

PROBLEMS AND TECHNIQUES IN
COORDINATING MULTIPLE PLANNING PROJECTS
IN A LOCAL COMMUNITY:
A STUDY OF HOPKINSVILLE, KENTUCKY

by

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SCOPE OF CITY PLANNING

The broad objective of city planning is to promote the welfare of the people in the community by helping to create an increasingly better, more healthful, convenient, efficient, and attractive environment.

Under city planning, the city is viewed as a unity. Sometimes it is called an organism, that word being used in the philosophical sense of a highly complex structure having parts so integrated that their relation to one another is governed by their relation to the whole. Whatever word is used, it is important to keep in mind that modern city government and administration try to consider the city as a whole.

Various mechanisms operate to keep a complex urban structure functioning. One is the economic system which, through the medium of land values, rents, construction costs, and the like, helps to direct community development into certain channels. But economic forces cannot always be depended upon to bring about a socially desirable community pattern. Hence they must be supplemented by application of foresight and planned administrative and legal coordination if balance, harmony, and order are to be ensured. It is the task of city planning to supply this foresight and this over-all coordination.

City planning thus consists of methods and techniques to coordinate and bring into harmony the uses made of land and the numerous and varied public and private structures placed upon it.¹ The functions and purposes of such structures and uses vary widely. They include residential, business, and industrial buildings; streets; parks; playgrounds; schools; libraries; fire stations; transport and utility lines; terminals or plants; and others.

¹Mary McLean, *Local Planning Administration*, p. 10.

They are usually built by private individuals and groups and agencies of the city, county, state, and federal governments. These varied structures and uses—regardless of who builds and operates them—are parts of the same community organism, and their purposes and the uses are related and interdependent. Unless design, coordination, and adjustment are applied in determining their location and relation to one another, and unless all are located in accord with a general plan for the development of the community, serious maladjustments and deficiencies are likely to ensue.

The process of applying foresight and coordination to the location, extent, and timing of public and private improvements in order to prevent or minimize maladjustments, defects, and deficiencies is what is meant by city planning. The process of guiding this continual adjustment is the basic and distinctive function of the planning agency. Through it the planning agency aims to ensure that each new improvement helps transform the present community into a better one.¹

This report is not a complete example of City Planning as each section was not discussed in great detail. Since the city has just obtained planning services, I thought that by giving them an overall picture of their city and projecting this into the future was the best approach. From here, each section can be reviewed and discussed in detail as needed.

I became interested in Hopkinsville, Kentucky while I was completing my graduate work in Master's of Regional Planning. A brochure was sent to Kansas State University from the Kentucky Division of Planning and Zoning. The types of positions and amount of experience indicated in these brochures were of

¹Mary McLean, Local Planning Administration, p. 10.

great interest to me. As a result, I flew down to Frankfort, Kentucky for an interview, and three months later, accepted the position of Resident Planning Director for the city of Hopkinsville, Kentucky.

When I accepted this position I detected a need for a General Plan which would give the community some sort of knowledge of planning, as well as illustrate their adequate and inadequate facilities. In the future I will be taking individual sections from this General Plan and expanding them into a forty to sixty page report, as the community needs them.

ECONOMIC BASE

Introduction

The economic base is primarily considered the backbone of a community. It consists of all the major employment generators and other stable facilities upon which the community is dependent.

The following sections will discuss the past and probable future trends of Industry, Retail Trade, Residential Development, Income Levels, Fort Campbell, and Government.

Industry

In the past (before 1950), industry played a very minor role in the Economic Base, but at the present time one-third of the total population is associated with industry. If industry continues to develop, the employment trend in the future will lean toward industry instead of retail trade. All of the following major industries are located within the city limits, and therefore contribute to the city's tax base. This list does not include all of Hopkinsville's industries, only the major employment arrived at by checking the city's payroll tax, in which every person who works in the city has to pay a one per cent tax.

TABLE 1. MAJOR INDUSTRIES

<u>Company</u>	<u>Product</u>	<u>Employed</u>
Thomas Industries	Residential & Commercial Lighting	600
International Shoe Co.	Shoes	482
Hopkinsville Clothing Co.	Clothes	260

Table 1 (concl.)

<u>Company</u>	<u>Product</u>	<u>Employed</u>
Mid-Continent Spring Co.	Precision Industrial Springs	130
R. C. Owen Lumber Co.	Lumber	115
Pennyrile Rural Electric	Electricity	104
Hopkinsville Milling Co.	Flour	76

Retail Trade

In the past Hopkinsville was primarily an agriculture trading area, but at present only one-third of the population is associated with this activity. In the future this activity will be of less importance and will be surpassed by industry.

Employment in trade as a result of through traffic movements (tourist trade), is considered "basic" employment. This employment is located on U.S. 41N and U.S. 41A. At the present time, there are 586 people employed along these strips. The employment from 1960 to 1980 will double along these strips due to anticipated doubling of total through traffic on U.S. 41A and U.S. 68. These anticipations will be a result of increasing nationwide travel and the recreation potential of the Southwest Kentucky region.

TABLE 2. MAJOR COMMERCIAL AREAS

<u>Name</u>	<u>Employed</u>
Central Business District	1,150
Fort Campbell Boulevard U.S. 41A	406
U.S. 41N	180
Indian Hills Shopping Center	121

Residential Development

This residential development started to increase around 1950, due to the expansion of Fort Campbell and new industries which were opened, and at the present time it is still increasing. With the establishment of the new University of Kentucky branch college, new industries, and the expansion of commercial and governmental agencies, residential construction will continue to grow in the future.

Income Levels

Hopkinsville's income level in the local labor market in the past ranged between \$3,200 to \$3,500. The present income level is between \$3,500 and \$4,000. This level is an average of all the employees and employers within this area. The future trend of the income level is not expected to increase, but to stay within the same average as the existing level, unless unions are started, which will raise the existing pay scale.

Fort Campbell

Fort Campbell is still another major employment generator. The military (19,300 personnel) and civilian (1,600 personnel) employment at Fort Campbell is expected to increase by 1,250 during the period of 1960 to 1980. This is based on the assumption that the U.S. population will increase about thirty per cent during this period, that military manpower will be maintained at about its present proportion, and that Hopkinsville's residence share of military employment will increase from the present $6\frac{1}{2}$ per cent to about ten per cent. These figures represent residence in Hopkinsville and employment at Fort Campbell.¹

Government

Hopkinsville has been growing significantly as a small administration center since 1950 when there were approximately 190 employees in the Government administration. These include federal, state, county, and city offices.

At present there are 88 federal employees, 95 state employees, 60 county employees, and 136 city employees, which totals 379 government employees. This figure has doubled the 1950 count and is expected to increase in the future.

¹Public Information Services, Fort Campbell, Kentucky.

POPULATION

Existing Population

The present population within the city limits is 20,500 people. The planning area is defined as "the area that is expected to go into urban use during the selected planning period, generally a span of time from fifteen to twenty years in the future, and extending beyond the corporate limit of the city to include all suburban areas considered to be functionally related to the urban center." The population of this existing area is 25,500 people. The population forecast for greater Hopkinsville in 1980 is estimated at 34,200 people within the planning area. This is based on past growth trends of the city and applying the migration-natural increase method.

Comparison with other Cities

To understand the significance of population growth, a city's population change is frequently compared with that of cities of approximately the same size. The following table lists the 1950 and 1960 actual population and population change for this period for Hopkinsville and neighboring cities.

TABLE 3. POPULATION COMPARATIVE ANALYSIS
HOPKINSVILLE AND NEIGHBORING CITIES

City	1950	1960	1950-1960 Actual Change + -	1950-1960 Percent Change + -
Bowling Green	18,347	28,338	9,991	54.5
Henderson	16,837	16,892	55	.326
<u>Hopkinsville</u>	<u>12,526</u>	<u>19,465</u>	<u>6,939</u>	<u>55.5</u>

TABLE 3 (concl.)

City	1950	1960	1950-1960	1950-1960
			Actual Change + -	Percent Change + -
Madisonville	11,132	13,110	1,978	17.8
Owensboro	33,651	42,471	8,820	26.3
Paducah	32,828	34,479	1,651	5.03 ¹

Even though Hopkinsville did not have the largest actual change, it surpassed the others in percentage change. This increase over the past decade was achieved mainly by annexation.

Generators of Past Growth

As shown on page 11, Hopkinsville has grown proportionally to the State of Kentucky from 1860-1950. During the decade from 1950-1960 a tremendous increase in growth has taken place. This growth amounts to a 6,939 population increase in the city.

The following are factors which have either stimulated this growth, or as of now are playing a major role in this expansion:

1) Thomas Industries -- This factory was started in the 50's and is now employing 600 people. Approximately 200 of these workers have moved to Hopkinsville or live within the planning area. By using Hopkinsville's population per household unit at 3.13, this means approximately $(3.13 \times 200) = 626$ people (this includes complete families) have become residents of the Hopkinsville area.

¹1960 U.S. Census of Population, p. 19.8

2) The period from 1950-1960 has been Western State Hospital's biggest expansion and employment increase. They employ as of now 530 full-time employees. During this ten-year period 50 employees have moved into Hopkinsville. By using Hopkinsville's population per household unit at 3.13, this means approximately $(3.13 \times 50) = 157$ people (this includes complete families) have become residents of Hopkinsville.

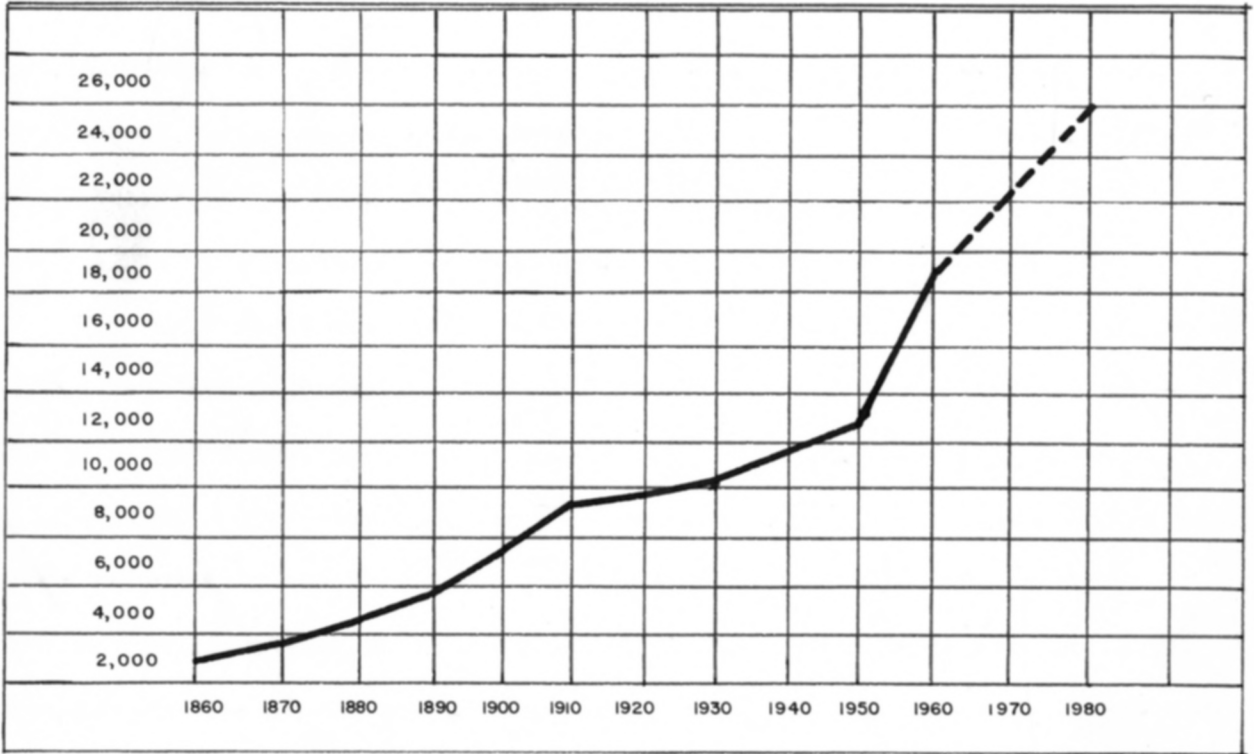
3) As the people were drawn here by these two generators and a combination of other factors, outlying shopping centers and strip commercialism rose to meet the ever increasing needs of the people. These outlying shopping centers and strip commercial districts have become an important part in the city's economy and have employed 707 people between 1950-1960. Out of the 707 employees 191 have moved to Hopkinsville and would account for approximately 600 additional people. This total (707) was arrived at by contacting each employer along the strip commercial districts and shopping centers.

4) The three preceding major generators have accounted for approximately 1,383 of the 6,939 increase. The last but the most important factor is annexation. The growth through annexation accounts for the remaining 4,956 people, except for approximately 600 people which are distributed through increases in the Central Business District, flour mills, small industries, lumber companies and other small employment agencies.

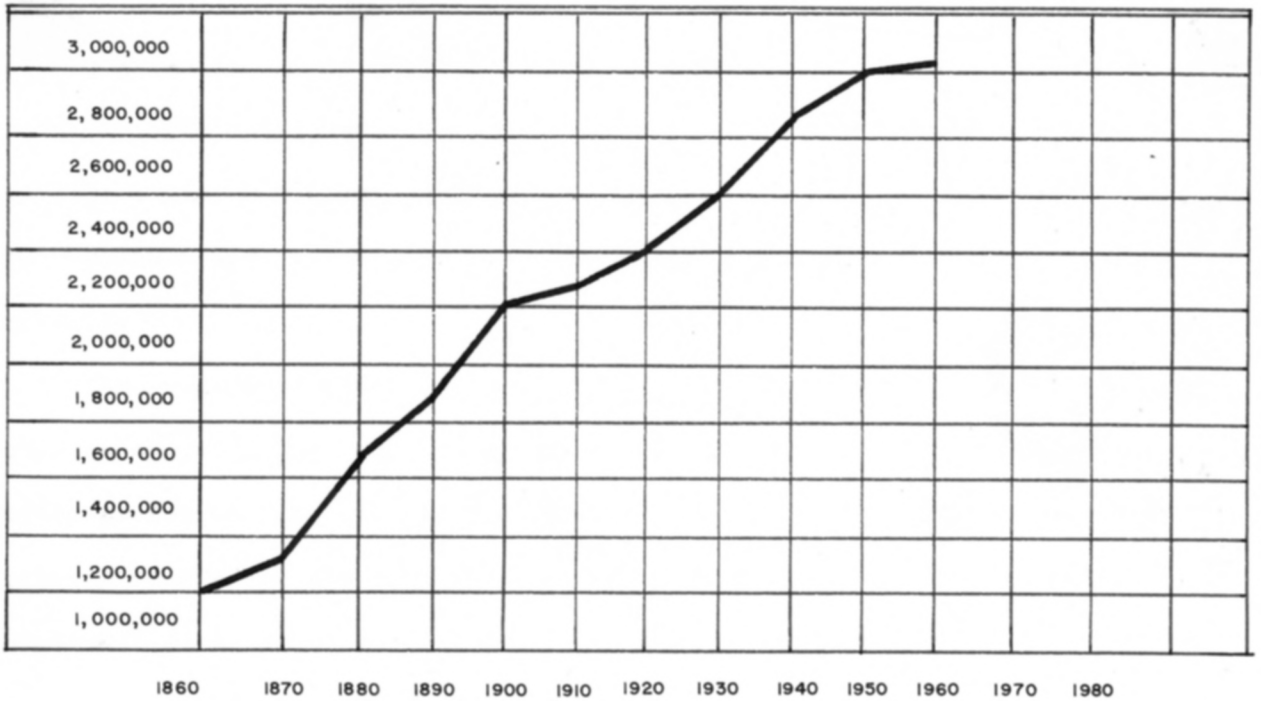
The dotted line on this graph represents the projected future growth from 1960-1980, provided that:

1. The Economic Base continues to grow.
2. Future expansion is planned so the city can meet the needs of people. (Adequate transportation, utilities, playgrounds for children, etc.)
3. The city receives its share of future industries.

