 42301-0200

*mailed
on 7/14/2020*

Meeting Minutes

The Chairman, Neil Grant, called the meeting to order at 5:30 PM. Mr. Grant explained to those in attendance that a Comprehensive Plan is a document prepared to help guide the future growth and development of a community. The Chair continued to explain that Kentucky Revised Statutes 100.183 requires that the Comprehensive Plan be updated at least once every five years in order to remain current with development trends in the region to ensure that the Plan is developed in a way that is in the best interest and vision of the community. In conclusion, Mr. Grant discussed the planning process including the chart found on page 9 of this Comprehensive Plan while informing those in attendance what Phase and Step the Comprehensive Plan Committee was currently working on.

Representing the GRADD office, Trey Pedley spoke regarding the Comprehensive Plan development and further illustrated what a Comprehensive Plan is designed to do. Mr. Pedley explained that the Comprehensive Plan analyzes trends including population, housing, traffic, and all other development facets within the County. It was stated that the Comprehensive Plan is often thought of as a Planning and Zoning Regulation; however, Mr. Pedley explained that the Comprehensive Plan and the Zoning Ordinance are independent of one another and that the Comprehensive Plan is not a regulatory document, but rather is a recommending document. Zoning, on the other hand, is an implementation tool which guides the Comprehensive Plan. Mr. Pedley explained that the Comprehensive Plan creates an organized direction for development; including transportation planning, economic development, and community development. By identifying areas of weakness and areas of strength throughout the community, the Comprehensive Plan creates recommendations for implementation options to address those weaknesses while also preserving and protecting the strengths.

Ohio County resident, Bill Case, voiced concerns regarding the Ohio County Comprehensive Plan leading to an expansion of zoning throughout the entire County Limits by stating that he believes that County-Wide-Zoning is not in the best interest of the community. Mr. Case stated that the desire to implement extra territorial jurisdictions surrounding the city limits is the first step towards implementation of County-Wide-Zoning; of which he stated strong opposition. Mr. Case also voiced concerns regarding the level of public involvement within the plan creation stating that public outreach beyond the state requirements should be implemented to ensure the community has an opportunity to be heard. Mr. Pedley, Chairman Grant, and Zoning Administrator Nancy Crea addressed these concerns by assuring Mr. Case that the Comprehensive Plan does not have the authority to implement County-Wide-Zoning and that doing so would require an additional process with separate approvals in order to be implemented. At the same token, the Comprehensive Plan Update will not modify the zoning of any piece of property regardless of location. Meanwhile Mr. Pedley informed Mr. Case that all state requirements have been met and the Comprehensive Plan Committee believes to have gone above those requirements by providing two separate 21-day comment periods and also by inviting all members of the public to all Comprehensive Plan Committee Meetings which will take place at 5:30 PM on the second Thursday of each month at the Beaver Dam Meeting Chambers prior to the scheduled Planning Commission Meetings. It was re-iterated that at such committee meetings, no Planning Commission or Board of Adjustment agenda items will be discussed; nor will any portion of the Comprehensive Plan be adopted at these committee meetings.

Resident Terry Baggaly voiced his beliefs that the regulations and criteria for a rezoning need to be more flexible to allow future developments. Mr. Baggaly stated that developers have intentions to complete projects which will benefit the community but are not able to get properties rezoned appropriately due to inflexibilities. Mr. Pedley explained that a goal of this Comprehensive Plan is to implement Plan Areas in replacement of a zone-based future land use map (as explained in Chapter 5 of this Plan). Mr. Pedley provided examples as to how the zone-based future land use map has historically left the Planning Commission and the Zoning Administrator with little flexibility; however the implementation of Plan Areas can create criteria specific to the individual area that may allow commercial growth or mixed housing types, etc. if the proposed use can comply with the set forth criteria. Mr. Pedley explained that the Committee plans to establish the boundaries and criteria for each Plan Area in Hartford and Beaver Dam in the upcoming Committee Meetings and welcomed all to attend to voice their ideas.

With no other public comment received from those in attendance, the meeting adjourned at 6:17 PM.