GRAPH 1. CITY POPULATION



GRAPH 2. STATE POPULATION



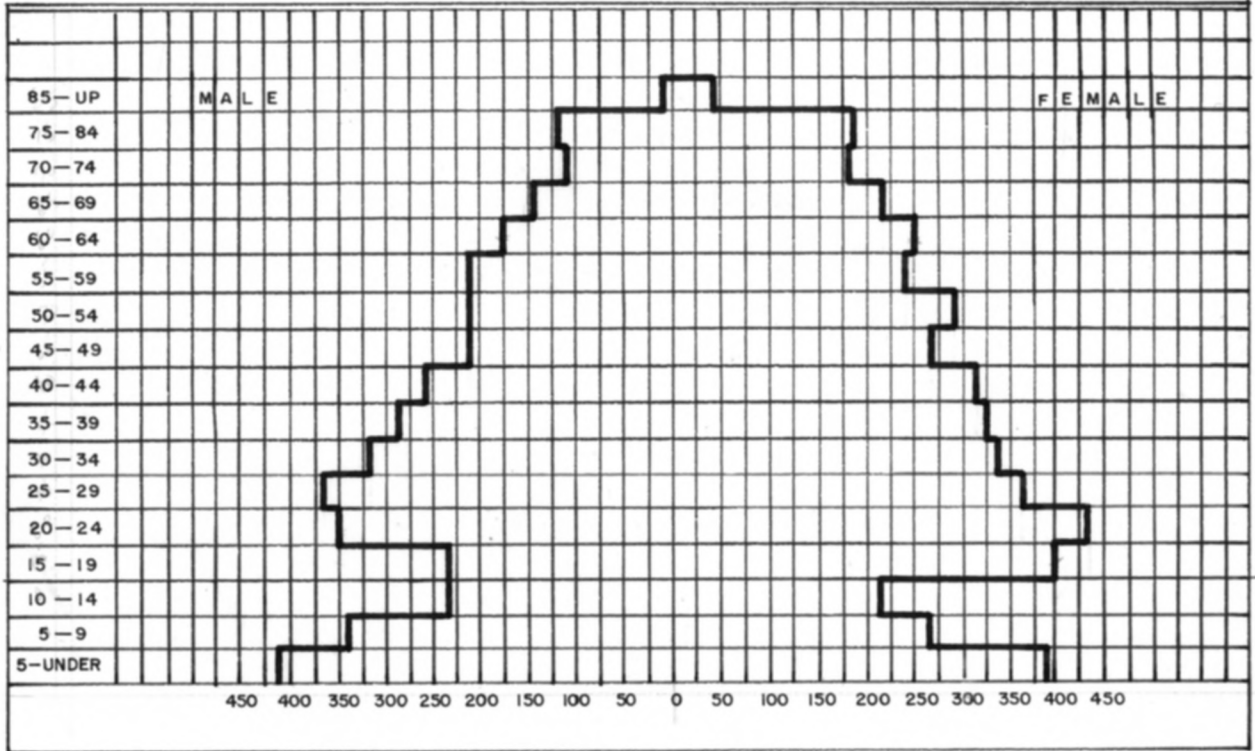
Age-Sex Composition

The composition of the population by age, sex, and occupation has an important bearing upon some features of a planning program. The relation with school needs, recreational programs and dwellings is apparent. Knowing the characteristics of population is an important consideration in assessing the quality of facilities and amenities residents want and will support.

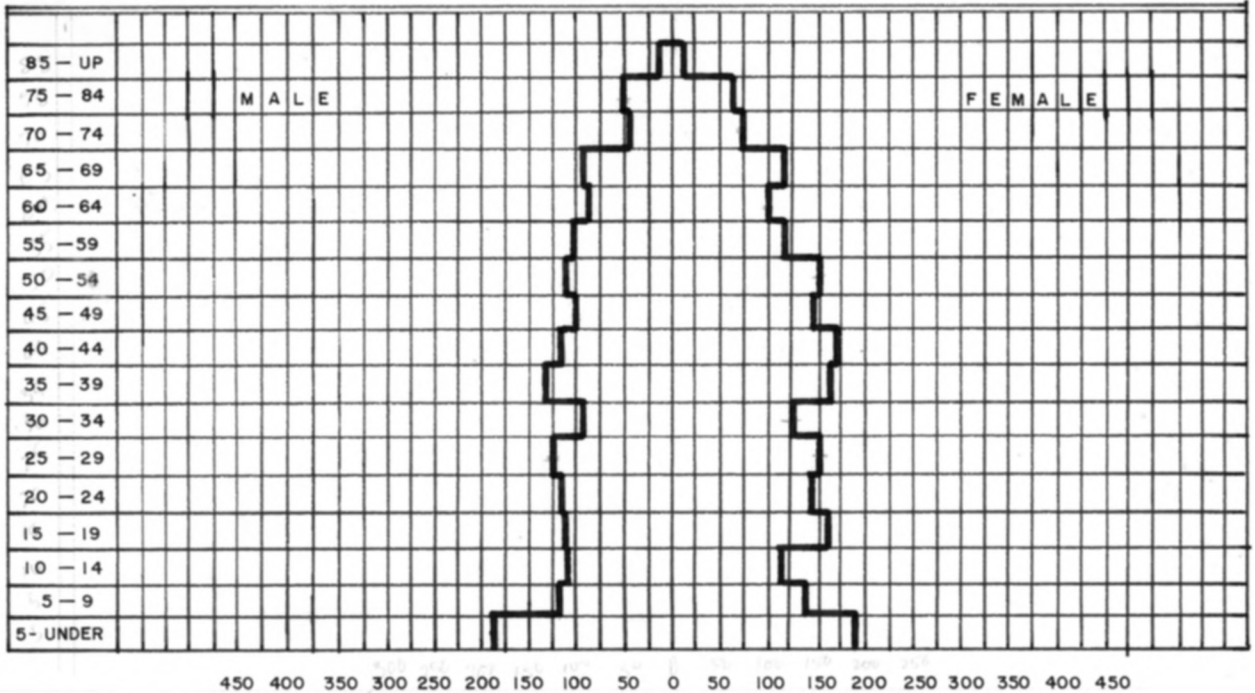
Few facts about the community tell as much about its growth and character as the population pyramid (the distribution of population by age and sex). Listed on the following two pages are four charts representing a presentation of this breakdown. The pyramid for the state of both white and non-white residents shows that job opportunities are at a low for the reproductive age 15 to 44. This group of people will, therefore, seek job opportunities outside of the state unless more industries and employment generators are brought into the state as a whole to meet this demand. Hopkinsville's white pyramid suggests definite job opportunities for the age group 15 through 44, which is shown clearly by the protruding bulge on each side of the population pyramid. Since there are more females than males in the 15 to 44 age group in both white and non-white pyramids, it can be anticipated that there will be a high birth rate. Even the non-white population pyramid suggests job opportunities within the city which is shown on the non-white population pyramid.

The surplus of older persons is an indication that Hopkinsville is an attractive place for retired persons. It is known that the older people often prefer to leave the larger cities, even as they do the farms. One primary reason for the abundance of older people in this city is that Hopkinsville is primarily an agriculture center. Therefore, the majority of retired farmers make their homes in Hopkinsville. The pyramid also clearly

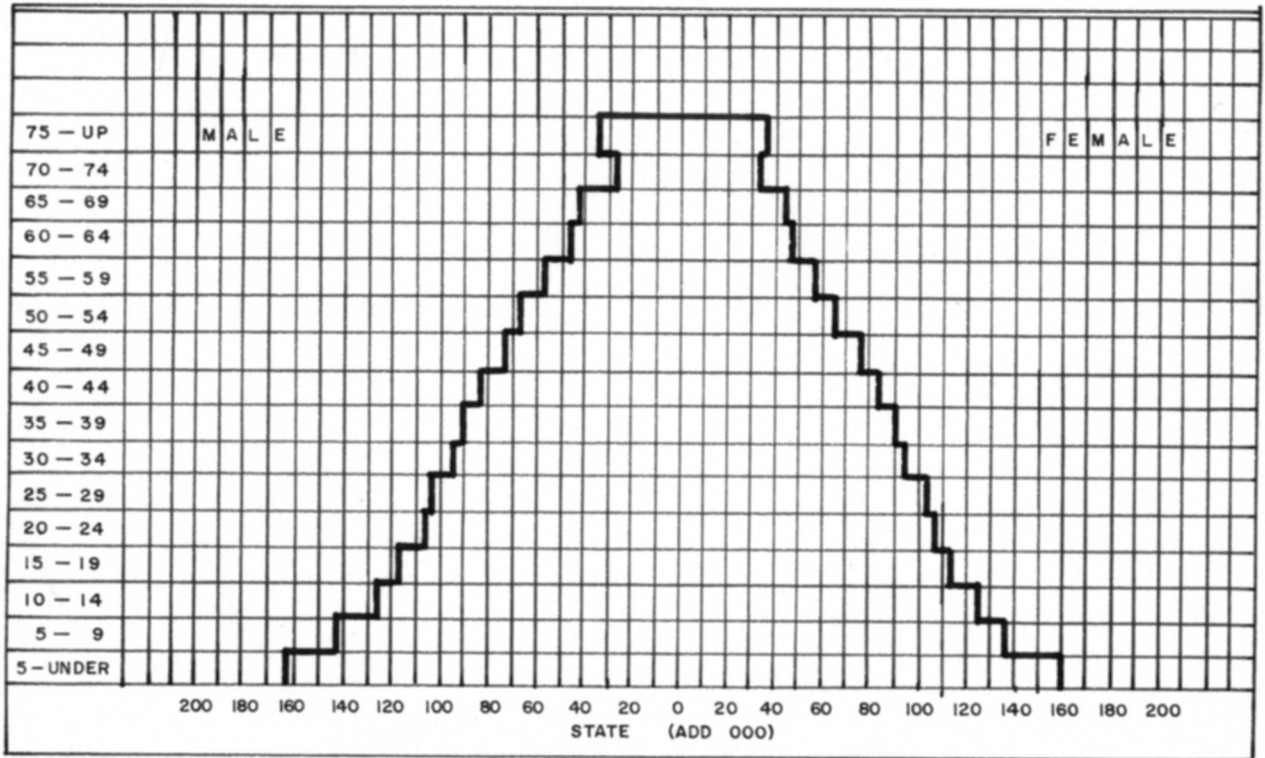
GRAPH 3. CITY POPULATION PYRAMID (WHITE)



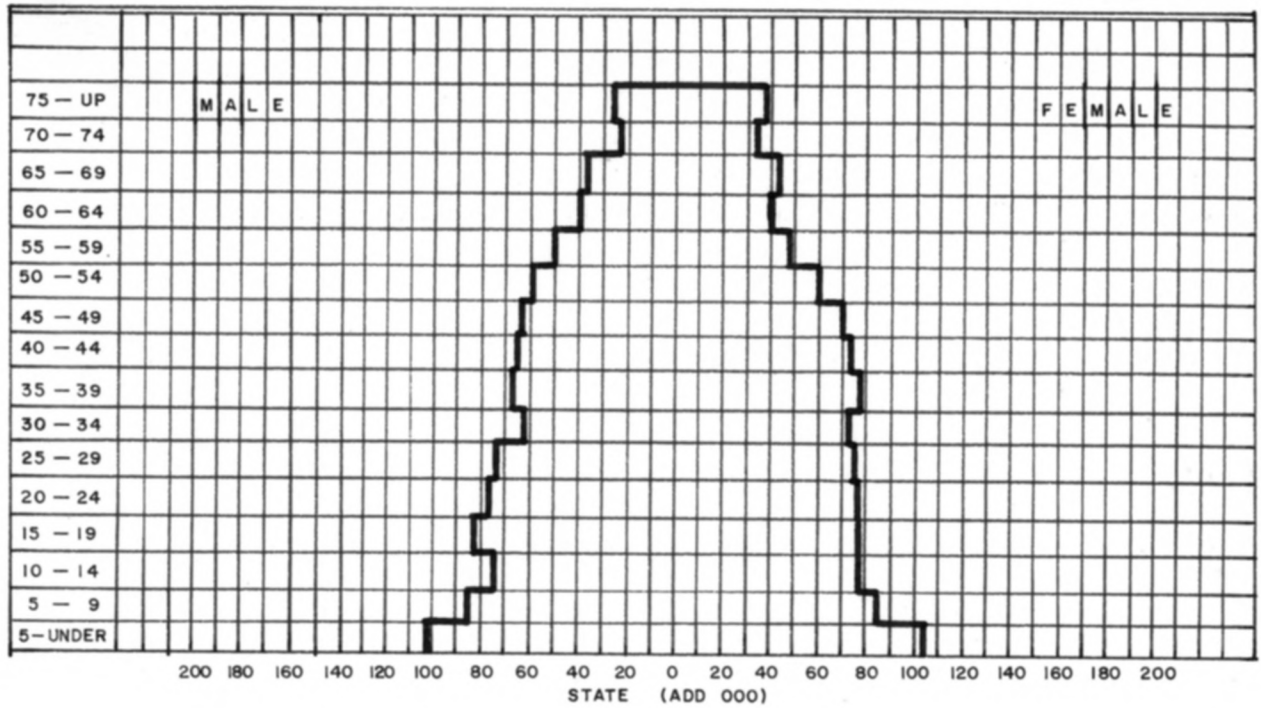
GRAPH 4. CITY POPULATION PYRAMID (NON-WHITE)



GRAPH 5. STATE POPULATION PYRAMID (WHITE)



GRAPH 6. STATE POPULATION PYRAMID (NON-WHITE)



indicates that older women outnumber the men due to two basic factors:

- 1) Women live longer
- 2) Due to wars

In summary, Hopkinsville's white and non-white pyramid in comparison to the State's white and non-white pyramid shows clearly that Hopkinsville is a progressive and thriving city, as compared to the state as a whole. This is brought about by good management of the city to attract new industries and other major employment generators which every new expanding city vitally needs.

TABLE 4. BIRTH AND DEATH RATES, 1950-60
(City and State)

Year	Death Rate Per 1,000 Population Hopkinsville, Kentucky		Birth Rate Per 1,000 Population Hopkinsville, Kentucky	
1950 ¹	14.7	9.4	25.7	25.0
1951 ²	15.4	9.1	32.2	25.1
1952 ³	13.3	9.7	32.2	25.1
1953 ⁴	12.1	9.4	20.3	24.6
1954 ⁵	15.3	9.1	25.9	25.6
1955 ⁶	12.5	9.3	23.9	24.9
1956 ⁷	13.4	14.6	28.3	23.4
1957 ⁸	13.2	9.8	27.0	21.9
1958 ⁹	11.9	9.7	28.1	24.4
1959 ¹⁰	12.8	9.6	27.4	24.4
1960 ¹¹	12.4	9.8	24.8	23.7

¹Russell E. Teague, Kentucky State Department of Health, December 1, 1951, p. 12, p. 56.

²Ibid., October 1, 1952, p. 14, p. 60.

³Ibid., February 1, 1954, p. 14, p. 60.

⁴Ibid., October 1, 1954, p. 14, p. 60.

⁵Ibid., October 15, 1955, p. 14, p. 60.

⁶Ibid., March 1, 1957, p. 4, p. 48.

⁷Ibid., April 1, 1958, p. 4, p. 48.

⁸Ibid., April 1, 1959, p. 5, p. 50.

⁹Ibid., March 1, 1960, p. 7, p. 54.

¹⁰Ibid., June 1, 1961, p. 7, p. 52.

¹¹Ibid., July 1, 1962, p. 7, p. 54.

TABLE 5. NATURAL INCREASE

Average Yearly Death Rate, 1950-60 (in deaths per 1,000 population).	
Hopkinsville	13.4
State of Kentucky	10.0
Average Yearly Birth Rate, 1950-60 (in births per 1,000 population).	
Hopkinsville	26.9
State of Kentucky	24.4
Average Yearly Natural Increase Rate, 1950-60 (births over deaths in increase per 1,000 population).	
Hopkinsville	13.5
State of Kentucky	14.4

Comparison of the City of Hopkinsville's birth and death rates with those of the State of Kentucky reveals the area of Hopkinsville as having a higher death and birth rate, yet a lower natural increase rate than Kentucky. This is a result of the death rate in recent years having been significantly higher in Hopkinsville than in the State of Kentucky.

Forecast

There are two factors which future population can be based on; they are natural increase (excess of births over deaths) and migration (displacement from one location to another). Migration is generally the most critical of these two factors in forecasting population of cities, and also the most difficult to predict, since the gain or loss of population through migration is directly related to job opportunities.

Even though there is reasonable margin for error, it is possible to make estimates of future employment and population based on a given set of assumptions. A forecast of this type should be subject to periodic review, and if necessary, adjusted to reflect previously unforeseen conditions. Some of the unforeseen conditions which could affect Hopkinsville's future forecast are; wars, removal of Fort Campbell, depression, or a tremendous industrial growth. This forecast was arrived at by projecting a 13.5 natural increase and assuming 90 job openings per year. By using this natural increase-migration method, the following data was computed,

TABLE 6. POPULATION FORECAST FOR THE PLANNING AREA

1962	25,500	1971	29,142
1963	25,934	1972	30,115
1964	26,374	1973	30,612
1965	26,820	1974	31,115
1966	27,272	1975	31,625
1967	27,730	1976	32,142
1968	28,194	1977	32,666
1969	28,665	1978	33,107
1970	29,142	1979	33,644
		1980	34,200

Future Distribution

The majority of this 8,700 population increase will settle in the Southwest, South, and in the Southeast industrial area as there is available

land and the topography is flat.

The extension of utilities and the possibility of a Junior College along North Drive will attract some growth .

Hopkinsville in the past has not been growing adequately due to its needs and functions. This growth has been mainly toward the southern part of the city. City officials and businessmen know the need for some growth to the North so that the Central Business District and adjacent areas will not be vacated and degenerate into slums. This does not mean completely stop the growth to the South, but try to develop a more balanced city for the expansion and needs of the future. By planning now for the expansion in the future, several problems will be corrected that otherwise would not have been corrected until it was too late.

EXISTING LAND USE ANALYSIS

Location and Early History

In the year 1796 Christian County was formed from part of Logan County in the four-year-old state of Kentucky. That same year, North Carolinian, Bartholomew T. Wood, having set out with his family to make his home in this new western land, arrived late one afternoon at the East Fork of Little River in Christian County. Plentiful wood and water made it a suitable camp site, so Mr. Wood stopped his mover's wagon there and made camp for the night.

The pioneersman climbed nearby Belmont Hill with its outcroppings of both limestone and sandstone, to view a scene of unexpected beauty. Another stream, fair woodlands, and fields lay before him. It looked like a good place for a man to stake out a claim! Descending the hill, he tramped westward about a mile to the banks of the second stream where he was delighted to discover a great spring of clear, cold water pouring through a rock funnel into the river. A sensible man, Mr. Wood, knew he needed to look no farther!

The claim was staked for 260 acres along the west fork of Little River, running eastward to Belmont Hill, and a small cabin built thereon in order to establish Bartholomew Wood's right to the land. The cabin stood where Fourteenth and Campbell Streets now intersect. Later, as he became more prosperous, he built a better house nearer the spring. This second house was on the spot where the Odd Fellows Building now stands at Ninth and Virginia. And so the town had its beginning!

Late in 1797 Mr. Wood's site at the great Rock Spring was selected as the County Seat and named Elizabeth, but in 1804 this name was changed to Hopkinsville in honor of the distinguished Revolutionary War General, Samuel Hopkins, and to avoid confusion with another town in Central Kentucky already called Elizabethtown.

Two tiny log cabins were the first public buildings constructed, these being a courthouse twenty feet square and a jail fifteen feet square. Together they cost thirty pounds in the year 1791. Bartholomew Wood had donated four acres of land for public use, and the courthouse was built on part of it. A school and Westside Cemetery (Pioneer Cemetery between Thirteenth and Fourteenth Streets) were later established on land also given the village by its generous first citizen, Mr. Wood.

Hopkinsville grew from a village to a town, the largest in western Kentucky in its early days. A post-war growth in 1812-1825 resulted in a population of 1500. In 1869 the present courthouse was erected. In 1870 the Town of Hopkinsville was granted a charter as the City of Hopkinsville, and the first City Council was elected.

During the Civil War, Hopkinsville was occupied by Union Army forces, and a number of the older residences and public buildings now standing were used by the military.

Today Hopkinsville is a thriving city of the third class, situated on a direct route from Chicago to Florida. Rich, newly-developed oil fields in North Christian, fertile and well-managed farmlands, old and new manufacturing industries contribute to Hopkinsville's prosperous economy. Fort Campbell, a permanent army installation, located sixteen miles south of Hopkinsville, makes an important contribution to the city's economic and social welfare.

The bustling small city of Hopkinsville bears little resemblance to Bartholomew T. Wood's cabin near the Rock Spring, but the spring itself, although buried under the Illinois Central Freight Depot at Ninth and Bethel Streets, still flows through its rock funnel into Little River.

Characteristics of Topography and Climate

Hopkinsville was built on a radial street plan due to topography and drainage.

Topography relates to the physical condition of the land, and is the most significant and controlling growth factor, as it will influence street layout and utilities. Topographic features in the Hopkinsville area, which would have an influence on residential development, would include such natural and man-made features as slopes, rivers, highways, railroads, quarries, lakes and hilly areas to the East, North, and Northwest.

Sloping terrain lowers the density due to the need of larger lots. Streets are generally constructed parallel to contours as to save cut and fill, also the surface run-off in these areas is hard to handle. A well developed subdivision in this area is very attractive due to free flowing streets, no rigidity (house and lots), and generally has natural shrubbery.

Another natural barrier is North Fork Little River, which flows from the North, circles the city to the West and continues Southward. The South Fork flows from the East toward the city and joins North Fork to the South of the city. This is an area which is desirable to live by (provided it is above flood level), because there is more privacy, lots are generally larger, and it is safer for children in comparison to a busy neighborhood section.

Landscaping and improving lakes and rivers have been used in some communities as focal points to spur residential developments. This gives the home owner a sense of serenity by being located away from heavy traffic and backing on a lake or river.

In the past, several homes have been built in areas subject to flooding, but with the information obtained from the Army Corps of Engineers in Nashville, Tennessee this situation can be greatly curbed in the future. Along with this

goes the water shed program, which when finished will reduce the flood elevation approximately five (5) feet along the North Fork. This program will not stop the flooding of the South Fork, but there is a proposed program in the future for this area.

Rivers, quarries and lakes generally act as barriers to development. When residential development expands and reaches such a barrier, the growth will stop until enough demand develops for the area beyond the barrier, so that the cost of providing access (utilities, etc.) to the other side is no longer an insurmountable problem.

Limited access highways and railroad right-of-ways can also act as barriers to growth, if these facilities are existing in or near developing areas. If construction of either a railroad line or limited access highway is contemplated, steps should be taken to minimize this barrier effect by providing underpasses or overpasses for the proposed major streets. The three existing railroads, which are Illinois Central, Tennessee Central and Louisville and Nashville, have and will continue to influence industrial land use.

One main goal the City of Hopkinsville should strive for, during the planning period, is to preserve open spaces for expansion of schools, new playgrounds, parks, and other recreational and social needs. The new trend of low density development which brings about larger lots and home ownership creates an effect known commonly today as the "urban sprawl". A city properly designed and planned for this low density development creates a pleasant environment, but when large amounts of land are rapidly developed and there is a failure to preserve open spaces, etc., this will become a less desirable area due to poor working relationships with the city.

For example:

- 1) no room for new schools
- 2) no parks, playgrounds, etc.
- 3) shopping conveniences limited

Climate

The prevailing winds come from the South-Southwest in the summer and North-Northwest in the winter.

The climate is semi-humid in the summer and semi-dry in the winter.

The average annual rainfall is 49.1 inches with the greatest portion of this being in December, January, March and June.

The average mean temperature is 79.2° F. in July and 37.8°F. in January. With the maximum and minimum being 110°F. and a minus 19° respectively.

The length of the growing season is about 192 days with the first and last killing frost occurring about October 21 and April 12 respectively.¹

Residential Land Use

The existing residential land use has been influenced by the radial street pattern and topography features. This type of growth along radial streets and highways follows a typical pattern, one of the principal inducements being the availability of frontage on state-maintained highways.

The city is growing toward the South because of available utilities and land, flat land, and social consideration. The growth to the North has been limited because of no available utilities, and topography.

¹Soil Conservation Service, Hopkinsville, Kentucky

The Central Business District of Hopkinsville was built on a rigid grid pattern, and as the City expanded this rigidity was turned into a modified grid due to topography and drainage features. From here the growth expanded primarily along major thoroughfares, and at the present time subdivisions are being constructed to develop the vacant land between these major thoroughfares. Once this land is fully developed, linear growth will again occur outward along these thoroughfares. After the linear growth has occurred, then the intermediate area will develop again out to the point of linear growth. As the City expands in the future, this will be a typical pattern of growth.

Commercial Land Use

Commercial land development has been influenced by topography, drainage and transportation routes. The most important single determinant of business locations is accessibility to markets, which in most instances is substantially influenced by the location of major transportation routes. The routes which have influenced commercial expansion in Hopkinsville are: U.S. 41N, U.S. 41A, U.S. 68, and Canton Pike.

U.S. 41N and U.S. 41A serve primarily the North, South transient traffic, but because of the location within the community they also transact business with the local residents and residents who come to the County Seat to trade.

U.S. 68 serves primarily the community and the East-West transient traffic. The crossing of U.S. 68 and U.S. 41 designates the center of the Central Business District.

Another commercial area is located off Canton Pike and to the South of the Hopkinsville-Christian County Fairgrounds. It serves primarily the local and county residents.

As the community grows outward, commercial growth will also expand to meet the needs of the new population.

Industrial Land Use

At the present, there are 73.6 acres of heavy industrial land use, and this occupies 2.1 per cent of the total developed land within the planning area. There are 118.2 acres of light industrial land use, and this occupies 3.4 percent of the total developed land within the planning area.

Industries in Hopkinsville have formed a very definite growth pattern, which is located primarily along the three existing railroads.

Public and Semi-Public Land Use

Public buildings include the County Court House, which is located on the West side of Main between Fifth and Sixth Streets. Behind the County Court House is the County Maintenance Building and County Jail. Adjacent to the County Court House is the City Hall, and the City Jail is directly behind the City Hall.

Other public areas consist of a Water Treatment Plant, Riverside Cemetery and Cave Spring Cemetery. These areas are all located in the Northern section of the city.

The airport and Western State Hospital are located in the Eastern section of the city.

There are two golf courses, which are located in the Southern section of the city.

Hopkinsville-Christian County Fairgrounds, the Kiwanis Park and the Sewerage Treatment Plant are located in the Western section of the City.

All of the following public and semi-public uses are discussed in the Community Facilities Section. They are as follows: parks (small and large), playgrounds, playfields, elementary schools, Junior High schools, Senior High schools, hospitals, churches and colleges.

Statistical Analysis

One of the most valuable parts of a Land Use Analysis is the description of the land use categories in numerical terms. This permits an objective comparison of the land use situation with that of other communities, thereby revealing major differences and possible inadequacies; and more important, it establishes a factual base upon which other planning studies may be built.

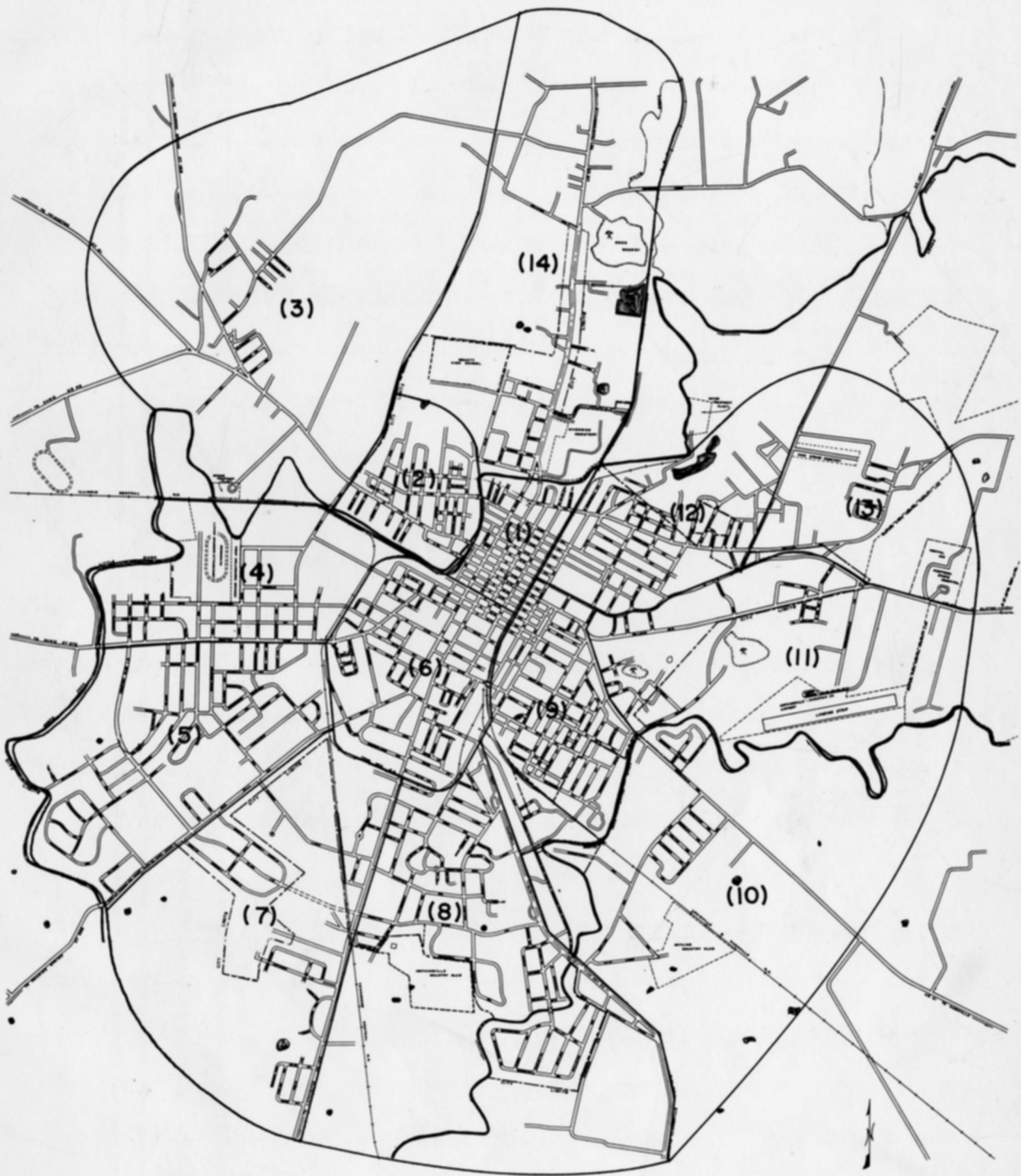
Hopkinsville was divided into fourteen (14) neighborhoods and measurements were made to determine the amount of present land uses in each of the neighborhoods. This data is presented on pages 29, 30, 31, together with a comparative analysis of twenty-eight (28) average central cities approximately Hopkinsville's size.

Of the 3,606.4 acres within the city limits, 2,215.1 acres of this is developed land and the remaining 1,391.3 acres are vacant. While these comparisons, page 33, have a limited utility due to the individuality of every town, they may still serve to single out gross deviation from the ordinary.

The residential land use varies considerably from the average central cities. One reason for this difference is due to the topography and drainage conditions of this area, which calls for larger lots. Another reason could be that Hopkinsville has obtained this growth only in the preceding ten years, and during that period, as well as now, the average lots are much larger than in the past. The majority of these average central cities could have been at this population level for several years, when lots were plotted much smaller than now.