Public Input Received from a Combination of the July 29th Public Meeting
and from the 21-Day Public Comment Period

- A desire for more flexible development opportunities were expressed by stating that the current regulations are too restrictive, creating a hindrance for developers and builders within the area.
- A desire for more multi-family housing opportunities was expressed while reinforcing the need for more flexible development opportunities.
- A desire for affordable housing opportunities on lots with substandard lot sizes was expressed while reinforcing the opinion that the current regulations are too restrictive.
- An opinion that future county-wide zoning would not be in the best interest of the community was expressed.
- Continuing the notion that zoning should be limited to Hartford and Beaver Dam, the idea of the establishment of an extraterritorial jurisdiction surrounding the cities was considered to be ill-advised by a resident of the county limits.
- Interest in providing additional funding to the Planning Commission was provided in a written statement. The belief within this statement was that only having one staff member has caused unnecessary scheduling difficulties in the past regarding business hours and flexibility.
- In written form it was suggested that a priority should be on enhancing the workforce in order to sustain local businesses and support new industry.
- A written statement voiced concerns regarding a necessity to create flexibility within the ordinances in order to encourage a variety of “new and quality housing.”
- Written concerns regarding the inflexibility of zoning ordinances, specifically the lot size requirements and building height requirements, were voiced by stating that such ordinances are preventing new development.

Appendix B – Public Meeting Announcing the Start to the Public Review/Comment Period
Newspaper Advertisement

Ohio County Comprehensive Plan Update 2021

Public Meeting Notice

The Hartford/Beaver Dam Joint Planning Commission prepared an update to the community's Comprehensive Plan in accordance with requirements set forth in KRS100. A draft of this update has been completed and will be presented as an agenda item at the following meeting:

Hartford/Beaver Dam Joint Planning Commission
November 12, 2020
7:00 PM
Beaver Dam City Hall Meeting Chambers

Following this meeting, a public review and comment period will expire on December 4, 2020. Copies of the prepared draft may be reviewed on the GRADD website at www.gradd.com. Hard copies will be at the Hartford/Beaver Dam Joint Planning Commission office located inside Beaver Dam City Hall. Additional locations include Hartford City Hall, Beaver Dam City Hall, Ohio County Fiscal Court, and the Green River Area Development District (GRADD).

Written comments will be accepted by email, mail, or hand-delivery at the following options:

Blake Edge
300 GRADD Way
Owensboro, KY 42301
blakeedge@gradd.com

Nancy Crea
PO Box 408
309 W. 2nd Street
Beaver Dam, KY 42320
administrator@occzoning.com

Copy of Letter sent to Adjoining Planning Areas

October 27, 2020

Joanna Shake
GRADD
300 GRADD Way
Owensboro, KY 42301-0300

RE: Ohio County Comprehensive Plan Update 2021

Dear Ms. Shake:

On behalf of Ohio County, KY, the Hartford/Beaver Dam Joint Planning Commission is preparing an update to the community's Comprehensive Plan in accordance with requirements set forth in KRS100. A draft of this update has been completed and will be described as an agenda item at the following meeting:

Hartford/Beaver Dam Joint Planning Commission
November 12, 2020
7:00 PM
Beaver Dam City Hall Meeting Chambers

Following this meeting, a public review and comment period lasting 21 days will commence. Copies of the prepared draft may be reviewed at the Hartford/Beaver Dam Joint Planning Commission office located inside Beaver Dam City Hall. Additional locations include Hartford City Hall, Beaver Dam City Hall, Ohio County Fiscal Court, and the Green River Area Development District (GRADD).

Written comments will be accepted by email, mail, or hand-delivery at the following options:

<p>Blake Edge 300 GRADD Way Owensboro, KY 42301 blakeedge@gradd.com</p>	<p>Nancy Crea PO Box 408 309 W. 2nd Street Beaver Dam, KY 42320 administrator@occzoning.com</p>
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To implement strong regional planning practices and also to comply with KRS100 requirements, by way of this notice, we are informing the following individuals/entities of this Comprehensive Plan Update:

- Ohio County Judge/Executive;
- The Mayors of each city within Ohio County;
- The Judge/Executive of each adjoining county;
- The Planning Commission of each adjoining county, when applicable;
- The Area Development District in which Ohio County is located; and
- The Area Development District in which any adjoining county is located.

Should you have any questions or concerns, please do not hesitate to contact me at 270.926.4433 or at blakeedge@gradd.com.