Commercial land use in Hopkinsville is twice the size as that of the average central cities. There are two factors which account for this enlarged commercial land use; the first is that Hopkinsville is a retail center and County Seat, thereby drawing from a large hinterland; the second factor is

MAP I. DELINEATION OF NEIGHBORHOODS



**HOPKINSVILLE
KENTUCKY**

Scale: 1 inch = 1/4 mile
Map prepared by the City of Hopkinsville, Kentucky
City Engineer's Office
1958

TABLE 7. ACRES

Neighborhood	Residential	Commercial	Light Industry	Heavy Industry	Public and Semipublic	Streets	Railroads	Developed Land	Vacant Land	Total Land
1	20.7	54.3	6.6	0.0	0.0	30.1	4.1	115.8	0.0	115.8
2	83.0	9.1	5.8	7.1	5.5	29.5	2.2	142.2	85.9	228.1
3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	0.0	1.8
4	60.5	9.5	9.9	24.0	71.9	43.3	5.4	224.5	171.8	396.3
5	181.0	0.7	0.4	0.0	9.0	71.0	1.3	263.4	406.6	670.0
6	217.0	5.5	21.0	0.0	14.7	73.4	13.7	345.3	72.3	417.6
7	32.2	1.7	0.0	0.0	44.5	22.7	8.2	109.3	77.5	186.8
8	242.2	24.0	2.6	0.0	27.3	76.0	1.1	373.2	151.6	524.8
9	106.4	15.5	9.5	1.9	12.4	34.2	5.0	184.9	98.6	283.5
10	8.8	11.1	4.5	0.0	.3	9.0	0.0	33.7	9.2	42.9
11	73.6	1.2	0.0	0.0	.3	25.0	0.0	100.1	108.2	208.3
12	88.4	2.5	5.7	2.0	19.8	43.0	2.5	163.9	55.9	219.8
13	10.4	0.3	0.0	0.0	.3	2.2	0.0	13.2	1.7	14.9
14	47.4	15.5	0.0	0.0	52.9	28.0	0.0	143.8	152.0	295.8
City Limits Total	1,171.6	150.9	66.0	35.0	258.9	487.4	45.3	2,215.1	1,391.3	3,606.4

TABLE 8. PER CENT OF DEVELOPED LAND

Neighborhood	Residential	Commercial	Light Industry	Heavy Industry	Public and Semipublic	Streets	Rail-roads	Total
1	23.4	30.5	7.5	0.0	0.0	34.0	4.6	100.0
2	58.3	6.4	4.1	5.0	3.9	20.7	1.6	100.0
3	0	0	0	0	0	0	100.0	100.0
4	27.0	4.3	4.4	10.6	32.0	19.4	2.3	100.0
5	68.7	.3	.2	0	3.3	27.0	.5	100.0
6	62.7	1.6	6.1	0	4.3	21.3	4.0	100.0
7	29.5	1.5	0	0	40.7	20.8	7.5	100.0
8	64.8	6.5	.7	0	7.3	20.4	.3	100.0
9	57.6	8.4	5.1	1.0	6.7	18.5	2.7	100.0
10	27.0	32.6	13.2	0	.8	26.4	0	100.0
11	73.5	1.2	0	0	.3	25.0	0	100.0
12	54.1	1.4	3.5	1.2	12.1	26.3	1.4	100.0
13	78.8	2.3	0	0	2.3	16.6	0	100.0
14	33.0	10.8	0	0	36.7	19.5	0	100.0
City Limits Total	53.6	6.9	3.0	1.6	11.8	21.0	2.1	100.0

TABLE 9. ACRES PER 1,000 PERSONS

Neighborhood	Residential	Commercial	Light Industry	Heavy Industry	Public and Semipublic	Streets	Railroads	Developed Land	Vacant Land	Total Land
1	16	42	5	0	0	23	3	89	0	89
2	41	4	3	3	3	15	1	70	42	112
3	0	0	0	0	0	0	0	0	0	0
4	70	10	10	28	84	50	6	261	200	461
5	82	0	0	0	4	32	1	119	184	303
6	53	1	5	0	4	18	3	84	18	102
7	54	3	0	0	74	38	12	181	129	310
8	133	13	2	0	15	42	0	205	83	288
9	39	6	3	0	5	13	2	68	36	104
10	52	65	26	0	2	53	0	198	54	252
11	98	2	0	0	0	33	0	133	144	277
12	29	1	2	0	6	14	1	53	18	71
13	93	2	0	0	2	20	0	117	15	132
14	67	22	0	0	75	40	0	204	217	421
City Limits Total	57	7	3	2	13	24	2	108	68	176

tourist trade, which accounts for the employment of 700 people along U.S. 41N, U.S. 41A, and U.S. 68 in the past ten years.

Industrial land use in Hopkinsville compares very closely to the average of the other communities, although there are considerable variations among different communities.

The land use for railroads in the city limits is considerably less than that of the average central cities. There are three railroads which extend into the city limits; two of these dead-end next to industrial sites, and only one continues through the city and northward to other service areas,

The public and semi-public land uses of Hopkinsville are below the average of the central cities. The main reason for this is that no emphasis has been placed on existing and proposed public and semi-public areas, therefore resulting in insufficient parks and playground space.

The street and alley land uses are also slightly below the average of the central cities. There are two reasons which could account for this difference, one being that the majority of all the existing streets have only a thirty (30) foot right-of-way, and therefore have a fifteen (15) to eighteen (18) foot paved surface. The second reason is that Hopkinsville was built on a radial street plan, which in effect uses fewer roads than a city built on a grid-iron pattern.

TABLE 10. COMPARATIVE ANALYSIS IN ACRES PER 1,000 PEOPLE

	<u>28 Average Central Cities¹</u>	<u>Hopkinsville</u>
Residential	39.6 acres per 1000	57 acres per 1000

¹Harland Bartholomew, Land Use in American Cities, p. 23.

TABLE 10 (concl.)

	28 Average Central Cities	<u>Hopkinsville</u>
Commercial	3.1 acres per 1000	7 acres per 1000
Industrial	5.7	5
Railroads	5.0	2
Public & Semi-Public	18.3	13
Streets & Alleys	28.3	24

In conjunction with the statistical analysis, the average lot size, population per occupied household unit, and the densities of population per acre were computed.

The population per occupied household unit was computed by completing a house to house survey and adjusting the enumeration districts to coincide with the neighborhood boundaries.

The average lot size was computed for all residences within the city limits, and for each complete neighborhood.

The density (people per acre) was computed within the city limits, the existing planning, and the planning area of 1980.

TABLE 11. POPULATION PER OCCUPIED HOUSEHOLD UNIT

Neighborhood	Occupied Housing Units	Population	Population per Occupied Household Unit
1	477	1,290	2.7
2	659	2,040	3.1
3	328	980	3.0
4	240	860	3.6
5	616	2,220	3.6
6	1,557	4,120	2.6
7	352	1,230	3.5
8	612	2,140	3.5
9	981	3,140	3.2
10	168	540	3.2
11	295	970	3.3
12	1,116	3,680	3.3
13	222	710	3.2
14	528	1,580	3.0
Total	8,151	25,500	3.13

TABLE 12. AVERAGE LOT SIZE

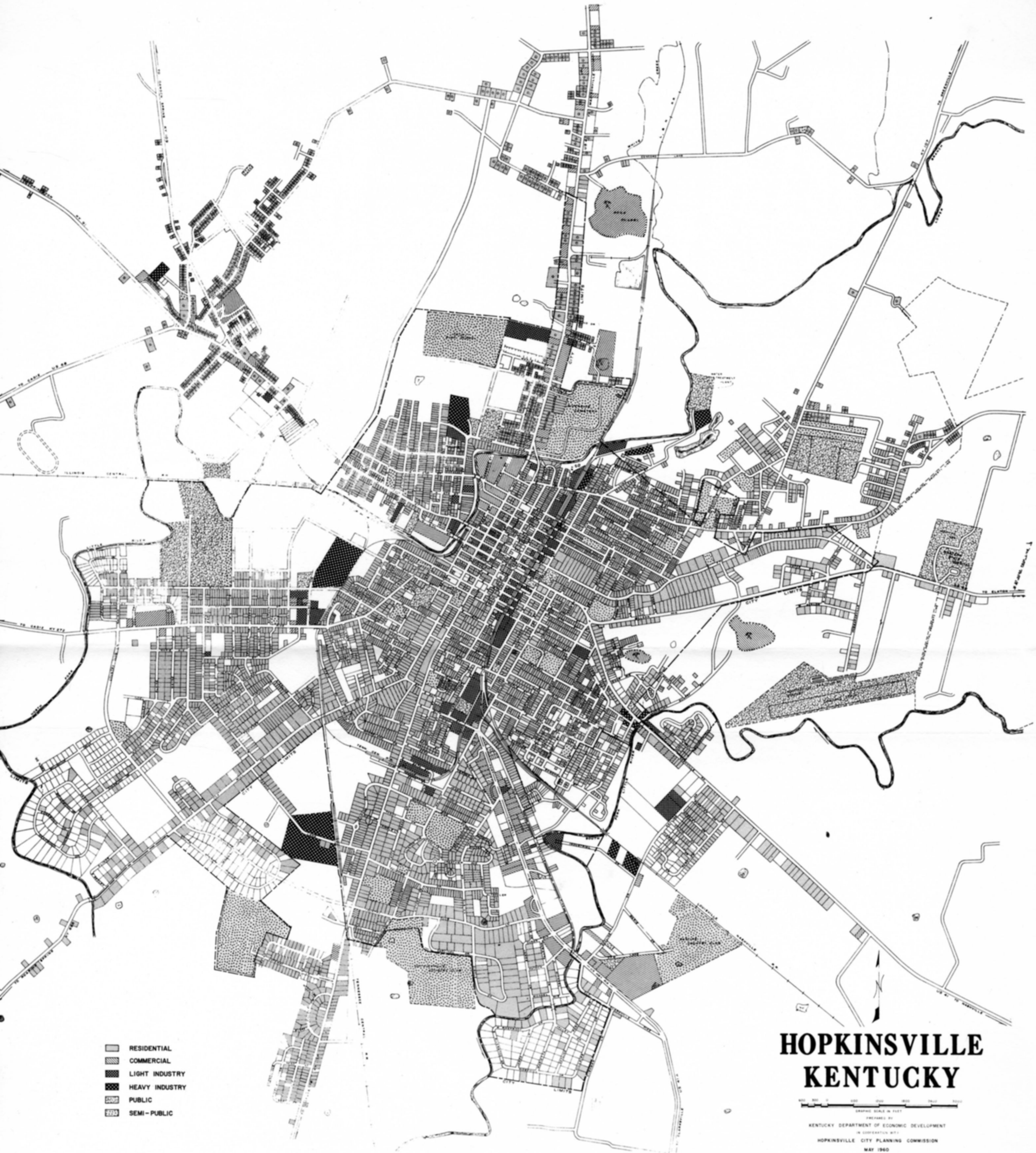
Neighborhood	Residential Streets in City Limits	Residential Acres in City Limits	Average Lot Size in City Limits
1	205	20.7	<u>Square feet</u> 4,400
2	538	83.0	6,720
3	0	0	0
4	240	60.5	11,000
5	596	181.0	13,230
6	1,084	217.0	8,700
7	156	32.0	8,950
8	555	242.2	19,000
9	674	106.4	6,900
10	36	8.8	10,600
11	207	73.6	15,500
12	756	88.4	5,100
13	27	10.4	16,800
14	178	47.4	11,650
Total	<u>5,252</u>	<u>1,171.6</u>	<u>9,700</u>

TABLE 13. AVERAGE LOT SIZE

Neighborhood	Total Number of Residential Structures in Neighborhood	Residential Acreage	Average Lot Size in Neighborhood Square feet
1	205	20.7	4,400
2	538	83.0	6,720
3	320	83.2	11,325
4	240	60.5	11,000
5	596	181.0	13,230
6	1,084	217.0	8,700
7	334	124.0	16,000
8	601	281.7	20,400
9	869	137.4	6,900
10	168	61.6	16,000
11	283	105.0	16,000
12	932	149.0	7,000
13	213	55.3	11,300
14	308	103.6	14,650
Total	6,691	1,671.5	10,900

TABLE 14. DENSITY (POPULATION PER ACRE)

Neighborhood	Percentage of Residential Developed Land within City Limits	Percentage of Developed Land within City Limits	Percentage of Developed Land within Planning Area	Percentage of Developed Land within Planning Area - 1980 -
1	30.0	11.1	11.1	11.1
2	24.0	14.3	14.3	14.8
3	0.0	0.0	5.3	7.3
4	14.3	3.8	3.8	4.5
5	13.0	8.4	8.4	8.6
6	17.2	11.9	11.9	11.9
7	13.1	5.5	4.3	6.6
8	10.8	4.9	4.3	5.0
9	25.5	14.6	11.3	11.7
10	14.4	5.5	2.2	5.8
11	11.3	7.5	4.2	5.2
12	35.0	18.9	13.9	14.3
13	11.8	8.5	4.0	4.8
14	14.9	4.9	4.9	5.4



- RESIDENTIAL
- COMMERCIAL
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- PUBLIC
- SEMI-PUBLIC

HOPKINSVILLE KENTUCKY

GRAPHIC SCALE IN FEET
 PREPARED BY
 KENTUCKY DEPARTMENT OF ECONOMIC DEVELOPMENT
 IN COOPERATION WITH
 HOPKINSVILLE CITY PLANNING COMMISSION
 MAY 1960
 (REVISED OCTOBER 1962)

FUTURE LAND USE

The information regarding the present land use pattern as developed in the land use analysis, and the projection of future population described in an earlier section, serves as a foundation for the future use of land in the planning area. The land use plan consists of three parts; a set of principles for the location of various land uses, an estimate of future land requirements for these uses, and the design of future land use areas. Location principles define the suitability of certain types of land for various uses by describing acceptable standards for sites and relating potential sites to other land use areas, utilities services, etc. Space requirements are obtained by applying quantitative standards of land requirements derived from local measurements of existing land use to the previously prepared population or employment estimate. The design phase of the plan works this data into a pattern of future land use areas coordinated with the major street system.

Location Requirements

There are two types of industries, Light and Heavy; the light industry needs less space because of vertical expansion instead of horizontal expansion. They are generally located closer to the Central Business District, because of the advantage of style, near retail sales, and labor has a shorter distance to travel. In location, light industry should have easy access to railway and major thoroughfares, and all utilities should be available.

Heavy industries are generally located on the outskirts of the city, because of obnoxious factors, such as smoke, noise, odor, and vibrations. This type of industry needs a large flat space because of horizontal expansion. Access from both railroads and major thoroughfares are needed along with cheap and dependable utilities.

Both heavy and light industrial areas should be easily accessible from the residential areas of the community, and they should be compatible with surrounding uses.

The principal requirement for commercial areas is a location on or near a major street with good access from a tributary trade area. The Central Business District should be situated at or near the peak traffic center in a manner such that buildings can be arranged to provide for efficient circulation of both pedestrian and vehicular traffic, and adequate parking and loading of personal and service vehicles. For outlying commercial centers of the neighborhood shopping or highway service type, the principal requirement is location on a major street where sites are adequate for shops and associated parking and loading.

A rolling topography being well drained generally makes an attractive residential development, as long as the topography is not so rough that roads and utilities will be unduly costly to develop. Residential areas should be conveniently located with respect to places of employment and shopping, but major streets should not penetrate residential neighborhoods. Density of different areas should be planned and a variety of sites should be provided, some of which are suitable for churches, park and playground areas, and similar neighborhood facilities.

Space Requirements

Manufacturing space requirements are commonly expressed in terms of employee density, which is the ratio between the number of employees and the gross acreage of the site. Because of the range of densities, manufacturing is frequently categorized into extensive (low density), intermediate, and intensive (high density) groups, with densities such as the following:

TABLE 15. EMPLOYEE CLASSIFICATION

<u>Density Class</u>	<u>Employees Per Gross Acre</u>
Intensive	50
Intermediate	20
Extensive	5

Hopkinsville density class would range between extensive and intermediate. There are 2,300 employees and 191 acres of industrial land, which averages $\frac{2,300 \text{ employees}}{191 \text{ acres}} = 12 \text{ employees per acre.}$

There are eight (8) acres of industrial land use per 1,000 population within the planning area. Using the population forecast of 8,700 additional people by 1980, there will be a need of 70 additional acres for industrial uses. The amount of people associated with these new industries would vary due to the density class.¹

Also in an analysis of site and location requirements for industry, the medium plant site size of a representation group of new industries was found to be in the range of 50 to 100 acres.²

Commercial land use in the planning area amounted to 217.0 acres. The existing population of the planning area is 25,500 people. This amount of commercial land use represents $217.0/25,500 = 9 \text{ acres per thousand population.}$

When this factor is applied to the future growth in 1980 of 8,700 people,

¹Space for Industry, Urban Land Institute Technical Bulletin No. 23, July 1954, p. 2.

²Dorothy A. Muncy, Space for Industries, p. 4.

there will be a need for $9 \times 8.7 = 78$ additional acres of commercial land use. This should be sufficient for serving local and county trade, as well as highway travelers.

Of the 9,565.9 acres within the planning area, 1,663.0 acres are residential, and percentage wise it is 17.4 per cent. These figures do not include streets and alleys. This amount of residential land use represents $1,663.0/25,500 = 65$ acres per thousand population, and when this factor is applied to the future growth in 1980 of 8,700 people, there will be a need for $65 \times 8.7 = 566$ additional acres of residential land use.

The following tables cover the planning area and explain the total amount in acres of all land uses, the percentage of developed land, and acres per thousand people from which future land uses can be based.

TABLE 16. ACRES

Neighborhood	Residential	Commercial	Light Industry	Heavy Industry	Public and Semipublic	Streets	Railroads	Developed Land	Vacant Land	Total Land
1	20.7	54.3	6.6	0.0	0.0	30.1	4.1	115.8	0.0	115.8
2	83.0	9.1	5.8	7.1	5.5	29.5	2.2	142.2	85.9	228.1
3	83.2	10.3	7.2	2.5	1.3	74.4	5.1	184.0	1319.8	1503.8
4	60.5	9.5	9.9	24.0	71.9	43.3	7.3	226.4	171.8	398.2
5	181.0	0.7	0.4	0.0	9.0	71.0	1.3	263.4	406.6	670.0
6	217.0	5.5	21.0	0.0	14.7	73.4	13.7	345.3	72.3	417.6
7	124.0	1.7	27.5	30.0	44.5	47.1	8.2	283.0	628.9	911.9
8	281.7	25.1	2.6	0.0	86.6	92.1	6.9	495.0	493.7	988.7
9	137.4	21.4	9.5	1.9	15.7	80.6	9.1	275.6	109.5	385.1
10	61.6	37.6	11.6	4.0	77.0	45.5	7.4	244.7	830.1	1074.8
11	105.0	2.5	0.0	0.8	65.8	56.5	0.0	230.6	526.4	757.0
12	149.0	4.6	9.1	3.3	24.4	69.7	4.5	264.5	170.9	435.4
13	55.3	2.9	0.0	0.0	77.7	39.4	0.0	175.3	272.5	447.8
14	103.6	31.8	7.0	0.0	95.9	73.9	8.6	320.8	910.9	1231.7
Planning Area Total	1663.0	217.0	118.2	73.6	590.0	826.5	78.4	3566.6	5999.3	9565.9

TABLE 17. PER CENT OF DEVELOPED LAND

Neighborhood	Residential	Commercial	Light Industry	Heavy Industry	Public and Semipublic	Streets	Railroads	Total
1	23.4	30.5	7.5	0.0	0.0	34.0	4.6	100.0
2	58.3	6.4	4.1	5.0	3.9	20.7	1.6	100.0
3	45.3	5.6	3.9	1.3	.7	40.5	2.7	100.0
4	26.7	4.2	4.3	10.6	31.9	19.1	3.2	100.0
5	68.7	.3	.2	0.0	3.3	27.0	.5	100.0
6	62.7	1.6	6.1	0.0	4.3	21.3	4.0	100.0
7	43.8	.6	9.7	10.6	15.7	16.7	2.9	100.0
8	57.0	5.0	.5	0.0	17.5	18.6	1.4	100.0
9	49.9	7.7	3.5	.7	5.7	29.2	3.3	100.0
10	25.1	15.4	4.7	1.6	31.6	18.6	3.0	100.0
11	45.5	1.1	0.0	.4	28.5	24.5	0.0	100.0
12	56.4	1.7	3.4	1.2	9.2	26.4	1.7	100.0
13	31.7	1.7	0.0	0.0	44.2	22.4	0.0	100.0
14	32.2	9.9	2.2	0.0	29.9	23.1	2.7	100.0
Planning Area Totals	46.6	6.1	3.3	2.1	16.6	23.1	2.2	100.0

TABLE 18. ACRES PER 1,000 PERSONS

Neighborhood	Residential	Commercial	Light Industry	Heavy Industry	Public and Semipublic	Streets	Railroads	Developed Land	Vacant Land	Total Land
1	16	42	5	0	0	23	3	89	0	89
2	41	4	3	3	3	15	1	70	42	112
3	85	11	7	3	1	76	5	188	1342	1530
4	70	11	11	28	84	50	9	263	200	463
5	82	0	0	0	4	32	1	119	184	303
6	53	1	5	0	4	18	3	84	18	102
7	101	1	22	24	36	38	7	229	512	741
8	132	12	1	0	41	43	3	232	232	464
9	44	7	3	1	5	26	3	89	35	124
10	113	70	21	7	143	85	14	454	1540	1993
11	108	3	0	1	68	58	0	238	542	780
12	41	1	2	1	7	19	1	72	49	121
13	78	4	0	0	110	55	0	247	384	631
14	66	20	4	0	61	47	5	203	578	781
Planning Area Totals	65	8	5	3	23	32	4	140	235	375

Plan Design

The emphasis of the report to this point has been upon the criteria which will ultimately determine the size and shape of the future urban area. Among these are the physical characteristics of the land, the existing buildings, streets, and other more or less permanent fixtures of the land, the anticipated future employment and population in the planning area, and the principles which normally establish the spatial relationships and land requirements of different land uses. These criteria are utilized to help organize the future use of land into a functional unit.

One of the main determinants of the future shape of the urban area will be the location of work places and the alignment of transportation routes linking them with present and future residential areas. One of these employment areas is the downtown area, which is expected to continue as a focal point of the community. Other employment centers in the area would have similarly important influences on the growth patterns.

A prime location for industry would be in the Skyline Drive area between Fort Campbell Boulevard and the Nashville Road. Several reasons for this are: all utilities are available (gas, water, sewerage and electricity), the area can be reached without traveling through the Central Business District, the land is flat and contains 179 acres which can easily accommodate the seventy additional acres needed for industrial land use by 1980, there is easy access to both railroads and major thoroughfares, it is a good location due to the prevailing wind conditions, which come from the South-Southwest in the summer and North-Northwest in the winter, and this location would be separated from the residential land use by a natural barrier, the North Fork of Little River, which acts as a buffer zone.

The location of residential areas is governed by topography, drainage,

available land, social considerations, and in part by the location of work-places. The 566 additional residential acres needed by 1980 will be located primarily in the Southern sector of the community. A small portion will be located to the North and East. There is ample room for this future residential expansion, and this should be a compact type of development rather than a scattered growth. The reasons for this are: utilities and services can be provided more economically, businesses operate more efficiently being closer to their service area, schools also operate more efficiently through a saving in transportation costs, and most important, it creates a single-land-use. This is in contrast to the typical scattered development where homes are built along a highway, leaving vacant areas between them which are later occupied by business or other uses incompatible with residential areas.

Hopkinsville's growth has been similar to the scattered type of development, leaving many vacant areas within the city. With this in mind, the future residential growth should first fill in these voids and create a single land use before expanding into the planning area. These vacant areas should conform as nearly as possible to the location and space requirements described earlier, as well as the sites within the planning area.

Commercial land uses are generally located on or near major traffic routes, to afford convenient access to their tributary trade areas. It is estimated that approximately 69 acres will be required for future commercial land use. This expansion will probably occur along U.S. 41A, U.S. 41N and U.S. 68 highways. This type of strip growth is not desirable because of mixed uses, no off-street parking, no loading space, land directly behind these areas depreciates faster than it would under other comparable circumstances, and it tends to generate minor traffic movements that interfere with major through movements. Home owners along these strips eventually find that the street is no longer desirable for residential use, and will try to sell or

convert it to a commercial zone, but the supply of land along the street is generally far in excess of that required for business purposes. Therefore, the end result of the process is a street dotted with businesses interspersed with deteriorating residences. Neither type of use benefits the community, and the community suffers from an inefficient arrangement of businesses and unsightly main street.

A cluster arrangement of commercial uses should be provided for instead of a strip commercial district. In the cluster development commercial structures can be arranged to benefit one another; for example, most shopping centers are made up of generators and attractors, generators consisting of large department or grocery stores and the attractors consisting of a bakery, barber shop, drug store, small specialty shops, etc. The generators are placed at one end of the shopping center so that people have to walk by the attractor while approaching the generator. Through this design and offering a variety of goods, each business benefits from the other. In short, a cluster development of commercial centers is a more convenient and efficient system than a lineal or strip development.

At the present time there is an expansion of the Central Business District through the help of Urban Renewal. The expansion is on the north side of the existing Central Business District from Fifth Street on Main north to Little River, and consists of 27 acres of land. The new City Hall and Fire Station along with a modern shopping center will be located within this area.

A future proposal for Urban Renewal would be from Fifth Street to Seventh Street on Main. This addition would help to tie the old section of the Central Business District to the new. There are six (6) acres within this site.

To provide for the 69 additional acres needed by 1980, three commercial centers are proposed along with the two Urban Renewal projects previously mentioned. The first commercial center is located at the corner of North Drive and U.S. 68, and will have approximately fifteen acres. This location will be for East-West highway travelers, as well as a convenient shopping center for the western sector of the community.

The second area will be located off Cox Mill Road to provide for the large anticipated growth to the South. This area consists of thirteen acres, and will serve primarily local and county residences.

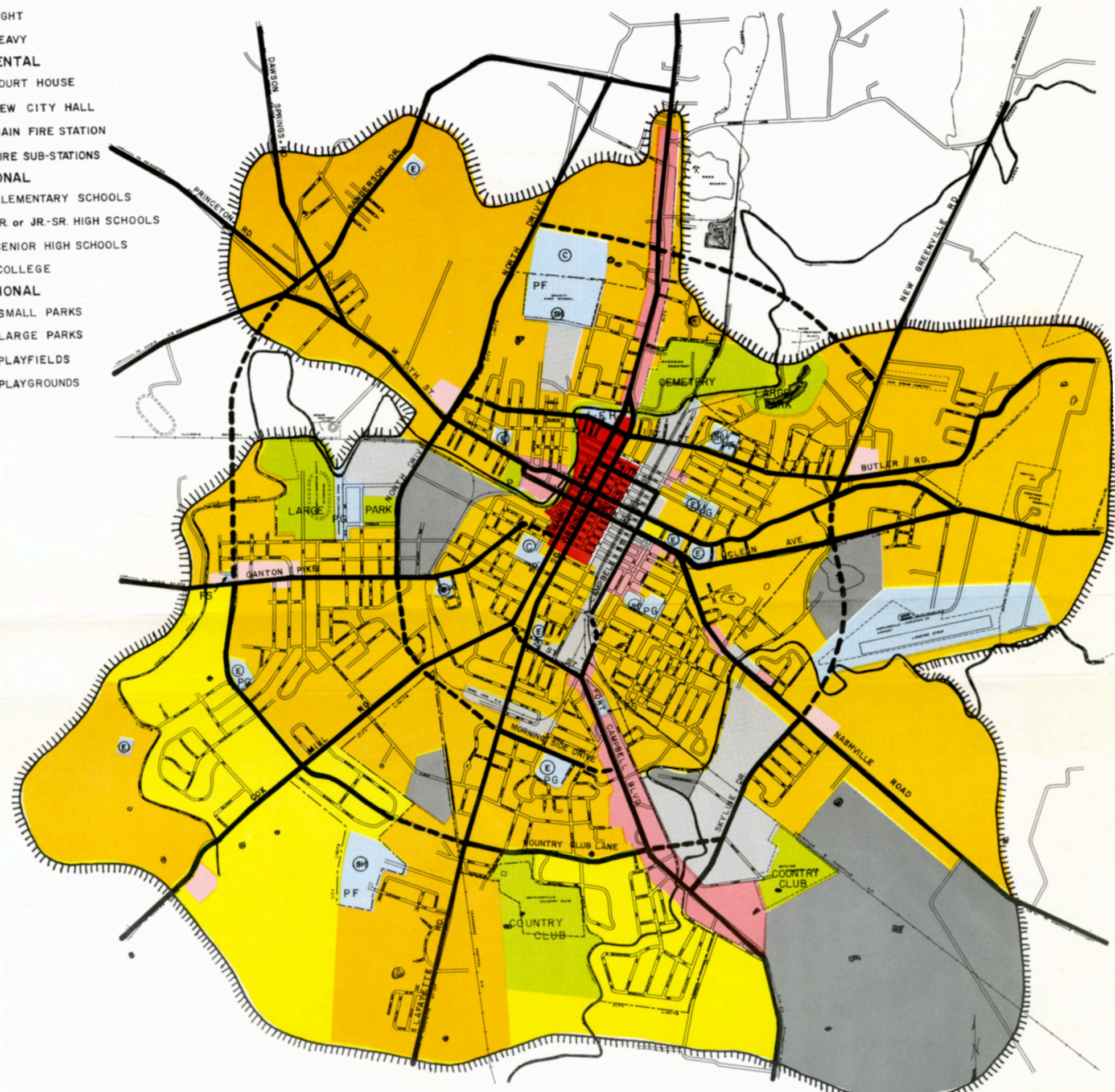
The third area is located on the Nashville Road across from the Skyline Drive. This site will have eight acres, and will serve the eastern sector of the community, as well as an industrial neighborhood which could come about through new industries.

FUTURE LAND USE HOPKINSVILLE, KENTUCKY

FEBRUARY, 1963

MAP — 2

- RESIDENTIAL**
 - LOW DENSITY
 - MEDIUM DENSITY
- COMMERCIAL**
 - NEIGHBORHOOD
 - HIGHWAY
 - CENTRAL
- INDUSTRIAL**
 - LIGHT
 - HEAVY
- GOVERNMENTAL**
 - C COURT HOUSE
 - H NEW CITY HALL
 - F MAIN FIRE STATION
 - FS FIRE SUB-STATIONS
- EDUCATIONAL**
 - E ELEMENTARY SCHOOLS
 - JH JR. or JR.-SR. HIGH SCHOOLS
 - SH SENIOR HIGH SCHOOLS
 - C COLLEGE
- RECREATIONAL**
 - SMALL PARKS
 - LARGE PARKS
 - PF PLAYFIELDS
 - PG PLAYGROUNDS



- MAJOR THOROUGHFARES**
- EXISTING
- PROPOSED

50

**HOPKINSVILLE
KENTUCKY**

PREPARED BY
KENTUCKY DEPARTMENT OF ECONOMIC DEVELOPMENT
IN COOPERATION WITH
HOPKINSVILLE CITY PLANNING COMMISSION
MAY, 1963

MAJOR THOROUGHFARES

The basic principle of a thoroughfare system is to provide for well located and properly designed streets to carry the major volume of traffic, especially heavy and fast moving vehicles, through a city. When streets have been designated as part of the thoroughfare system, they may be designed to carry maximum volumes and heavier weights than will be necessary of lesser streets. The streets other than major thoroughfares can be reserved for neighborhood traffic, and thus be free from the hazards of rapidly moving vehicles.

Streets designated as thoroughfares should be located so as to facilitate the most direct movement of traffic through and between the various neighborhoods of the city. The street system may be a radial or gridiron, or a combination of both, in order to provide the minimum distance between points of origin and destination. In all cities, it is desirable to provide means whereby large portions of the traffic load may be directed around congested points, thus better serving both local and through traffic by eliminating costly delays, and hazards. Generally, the location of designated major thoroughfares will form the boundaries of new neighborhoods. Within the city, the pattern of streets has been firmly established and precludes the development of ideal neighborhood units, but in unplatted areas, both within and beyond the city limits, traffic may be directed around residential neighborhoods.

Major thoroughfares should be aligned so as to avoid abrupt changes in directions, should fit the land, should have adequate sight distances while going around all curves. The Subdivision Ordinance establishes engineering standards for the appropriate design of the several classes of thoroughfares.

Classification of Streets

This section establishes a system for classification of streets by proposed function. Every street within five miles of the city is so classified. This classification allows and provides that the proper level of improvement and construction is carried out according to present and future function of roads, thereby providing more efficient expenditure of public funds for these purposes.

Expressways

Their primary function is to move mass traffic, with full or partial controlled access and some on-grade crossings.

- 1) volume 1500 cars per lane per hour @ 50 m.p.h.
- 2) right-of-way 120 feet and up
- 3) four (4) lanes and up @ 12' width per lane (48' Min.)
- 4) six per cent (6%) maximum grade

Freeways

A freeway is an expressway with full control of access.

Major Arterials

Besides being the main thoroughfares for through traffic within the city, these roads carry traffic to expressways and freeways.