Respectfully,

Blake Edge
Director of Community and Economic Development

BE/tp

Copy of list of to whom Letter was sent

List of those who received letter dated October 27, 2020

Joanna Shake, GRADD
Hon. Curtis McGehee, County Judge/Executive
Mr. Ashley Willoughby, Lincoln Trail ADD
Emily Hathcock, Barren River ADD
Amy Frogue, Pennyrile ADD
Wendell Hicks
Hon. Robert Harris, Mayor
Hon. Paul Sandefur, Mayor
Nancy Crea
Hon. Dennis Chinn, Mayor
Hon. George Chinn, Mayor
Brian, Howard, AICP
Hon. Beatrice Edge, Mayor
Hon. Terry Kessinger, Mayor
Hon. Maurice D. Lucas, County Judge/Executive
Hon. Kevin Henderson, County Judge/Executive
Hon. David Johnston, Country Judge/Executive
Hon. Curtis Dame, County Judge/Executive
Hon. Timothy Flener, County Judge/Executive
Hon. Johnny "Chic" Roberts, County Judge/Executive
Hon. Al Mattingly, County Judge/Executive

Public Meeting Minutes

Chairman Grant called the meeting to order at 7:00PM. Chairman Grant explained the process behind the comprehensive plan to date. Blake Edge, representing the GRADD office, explained the following information. Residents within Ohio County, the GRADD office, the City of Hartford, the City of Beaver Dam, Ohio County Fiscal Court, the Hartford/Beaver Dam Joint Planning Commission, and the Board of Adjustment have been working together to complete the 2021 Ohio County Comprehensive Plan Update. This process was completed through the following steps:

1. Statistics regarding population, economics, and housing supply were updated and then compared to those of the past decades to analyze trends within the community.
2. The existing transportation networks were reviewed including existing roadway classifications and traffic counts as well as completion of review of other modes of transportation.
3. Existing land use patterns were taken into consideration including the existing zoning, floodplain boundaries, and existing obstacles.
4. The Community Facilities were studied, including water and sewer services, electric services, telecommunications, natural gas, recreation, public safety & health, and education.

Following review of the existing conditions with Ohio County, an inventory of existing issues throughout the community was created. The creation of this inventory took considerations from elected and appointed officials, received public comments and opinions, and performed a deep analysis of the statistics. To gather public comment on these issues, a public forum was held on July 29th at 5:30 PM in the Beaver Dam City Hall Meeting Chambers. Following this meeting, a 21-day open comment encouraging written comments from all interested individuals was held. Additionally, the public was notified and encouraged to attend Comprehensive Plan Committee meetings. The issue analysis within the plan illustrates areas of focus regarding land-use, housing, transportation, public facilities & services, recommended considerations for the zoning ordinance, and future annexation & growth management. Through the identification of these areas of focus, appropriate Goals and Objectives were created to guide implementation practices. Of which, the creation of a new Future Land Use Map incorporating the utilization of Plan Areas has created an opportunity for flexible, but controlled, commercial growth throughout Hartford and Beaver Dam. By creating plan areas and accepting that each pocket of the community is unique, we believe to have created a tool that will continue to push the community in a desired direction by addressing those items listed within the issue analysis. At this time, we would like to unveil the draft of the plan that has been created. As such, in an additional attempt to gain public input, this meeting will serve as the beginning of an additional 21-day public review and comment period. Copies of the prepared draft are available for review at:

- a. Hartford/Beaver Dam Joint Planning Commission Office within the Beaver Dam City Hall
- b. Hartford City Hall
- c. Beaver Dam City Hall
- d. Ohio County Fiscal Court
- e. Green River Area Development District (GRADD)

Written comments will be accepted by email, mail, or hand-delivery at the following options:

Blake Edge
300 GRADD Way
Owensboro, KY 42301
blakeedge@gradd.com

Nancy Crea
PO Box 408
309 W. 2nd Street
Beaver Dam, KY 42320
administrator@occzoning.com

With no public comment from those in attendance, the meeting adjourned at 7:27pm.

Public Input Received

No Public Comment Received

Appendix C – Adoption

Newspaper Advertisement for Planning Commission Advertisement

Ohio County Comprehensive Plan Update 2021

Public Meeting Notice

The Ohio County Comprehensive Plan Update will be considered for adoption at the following meeting:

Hartford/Beaver Dam Joint Planning Commission

January 14, 2021

7:00 PM

Beaver Dam City Hall Meeting Chambers

If adopted by the Planning Commission at this meeting, it will be heard by the City of Hartford, the City of Beaver Dam, and the Ohio County Fiscal Court in upcoming meetings.