- 1) volume 350 cars per lane per hour @ 40 m.p.h.
- 2) right-of-way 100 feet to 120 feet
- 3) four (4) lanes and up @ 11' width per lane (44' Min.)
- 4) six per cent (6%) maximum grade

Collectors

Primary purpose of these thoroughfares are to feed the major arterials and pick up local traffic. Some parking is allowed on streets, also these streets are located by churches, schools, and shopping centers to collect traffic from these generators.

- 1) volume 150 cars per lane per hour @ 30 m.p.h.
- 2) right-of-way 60 to 80 feet.
- 3) two lanes (10' - 11') 10' parking on sides (40 to 44 Min.)
- 4) eight per cent (8%) grade

Local Streets

The primary purpose of these streets is to provide access to residential, commercial, or other abutting property, but to discourage the use of heavy traffic. These make up 75 per cent of the total street system.

- 1) right-of-way 50 to 60 feet
- 2) two (2) lanes (10' - 11') with no parking
- 3) ten per cent (10%) to twelve per cent (12%) grade

Circulation System

Hopkinsville is composed primarily of radial thoroughfares, which extend from the Central Business District in all directions. As of this time, there is no existing inner or outer belt to relieve the heavily traveled central streets, and this forces all traffic with cross-town destinations to pass through the Central Business District. Along with this is the problem of truck traffic, which adds to the existing congestion.

To control this increasing problem, the City and the City Planner have been working in coordination with Wilbur Smith and Associates for devising a

new thoroughfare plan. This plan will show new routing of traffic to relieve the Central Business District of cars and trucks, widen existing streets, and set general alignments for new streets. These proposals, which are shown on the future land use map, are as follows:

The proposed outer belt will be primarily to move traffic from neighborhood to neighborhood, and for highway travelers to bypass the Central Business District.

The outer belt starts at North Main and Sanderson Drive and continues southwest to U.S. 68. From U.S. 68 it goes southward to Canton Pike, then southeast along Country Club Lane to Cox Mill Road. It continues eastward along Country Club Lane to Lafayette Road, and on to Fort Campbell Boulevard. This section so far will be a collector street which has a 40' pavement with two (2) lanes and parking. Starting at Fort Campbell Boulevard, the classification changes from a collector to an arterial street due to the increased volume of highway travelers which will use this section to bypass the city. From Fort Campbell Boulevard it continues diagonally across to Skyline Drive, then northward to the Nashville Road. From here it continues north to McLean Avenue and across to East Seventh Street. This portion of the thoroughfare system will have a 48' pavement with four (4) lanes and no parking. From East Seventh Street it continues north to First Street or Butler Road and up the New Greenville Road to the intersection with Vine Street. It proceeds northwest from Vine Street to North Main, and possibly across to North Drive for access to the possible location of the new Junior College. This section from East Seventh Street to North Drive will have a 40' pavement with two (2) lanes and parking. This completes the proposed outer belt loop.

The inner belt will start at the intersection of Sanderson and North Drives, and will continue southwest down North Drive to West Seventh Street and on to Canton Pike. From here it will go directly south to the inter-

section of Sterling and Faulkner Drives, then continue southeast on Sterling Drive to Cox Mill Road. Then it will be projected across to Lafayette Road and continue down Morningside Drive and on to Fort Campbell Boulevard. At this point it will go down Fort Campbell Boulevard until it picks up the outer belt loop. This complete section will have a 48' pavement with four (4) lanes and no parking.

Other proposals which will take place to make the inner and outer belt function better are: to extend South Main across to the intersection of 21st and Virginia Streets, to extend Canton Pike from 15th Street to 14th Street, to extend West First Street to North Drive, to connect Fort Campbell Boulevard to Campbell Street for truck traffic.

Daily Traffic Volumes - Present and Future¹

There are 38,914 daily internal trips (cars) to the Central Business District and 21,400 daily external trips. Of the 21,400 daily external trips, 5,250 pass through Hopkinsville without stopping.

By 1980, a total of 103,900 vehicle trips daily will saturate existing and proposed streets in Hopkinsville. The proposed Skyline Drive extension and North Drive extension will each carry volumes ranging from 8,000 to 10,000 vehicles daily.

Parking²

During a typical weekday, approximately 5,820 persons parked in the Central Business District, requiring 5,067 space-hours of parking space supply. Existing parking facilities yield an adjusted supply of 6,906

¹Wilbur Smith, Transportation Plan, p. 3.

²Ibid., p. 3.

space-hours in the central area.

An increase in parking demands and the likely removal of many curb parking spaces in the future will result in a deficiency of spaces in many blocks of the central area by 1972.

COMMUNITY FACILITIES

Introduction

The purpose of this section is to provide standards and policies for the development of needed public facilities. These are based on the anticipated growth of the city, on accepted standards for the location, and the land requirements of public facilities of various kinds.

Governmental, Legislative, & Administrative Facilities

The Hopkinsville City Government performs a number of services for the residents of the City. The diagrammatic sketch on the following page indicates the relationship of the City Government to the functions of the various branches of government. It should be noted that the diagram shows two branches; Advisory and Legislative. City Council as the Legislative Branch sets the policy, the Mayor and his immediate staff administer the policy, and the various utilities services, and public safety facilities each have a specific governmental function as their sole responsibility.

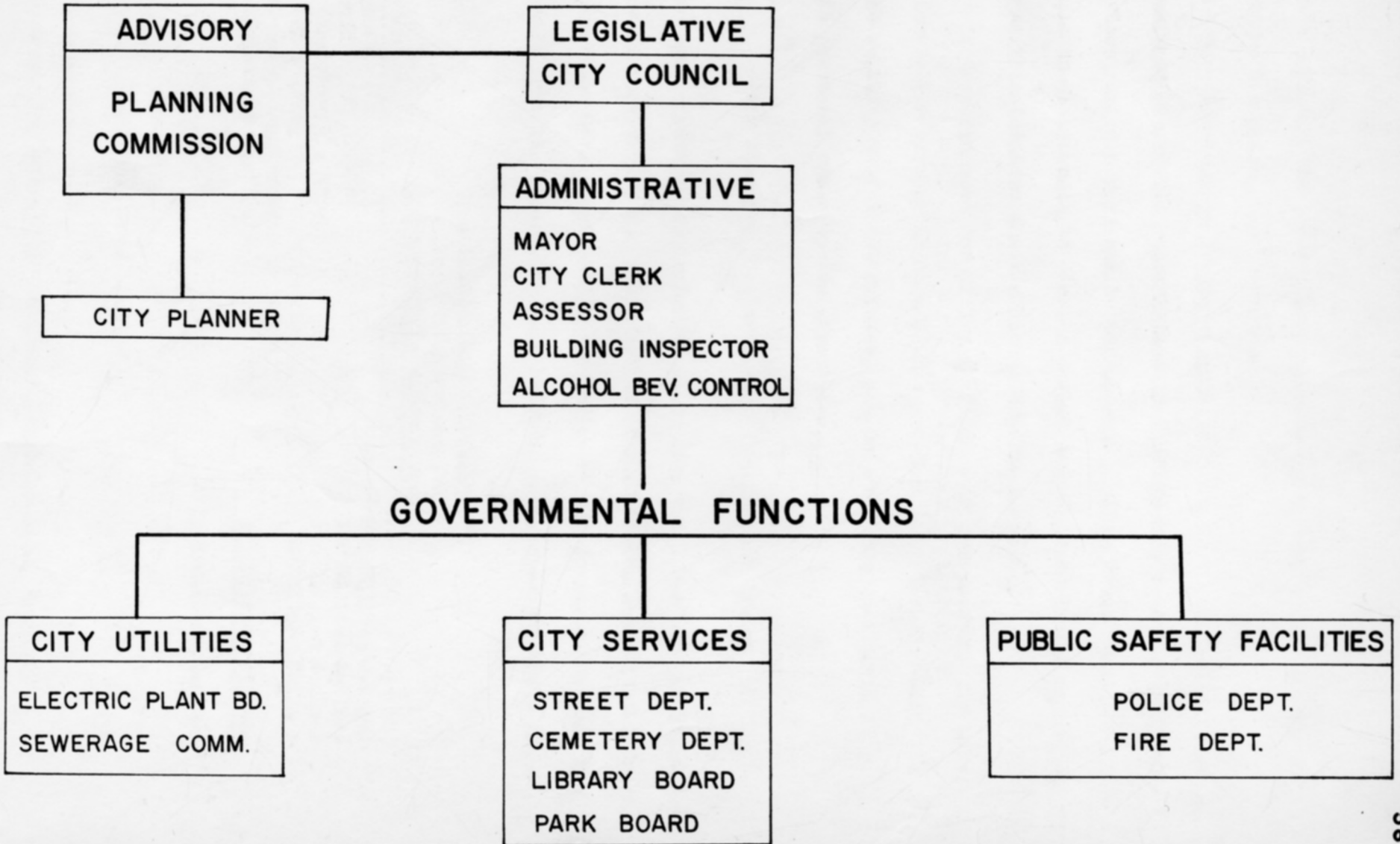
Utilities and Services

Sewerage and Waterworks Commission. Facilities owned by the City of Hopkinsville and operated by the Sewerage and Waterworks Commission include office facilities, water storage facilities, water treatment plant, water distribution system, sewage collection facilities and sewage treatment plant.

The office facilities are located at 112 East Seventh Street. These facilities are in a two-story brick building estimated to be 60 years old. The first floor contains a room for billing and collecting, a separate area for bookkeeping and dispatching of workers, and a combination board room and

RELATIONSHIP OF CITY GOVERNMENT TO GOVERNMENTAL FUNCTIONS

COMMUNITY FACILITIES PLAN ——— JANUARY 1963 ——— HOPKINSVILLE CITY PLANNING COMMISSION



Manager's office. The upper floor contains meter repair facilities, an addressograph machine, and storage space.

A major disadvantage in the present building is a shortage of space. Disadvantages due to the location are lack of parking area for employees and workers, and the particular environment in which these facilities are located. The narrowness of Seventh Street and the loading and unloading of people at this location cause delay in traffic movement.

It is proposed that the office facilities of the Sewerage and Waterworks Commission be accommodated in the proposed City Center. With the ultimate relocation of these offices, the building now used could be sold as it is presently owned by the Commission.

Water Storage, Treatment, and Distribution System

The Water System uses impounded water from two lakes and two abandoned quarries as reserve water. The addition of the reserve water to the system is accomplished by pumping from the quarries direct to the plant, and by dam control from the lakes which are located on branches of Little River.

Impounded (Reserve) Capacity (Prior to Treatment) Hopkinsville Water System

Lake Morris	500 Million Gallons
Lake Tandy	100 Million Gallons
Quarry (Hopkinsville Stone)	165 Million Gallons
Quarry (Blue Lake)	40 Million Gallons
Proposed Lake (Construction to begin approximately May 1, 1963)	<u>573 Million Gallons</u>
Total	1,378 Million Gallons ¹

¹Sewerage and Waterworks Commission, Hopkinsville, Kentucky

It is felt that the impounded water supply is adequate throughout the planning period, particularly in view of the proposed 573 million gallon lake, as well as a proposed flood control lake now in the planning stage.

The capacity of the present water treatment plant is 3,000,000 gallons per day. The present daily output of the plant is 2,700,000 gallons per day. To arrive at the daily output is as follows:

$$25,500 \text{ people in planning area} \times 90 \text{ gallons per person per day} = 2,300,000 \text{ gallons per day}$$

$$\text{Industrial use, evaporation, and commercial} = \underline{400,000 \text{ gallons per day}}$$

$$\text{Total} \qquad \qquad \qquad 2,700,000 \text{ gallons per day}$$

Hopkinsville's population forecast shows there will be 34,200 people by 1980. The following figures will show the daily future water needs:

$$34,200 \times 100 \text{ gallons per person per day} = 3,400,000 \text{ gallons per day}$$

$$\text{Industrial use, evaporation, and commercial} = \underline{900,000 \text{ gallons per day}}$$

$$\text{Total} \qquad \qquad \qquad 4,300,000 \text{ gallons per day}$$

Hopkinsville is proposing an increase of capacity from 3,000,000 gallons per day to 5,000,000 gallons per day, which will handle the future output of 4,300,000 gallons per day. If there is an extremely large industrial growth through 1980 along with the increase of population, this addition would not be adequate for the future needs.

Like the water system, the sanitary sewerage system is an essential utility in urban communities. Unlike the water system which serves the planning area, Hopkinsville's Sewerage System serves only residences within the City Limits. The present capacity of the sewerage plant is 3,000,000 gallons per day. The present daily intake is approximately 2,100,000 gallons per day.

One of the methods used to determine sewage flow is based on the

following typical sewage inputs from various types of land uses:

Residential Areas ----- 75 gallons per person per day
 Industry - Non-Liquid Waste ----- 20-250 gallons per worker per day
 Industry - Liquid Waste --- Up to 66,000 gallons per worker per day
 Commercial ----- 5,000 gallons per acre per day

Daily Input

There are 20,500 people within the city limits but only 19,500 are connected to sewers.

Residential -	
19,500 people x 65 gallons per person per day	= 1,267,000
Industrial -	
2,300 workers x 50 gallons per worker per day	= 115,000
Commercial -	
150 acres x 5,000 gallons per acre per day	= <u>750,000</u>
Total	2,132,000 ¹

Estimating the sewerage needs by 1980 for approximately 28,000 people within the city limits are as follows:

Daily Input

Residential -	
28,000 people x 75 gallons per person per day	= 2,100,000
Industrial -	
3,800 workers x 100 gallons per worker per day	= 380,000
Commercial -	
220 acres x 5,000 gallons per acre per day	= <u>1,100,000</u>
Total	3,580,000 ²

¹Sewerage and Waterworks Commission, Hopkinsville, Kentucky

²Ibid.

Through these calculations it is shown that the sewage treatment plant will need to expand during the planning period.

The above calculations are based, of course, on the population and employment data presented earlier and are subject to the same qualifications. In addition, it should be noted that industrial sewage input varies considerably, just as does industrial water consumption. Thus, in the selection of new industry, one of the factors to consider is the effect of the industry on the present sewerage system of the community.




The following maps will show the existing and proposed sewerage and water lines.

MAP 4. EXISTING & PROPOSED SEWAGE COLLECTION SYSTEM HOPKINSVILLE COMMUNITY FACILITIES PLAN


JANUARY, 1963

NOTE:
THIS DIAGRAM SHOWS ONLY
FORCE MAINS & MAJOR FEEDERS



LEGEND	
	EXISTING SEWER LINES
	PROPOSED SEWER LINE
	PUMPING STATIONS (Approx. Location)

HOPKINSVILLE KENTUCKY



 HOPKINSVILLE COMMUNITY FACILITIES PLAN
 PREPARED BY THE
 HOPKINSVILLE SANITATION DISTRICT
 1963

MAP 5. EXISTING & PROPOSED WATER DISTRIBUTION SYSTEM HOPKINSVILLE COMMUNITY FACILITIES PLAN

JANUARY, 1963



WATER LINES	
EXISTING	PROPOSED
or 18"	or 18"
or 14"	or 14"
or 10"	or 10"

**HOPKINSVILLE
KENTUCKY**

1" = 1000'

ENGINEER: [unreadable]
CONSULTING ENGINEER: [unreadable]
DATE: [unreadable]

Health Facilities

County Health Department. The County Health Department operates a program of disease prevention. Interest in fields of nursing, sanitation, nutrition, and education are carried out through the many programs of the agency.

The County Health Department is administered by a County Board of Health. The operation of the County Health Department is financed by state funds and by local funds through contributions.

The facilities of the County Health Department are located at 1700 Canton Street. The building is a one-story brick building constructed in 1944. The main floor of the building contains offices, a clinic for treatment, and an X-ray room. The basement contains an auditorium, a laboratory, storage room and a furnace room.

There are no immediate plans for expansion of the Health Department building. It would seem, however, that if the excellent work of this Department is to continue at its high level, some expansion will be necessary within the planning period.

It would also seem that any expansion within the planning period could be handled on the existing site. If off-street parking is to be provided, however, some additional area may have to be acquired.

Jennie Stuart Memorial Hospital

The Jennie Stuart Memorial Hospital is located on West 17th Street. The hospital is administered as a non-profit organization, with a Board of Directors. All money for operating and construction expenses is derived from patient care. No Federal funds are used.

The building is brick construction, having been originally constructed

in 1913 with additions in 1945, 1949, and the recently completed 1960 addition. The recent addition and renovation added a new entrance to the hospital, four modern operating rooms, a patient recovery room, and increased the bed capacity from 86 to 110.

Recent additions of land to the site have made the site adequate for ample parking as well as future expansion.

Brooks Memorial Hospital

The Brooks Memorial Hospital is located at 201 South Virginia Street. The hospital is privately owned and operated. No Federal funds are used in the operation of this facility.

The Brooks Hospital is stone veneer over wood construction. The building was constructed in 1944 and has a 31 bed capacity.

The building is situated on a lot at the Southwest corner of Virginia and First Streets. The lot is occupied primarily by the building and garage. No area is available for future expansion or off-street parking.

Adequacy of Hospital Facilities

It is difficult to analyze the adequacy of hospital facilities, particularly in light of the fact that the Jennie Stuart Hospital does not treat Negro patients. Accepted standards of the U. S. Department of Health, Education, and Welfare for adequate hospital facilities is for the provision of 4.5 beds for each 1,000 persons.

Generally speaking, these two hospitals serve the City and County, not including military population and families (treated at Fort Campbell). This population is presently estimated at 59,000. If population growth occurs as is expected, this population will increase to approximately 79,200 by 1980. On basis of the prior standards, a present shortage of 125 beds is indicated.

In addition to the indicated shortage of 125 beds, future growth at the end of the planning period indicates a need for another 90 beds, if the hospital facilities are to continue to meet the entire needs of the County.

Because of the two hospitals and their separate policy on patient care, it is difficult to determine what amount of this additional growth should be accommodated at which hospital, and indeed if the factor of 4.5 beds per 1,000 population is adaptable similarly to the Negro and White population, or even if a true picture is given by applying this factor to the entire community.

It does seem safe to say, however, that even if the use of the factor in this particular area does not present a true picture, it is certainly a good indicator. It seems safe to say that some additional expansion will be necessary at both hospitals within the planning period.

As was indicated above, Jennie Stuart could probably accommodate additional expansion on its existing site. Jennie Stuart has proved it can accommodate expansion without the aid of Federal funds. Brooks Hospital, however, would have an extremely difficult time in undertaking either an upgrading of certain facilities now classed by the State as inadequate (due primarily to the raising of the State's standards) or any kind of expansion to accommodate future growth, under its present financing and operation. With the constant raising of standards of construction, the increase in construction costs, and even the higher maintenance costs of hospital facilities, the private hospital is becoming a thing of the past.

It is felt that both of the hospitals are essential and necessary community facilities. Both hospitals with additional expansion must meet the increased needs of a substantially greater population by 1980. Jennie Stuart will be able to accommodate a future expansion program. It is

suggested that consideration be turned immediately to determine means of assisting Brooks Hospital in continuing its fine work as a community facility.

Western State Hospital

Western State Hospital is located on U.S. 68 east of the City on a 1,200 acre tract of land. Its capacity is 1,500 patients and now has 1,500 patients, which shows they are operating at 100 per cent capacity. They have 500 off-street parking spaces which is not sufficient room for the parkers. They have plenty of land to expand in the future as the need arises. The hospital was built in 1854. There have been several additions to the hospital, with the largest one being made in 1947.

Educational Facilities

This is one of the most important facilities for a growing community. It covers that part of the general plan relating to the provision of adequate school facilities, properly located to serve the population in existing and future neighborhoods.

Schools

Standards for Educational Facilities. The grade breakdown which is being used in Hopkinsville at this time is the 1-7, 8-12 grade composition. This makeup is not desirable because the great difference in ages tends to give younger children grown-up ideas and to a certain extent, actually encourages them to fit in with the older group and their ways. At the present time, Hopkinsville is building a new high school which will help this situation. When this is completed, the present high school will become a Junior High and in turn, Hopkinsville will have a 6-3-3 school system.

This system is considered to be more desirable because it is keeping compatible age groups together.

TABLE 19. SUGGESTED STANDARDS FOR SCHOOL SITES

<u>Type of School</u>	<u>Size of School & Site</u>
Elementary	Grades 1-6 (350-900 students) Minimum of 5 acres plus 1 acre per 100 students
Junior High	Grades 7-9 (700-900 students) Minimum of 10 acres plus 1 acre per 100 students
Senior High	Grades 10-12 (1500-3000 students) Minimum of 20 acres plus 1 acre per 100 students

As in a recreation area, the factor of walking is of considerable importance in the location of school sites, and it is of particular importance in the location of elementary school sites. Following are suggested standards for walking distances to various types of schools.

TABLE 20. WALKING DISTANCES

<u>Type of School</u>	<u>Maximum Walking Distance</u>
Elementary	1/2 Mile
Junior High	1 1/2 Miles
Senior High	2 Miles. (Cars are taken into consideration at this stage.) ¹

¹Arthur B. Gallion, The Urban Pattern, p. 286.

Where bus transportation is provided, reasonable maximum travel times are one-half hour for elementary school pupils and one hour for secondary school pupils.

Existing School Facilities

The Hopkinsville City School Board operates seven (7) elementary schools and two (2) high schools. Within the seven elementary schools, there are 89 classrooms and 2,485 students. This averages out to 27.9 students per classroom. In the high school composition, there are 68 classrooms and 1,651 students. This averages out to 24.2 students per classroom.

Comparing these totals with the accepted standards of 30 elementary students per classroom and 25 high school students per classroom, it is clearly shown that within a short period of time more facilities will be needed.

Hopkinsville High School

The Hopkinsville High School is located on the east side of Walnut Street between Stanley Street and Central Avenue. The site is ten acres in size and approximately one-half of it is devoted to the stadium. On-street parking facilities are limited to 35 cars. The parking lot adjacent to the high school will hold 87 cars. The building, which is of brick construction, was built in 1912 with additions added in 1929, 1930, 1936, and 1959. Facilities in the high school building include a cafeteria, a gymnasium, a library, and a shop. Present enrollment is 905 students.

Attucks High School

The Attucks High School is located on East First Street between Vine and Linn Streets. The site is approximately four (4) acres in size. Most

of the site is occupied by the building, leaving only one-half acre for outdoor play area. The lack of adequate site area eliminates the possibility of off-street parking. The school, which is of brick construction, was built in 1916. An extensive addition was constructed in 1957. Facilities in the Attucks High School building include a library, cafeteria, gymnasium, and shop. Present enrollment is 746 students.

Belmont School (Elementary)

Belmont School is located at the intersection of Ninth Street and Nashville Road. The site is 4.75 acres in size, and facilities are available for 25 cars. The Belmont School is a modern structure built in 1960 to replace a school destroyed by fire on this site in 1959. Facilities at this school include a cafeteria and gymnasium, and library. The present enrollment is 356 students.

Morningside School (Elementary)

Morningside School is located on Morningside Drive on an eleven acre site. Parking facilities can accommodate 7 cars. Eight acres of the site are available for play space. The school is a modern facility of brick construction built in 1955. The facilities include a cafeteria, library, and gymnasium. The present enrollment is 355 students.

Virginia Street School (Elementary)

Virginia Street School is located on South Virginia between Nineteenth and Twentieth Street. The site is approximately two acres in size, and has off-street parking which can accommodate 12 cars. One acre of the site is available for play space. The school is of brick construction. The building was built in 1906 with additions in 1936 and 1954. Facilities include a

cafeteria, gymnasium, and library. The present enrollment is 400 students.

West Side School (Elementary)

West Side School is located on West Seventh Street between Kentucky and McPherson Avenue. The school is situated on a site of three acres, with one acre available for play space. Off-street parking can accommodate 7 cars. The building is of brick construction originally built in 1905, with additions added in 1938 and 1954. Facilities in the building include a cafeteria, gymnasium, and library. The present enrollment is 292 students.

Booker T. Washington (Elementary)

Booker T. Washington School is located on Second Street between Campbell and Mechanic Streets. The school is located on a two acre site with one-half acre available for play space. Off-street parking can accommodate 6 cars. Facilities in the building include a cafeteria and gymnasium combination, and a library. The school is of brick construction, originally built in 1900, with additions in 1938 and 1955. The present enrollment is 736 students.

Canton Heights (Elementary)

Canton Heights School is located on Cypress Street east of Canton Street. The school is on a one acre lot with three-fourths of an acre available for play space. The school is a two classroom building constructed in 1935. The present enrollment is 53 students, covering grades 1-6.

Indian Hills (Elementary)

Indian Hills School is located on the north side of Country Club Lane and northwest of Blane Drive. The school is situated on a nine acre site,

with approximately $6\frac{1}{2}$ acres available for play space. Off-street parking can accommodate 45 cars. The building is of brick construction and was completed in August 1961. Facilities in the building include a combination cafeteria-gymnasium and a library. The present enrollment is 293 students.

Existing Facilities - Summary

In general, the school plan shows all signs of being well maintained. In spite of the constant and ever-increasing number of students, attention has been given to the addition of facilities now considered basic, such as cafeterias in the elementary schools. In addition, though some parts of the elementary schools are as much as fifty years old, constant maintenance renders these facilities still usable.

In spite of the excellent administration of the local school system, several serious deficiencies yet need to be met. Second only to the problem of providing additional classroom space is the problem of providing open areas at the school plants to provide for play area, as well as adequate off-street parking facilities. Present day school administrators recognize the school plant to be composed of two basic elements, the site and the school building, each of which plays an important part in a child's education. In present day standards, even the original sites were inadequate. In most cases those original sites have been substantially reduced as to open area by the construction of additions to the school building.

It is hoped that a policy of expanding the sites at the existing schools can be established as an essential part of the capital improvement program for the school system. This may be an opportune time for such an undertaking, when, through the use of modern municipal improvement methods such as urban renewal, the cost of such expansion can be materially reduced. The school

system is to be commended on its recognition of the necessity of adequate site areas in its immediate program for new schools.

Proposals for Schools

High Schools. (1) The new Hopkinsville High School is located south of North Sunset Park and north to northeast of Gateway Lane (Virginia Gardens Subdivision). The site is approximately $44\frac{1}{2}$ acres. The City Planner at the present time is designing and locating outdoor facilities, which include a baseball diamond, six (6) tennis courts, parking lot, football field, $\frac{1}{4}$ mile track and stadium, and other related outdoor facilities.

The site has direct access to the outer belt loop, which will be a great access for future circulation to and from schools.

The school construction will be primarily 8" concrete blocks with 4" face brick on the outside and is expected to be completed in August 1963. The new High School facilities will consist of a cafeteria, library, band room, shops, choir room, and administration facilities.

There will be 27 classrooms available, and with the size of the site on which the school will be located, it can be expanded as needed.

(2) Attucks High School is presently operating at near capacity. This school is well located to the population it is serving, but additional facilities will be needed within the planning period.

It is suggested that consideration be given to the expansion of Attucks High School. Where land acquisition is necessary, urban renewal should be used, if possible. Where land is needed and urban renewal is not applicable, land should be purchased or condemned.

The nature of the population in this area is of extremely high density. Walking distances are, therefore, not a factor. Expansion of this single facility at its present location should make the high school adequate throughout the planning period.

Elementary Schools. (1) Booker T. Washington. The expansion of this school is a very real problem at this time. It is suggested that consideration be given to undertaking an expansion program, which would be adjacent to the existing school. The two acres which are existing and serve 736 students are far from adequate.

(2) Indian Hills. This new school and facilities, along with the new Millbrooke Elementary School, will need to be expanded periodically due to the heavy growth (existing and future) in this area. There is room for expansion at both these schools.

(3) West Side School. This should not need to be expanded, because during the planning period, growth to the Northwest due to annexation and new utilities will bring a need for a new elementary school.

(4) Canton Heights. There is a need for expansion within the planning period.

(5) Virginia Street School. Off-street space for loading and unloading of children is badly needed. It would be desirable to buy the one remaining residence and lot on the Nineteenth Street side. This lot is presently surrounded on three sides by Virginia Street School property. A long-term objective should be the purchase of the entire western half of the block immediately to the back of the school. It consists of six or seven small residences, several of which are dilapidated and unsuitable for occupancy.

(6) Morningside School. The construction of Indian Hills School was to relieve the overcrowding at Morningside. Morningside School site, however, is sufficient for any anticipated needs, and the location of the building will allow for its expansion without difficulty.

(7) Belmont School. Because of the location of Belmont, the approaches are very dangerous. An overpass or some means of traffic control should be devised in the near future. There is very little room for expansion without

great cost.

Colleges. (1) Bethel College has approximately seven acres and is located at Fifteenth Street and Ferrell. It has 20 classrooms.

The enrollment of 202 regular-time students and 50 part-time students this year is the largest in the school's history as a co-educational school. There are 100 off-street parking spaces, which can accommodate the existing enrollment since the majority of the students live on campus.

The existing facilities consist of a library, auditorium, dining room, heated swimming pool (year round), gymnasium, chemistry lab, and music studio.

In the future, Bethel should acquire additional land and re-work access to and from the site, as the approach to the college looks like an alley. They are operating at near capacity, and this additional land will be greatly needed for future students, classroom and parking facilities.

(2) Community College. A desirable location for the proposed community college is between North Drive and North Main Street adjacent to the Christian County High School. This site contains seventy acres and will have direct access to the outer belt loop. This will be a two year college and can handle 400 students, two hundred freshmen and two hundred sophomores. There will be ample on-site parking, but as of yet the number and type of classrooms is not known.

In the future, Christian County High School and the Community College should combine their efforts and construct a central football stadium, auditorium and related activities which both schools could use. This would be favorable over building separate functions for each school, because of the amount of money involved.

TABLE 21. EXISTING SCHOOL EXPANSIONS

<u>School</u>	<u>How Many More Children Can be handled before Expanding</u>	<u>Room for Expansion</u>	<u>Increase Per Year for Last 4 Years</u>
Hopkinsville High	Moving New Location	None	10%
Attucks High	None	None	10%
Belmont	68	Yes	-1%
Morningside	None	None	None
Virginia Street	None	None	None
West Side	60	None	5%
Indian Hills	None	10 Acres	None
Booker T. Washington	None	5 Classrooms	7%
Phelps Ave. (Retarded)	1	Yes	None
Sts. Peter & Paul	None	Yes	None
Canton Heights	None	None	None
Christian County High	1 Yr. Increase (150 to 200)	60 Acres	20%
Bethel College	40 to 50	Yes	Past 3 Yrs. None. This Yr. 16%

Schoolroom Expansion

Using the existing percentages of grade-school, junior-high and senior-high school children taken from the 1960 enumeration districts and projecting this into the future, a total of 20 additional high school classrooms, 23 additional junior high school classrooms, and 40 additional elementary school classrooms will be required to accommodate additional school enrollments by 1980.

City Library

Library service for Hopkinsville and Christian County is provided by the Hopkinsville City Library. The City Library is administered by a City Board. The Library building is located on Liberty Street one-half block north of Ninth Street.

The site on which the building is located is extremely small, providing room for only the building itself. The upper or main floor is primarily open shelf space. The lower floor provides a small storage area, a small auditorium, and an area from which the loading and unloading of the Book-mobile is handled.

The development and growth of the community seems to have outdated this facility. The site is by modern day standards inadequate both in size and location. The existing site provides no parking facilities, as well as no area for expansion of the building. The site itself is unrelated to other City buildings and unobtrusive to persons unfamiliar with its location.

It is proposed that the planning of the proposed City Center provide a site for the relocation of the Public Library. It is proposed that the Public Library be relocated within the planning period.

A location in the proposed City Center would have several advantages. First, a location among the other city buildings would enable the Library to achieve its proper place as an important community facility. It is felt that a more prominent location as would be provided in the City Center would encourage a greater use of the facility. In addition, it is felt that adequate building area and parking could be provided in the new City Center.

City Recreational Facilities

There are two kinds of recreation needs which should be met in a community. These are termed "active" recreation needs and "passive" recreation needs. The active recreation needs are needs which are met by an individual by participation in an active sport or event. Examples of active recreation are baseball, softball, horseshoe pitching, etc. Passive recreation needs are needs which are satisfied primarily by quiet relaxation, an area to picnic in, a maintained and developed area which provides relief away from the city atmosphere. A few active sports may be provided for in these primarily passive areas.

As to the type of facilities which satisfy these needs, it is generally accepted that the recreation areas classified as "large city parks" and "small or neighborhood parks" are the areas which best satisfy passive recreation needs. Playfields and neighborhood playgrounds best satisfy active recreation needs. The consideration of these four types of recreation areas, their provision, their maintenance, and their use is basic to satisfying recreation needs in a community such as Hopkinsville.

Large Park (Community Park)

A large park is an area where residents of the city can go to be in a quiet or park-like atmosphere. The large city park is a spacious area developed and maintained, offering a place for picnicking and relaxation. It is also felt that the provision of large city park facilities would provide needed facilities for barbecues and picnics for church, civic, and local groups, as well as family outings.

As far as standards are concerned, it is difficult to state specifics. A large park may run from 30 to 150 acres. It usually contains a variety of

physical conditions, such as wooded and open land, level areas and hilly areas, areas with developed park facilities and areas which are left in their native state. The site should be easily accessible by car and by foot.

Small Parks (Neighborhood Park)

Small parks are also passive recreation areas; yet differ from large parks in both size and location. Small parks are usually located throughout the city, with their primary function being that of providing relief from city-like development.

In Hopkinsville the function of the existing and proposed small parks, as planned in this report, is oriented entirely to parks about the Central Business District, and, as well, to areas of multi-family dwellings. It is felt that these are the areas where this type of facility would be of greatest value. It is also difficult to quote standards for the small parks as size and location are often affected by availability of land. In securing land for small parks, areas which have been considered unsuitable for development should not be overlooked. Frequently, stream banks, railroad and highway embankments, and other similar areas which have long been considered unusable and have remained vacant and sometimes unsightly are quite adaptable to being used as a small park. For example, the stream banks along North Fork Little River are going to be utilized as a lineal small park in the urban renewal area.

Playgrounds and Playfields

Playgrounds and playfields comprise the two types of active recreation areas which would normally be found in communities such as Hopkinsville.

The playground is an area for active recreation by children of elementary

school age. As such, most playgrounds are usually found in connection with, or actually as a part of, elementary school sites.

The playfield is an area for active sports for children of junior and senior high school age and adults. The playfield is commonly found on junior and senior high school sites.

It is difficult to suggest sizes for playfields, but they usually range from 10 to 25 acres. The size of the site, of course, depends on the needs in the community and the land available.

Following are some accepted standards for playgrounds and playfields:

Playground Standards

Group primarily served: Elementary school age children

Space Standards: 1 acre per 1,000 population

Population served: 3,000 to 5,000 persons

Maximum Travel Distance: 1/4 mile to 1/2 mile

Preferred location: Adjacent to elementary school

Facilities: Corner for pre-school children

Apparatus area for older children

Space for tennis, softball, etc.

Shelter

Night Lighting for evening

Landscaped buffer to protect neighborhood from
Playground noise.

Playfield Standards

Group primarily served: 15 years of age and up

Space standards: 12 to 20 acres (1.25 acres per 1,000 population)

Population served: 15,000 to 25,000 persons

Playfield Standards (concl.)

Maximum Travel Distance: 3/4 to 1 1/2 miles (20 min. by car)

Preferred Location: Adjacent to senior or junior high school

Facilities: Sports fields for softball, baseball, football, field hockey, soccer, volleyball, etc. Separate for men and women

Courts for tennis, horseshoes, shuffleboards, etc.

Areas for croquet, archery, bowling, picnic areas and facilities

Outdoor swimming pool or indoor-outdoor pool

Landscaped buffer; parking; night lighting.¹

Existing Facilities and Plan Proposals

Large Parks

There has not been any facility of the large park type in Hopkinsville. There are certain areas which are suitable and still remain substantially vacant, in spite of the rapid rate of growth of the city in recent years.

It is proposed that a large park be located at the County Fairgrounds in which two tracts of land should be purchased by the City. The one is a twenty acre tract now owned by the Hopkinsville School Board. The other is a narrow tract of land lying between this twenty acre parcel and the Kiwanis recreation site. It is further suggested that the City Government and the County Fair Board consider the feasibility of an agreement, whereby the County Fair Board retains ownership of the fairgrounds, and the City maintains the property and has the rights of use of the property as a City Park throughout the year, except for the period when the County Fair is in operation.

¹Mary McLean, Local Planning Administration, p. 263.

Some agreement should also be reached, clearly defining the responsibility of each agency in the development of facilities on this land. A large City Park on the north side of the city would provide much needed recreation facilities for the population in this area where no such facilities have been provided to date. It is felt that with a large city park on the northeast side of the city and a large city park on the southwest side of the city, all segments of the population would be served. Of course, to assure that all segments of the population are served, each of the two parks should be developed, well maintained, and provided with necessary equipment and facilities to assure their being used to their full potential.

Small Parks

The only facilities to date which have been developed primarily as small parks are the Virginia and Peace Parks located on East Ninth Street.

A riverside park is proposed, utilizing Little River, the river banks, and any land adjacent (heretofore unusable) which would complement the riverside park. It is further proposed that this riverside park terminate on the North at Riverside Cemetery and on the South at West Seventh Street Park.

Playfields

According to the standards, one playfield of 12-20 acres should serve a city of 15,000 to 25,000. To date, there have been no facilities in Hopkinsville which would approach the standards of playfields. The new Senior High School, located in the south part of the City, will afford an excellent location for a playfield.

Playgrounds

Playground facilities in the City of Hopkinsville have traditionally been associated with elementary schools. Of the eight playgrounds located in Hopkinsville, five are located at elementary schools. The remaining three, which are located at West Seventh Street, East 18th Street, and West 18th Street, were given to the city by W. A. Wilgus. These areas must always be used as playgrounds, as it was stated in his will.

A problem in developing a plan for playgrounds is this: how to provide adequate playground areas in the already developed areas of the city.

In Hopkinsville it is impractical to propose an overall policy of expanding all the existing playgrounds to the standards presented earlier in the report. In the first place, the existing playgrounds do not form a good framework to build on, as they are not properly spaced. Several are only 1,000 feet apart while most standards allow for spacing of playground areas of $3/4$ to 1 mile apart. Secondly, most of the existing play areas are surrounded by fairly high-priced properties.

Public Buildings

At the present time, there is an Urban Renewal Project in Hopkinsville, called the Dr. Bassett Urban Renewal Project. It was started October 16, 1961 and the proposed finish date is May 1, 1964. This project is located on the north side of the Central Business District, and there are approximately 27 acres in this area.

Within this area, a complex of buildings will be constructed, among which will be a new City Hall, main fire station, and a shopping center. This addition to the Central Business District will keep the downtown area alive,

due to improved circulation for both cars and pedestrians.

There were 71 non-white families and 39 single persons displaced. To relocate, the majority of these displaced people, a Public Housing Project was suggested, and that is now completed. This project will accommodate 80 families.

Riverside Cemetery

The Riverside Cemetery is located behind those properties fronting on the east side of North Main Street, immediately north of the North Fork of Little River. The total acreage of the cemetery is 82 acres. Of that portion of the 82 acres which has been mapped, there remain 10,320 individual lots. It is estimated that portions of the Cemetery now unmapped will accommodate another 20,000 lots. Portions of the Cemetery have not been usable, due to their being subject to flooding. It is assumed that the soil conservation program and its related flood control measures will render these areas flood-free and available for use as cemetery lots.

Though the existing acreage in the Cemetery would make it adequate through the planning period, there are several shortcomings of the particular site. The principal shortcomings are lack of suitable access, lack of sufficient road frontage, and limited possibilities of expansion of the site. When the existing Cemetery is no longer adequate and when additional land for this use must be acquired, it is suggested that consideration be oriented to the opening of another cemetery in a different location.

The Cemetery is bounded on the West by expensive highway frontage, on the South by Little River, and on the East by the Louisville and Nashville Railroad. Vacant land does exist to the North, but the cost of acquiring sufficient road frontage for adequate and attractive access for these lands

would be so costly as to render such an undertaking impractical.

At the time an additional cemetery location is needed, the following factors should be considered:

- 1) A future cemetery should not be in the immediate vicinity of commercial or industrial property.
- 2) A future cemetery should be easily accessible. A location on one of the main radial city streets beyond the limits of development should provide good accessibility while affording an uncongested site.
- 3) Expansion area should be available.
- 4) Site should be attractive, level, or gently rolling with no underlying stone.

Though the ultimate undertaking of an additional cemetery at another location has been proposed, it is not suggested that the improvement of the existing facility be ignored. It is suggested that the City undertake a program of acquiring additional highway frontage between the existing Cemetery and North Main Street.

The primary goal of such a program should be to enlarge and make more attractive the existing Cemetery entrance, the second step to acquire properties periodically along the frontage to open vistas into the Cemetery.

PUBLIC IMPROVEMENTS PROGRAM

The purpose of this study is to establish a listing and description of the various major public improvements and facilities, which should be provided for within the planning area.

The following proposals are in priority based on relative need and justification.

New Hopkinsville High School

The new Hopkinsville High School is located on a $44\frac{1}{2}$ acre tract south of Sunset Park and northeast of Gateway Lane (Virginia Gardens Subdivision). The justification for this new high school is that Hopkinsville is turning to a 6-3-3 school system, and at the present time there is no senior high school.

At the present time, there is no existing playfield in Hopkinsville. This new site can accommodate a baseball diamond, six to ten tennis courts, two softball diamonds, a football stadium and quarter-mile track, and other related outdoor functions.

Storm Sewers

A very important need from which the complete city could benefit is storm sewers. Each year the uncontrolled surface runoff floods residential property and carries away good top soil, leaving behind mud, trash, and new drainage paths through yards, which have to be reworked.

Schools

Schools come third because of the increasing number of students, therefore leading to expansion of existing structures. Booker T. Washington, Attucks High School, Canton Heights, and Virginia Street are all schools whose needs should be met in the immediate future. Their schoolrooms are overcrowded, and there are little or no playgrounds, playfields, off-street parking, and in most instances the schools cover three-fourths of the existing sites. These schools will increase in enrollment as the future population increases, therefore showing the situation is a very important problem.

Playgrounds. None of the existing schools have sufficient playground space, with the exception of Indian Hills School, which was recently constructed. It is recommended that each school acquire additional land, not only for playground space, but to accommodate increased enrollment in the future.

Hospitals

As indicated in the Community Facilities section, Jennie Stuart and Brooks Memorial Hospitals are 125 beds short at present, and will need 90 additional beds by 1980. Proposals are recommended to acquire additional land sufficient for expansion, as well as off-street parking spaces. These additions are a must to accommodate the future growth of the county.

Urban Renewal

The Dr. Bassett Urban Renewal area consists of 27 acres, and is located to the north of the Central Business District. The need for this project is that the existing Central Business District was dying because of the tremen-

dous growth to the South and little or no growth to the North. This new center will contain a new city hall, a main fire station, a complex of shopping structures, along with ample parking and good circulation. This, along with the new community college will help stimulate growth to the North and therefore, tend to balance out the future growth of the City.

Small Parks (Neighborhood Parks)

There are three existing small parks, of which two are located at East Ninth and Campbell Streets and the other at West Ninth and Young Streets.

A small park is to be worked in with the Urban Renewal Area along the banks of North Fork Little River.

North Fork Water Shed Program

This project was started to control the periodical floodings of Hopkinsville. This project will reduce the flood level by approximately four (4) feet on North Fork, which should keep the flood elevation below the Central Business District and residential areas to the West and Southwest. This Water Shed Program does not control flooding of the South Fork Little River.

South Fork Water Shed Program

There are several areas to the South and Southeast which are susceptible to flooding. By lowering the flood elevation approximately four (4) feet, much of the residential land now being left vacant and which is good, flat residential land, can be developed.

Fire Sub - Station

The location of the proposed fire sub-station is in the Indian Hills Shopping Center. The two existing fire stations are located East on Fort Campbell Boulevard and on the north side of the Central Business District. At the present time there is no fire sub-station located to the South and to the west side of the City to serve the increasing population. Therefore, the proposed fire station is mandatory within this location because of existing and future growth.

Street Connections

Fort Campbell Boulevard to Campbell Street. The connection of Fort Campbell Boulevard to Campbell Street is primarily for relieving truck traffic from Walnut Street. The reasons for this are that Walnut Street is a residential street, and it has a junior-senior high school located on it.

Public Housing and Rehabilitation

The recommended location for future public housing and rehabilitation would be in the Durrett's Avenue section and along Wood Mill Road. This area is completely deteriorated, and most of the existing homes are dilapidated. Existing houses in these areas with minor renovations could be utilized through rehabilitation, and houses beyond improvement could be converted into public housing. Before the City can expand in this direction, this deteriorated area will have to be improved.

Library

The existing library should be relocated within the planning period. A good location for this structure would be within the Urban Renewal Area,

as this would tend to group all of the city's public buildings into one area. Through this grouping a more convenient and efficient circulation for cars and pedestrians would result. The location of the existing library is difficult to get to, it does not provide off-street parking, and most important, it is not being adequately utilized by the City because of these inconveniences.

Street Connections

West First Street. West First Street should be extended to North Drive. This extension will permit East-West transient traffic on U.S. 68 to travel through the City without going through the congested Central Business District.

Community College

An ideal location for the Community College would be to the North, adjacent to the Christian County High School. Reasons for this location are: it will help stimulate growth to the North, there will be easy access to the Central Business District and neighborhoods of the community, there is easy access to major thoroughfares on each side, the college can be reached without going through the Central Business District, and there will be direct access to the outer belt loop. Also, through this location there can be one centralized football stadium, auditorium, and other related activities which the college and Christian County High School could use jointly.

Large Parks (Community Parks)

The only existing area large enough that Hopkinsville could designate as a large park would be the Hopkinsville-Christian County Fairgrounds site.

Therefore, two future recommendations are made: a large park to be constructed on the east side of the Louisville and Nashville Railroad and to the north of Vine Street, and a large park to be constructed on the west side of North Drive and to the north of Thomas Street. The locations of these two large parks along with the proposed playfield at the new Hopkinsville High School will be sufficient to serve the future needs of the community through the planning period.

Urban Renewal - 5th Street - 7th Street

A recommended urban renewal site would be starting at the boundary of the existing Urban Renewal at Fifth Street and extending to Seventh Street. The following suggestions will result in better articulation to the existing Central Business District. They are clearing the land, renovating the existing Court House, and providing parking. Through this process the Christian County Court House would become a focal point for the downtown area.

Street Connections

Canton Pike to Fourteenth Street. Canton Pike should be extended to Fourteenth Street. It presently continues down Fifteenth Street to Main Street and does not extend beyond that point. Extending this to Fourteenth Street, which is a through street to Campbell Street, will give access to East-West crosstown traffic without traveling through the Central Business District.

South Main Street to Virginia Street. South Main Street should be extended to East 21st Street and Virginia Street, as this would complete the one-way circulation through the Central Business District, therefore, increasing the daily capacity of cars through this area.

Playfields

There are no playfields at the present time in Hopkinsville which the high school age group can use.

Therefore, two proposals are recommended; one is a location of a playfield at the new Hopkinsville High School, secondly, to acquire the additional land needed for this use at Attucks High School. In this way, the two proposed playfields will be located in the North and South sections of the City, which could be utilized for future growth.

Street Connections

Inner and Outer Belt Loop. It is recommended that the completion of the Inner and Outer belt loops will be finished during the planning period. The present street circulation is inadequate, and through the expected future growth, these belt loops should be constructed for ease of circulation from one neighborhood to the other.

New Grade School

A grade school should be located off Sanderson Drive during the planning period. A growth to warrant this school will be achieved through extending water and sewers to this area along with the new community college, which is proposed in this vicinity.

Future Water and Sewerage Expansion

Water and Sewage treatment plants will have to be expanded during the planning period, because of future residential growth, industrial growth, and commercial growth, as was shown on pages 59 through 62.

EFFECTUATING DEVICES

In order to achieve the objectives of the city's plans, it is necessary to have a certain amount of public control over both public and private actions in the field of land development. These controls are zoning, subdivision regulations, and Urban Renewal.

1) Zoning. The primary purpose of the zoning ordinance is to control the use of land within the city limits. The ordinance consists of a map showing the residential, commercial, and industrial districts of the city, and a text describing the uses which are permitted in each district. The ordinance is administered by the building inspector, whose decisions may be appealed to the Board of Adjustment and to the courts.

2) Subdivision Regulations. These regulations set up standards for the development of vacant land within the city, and to a distance of three miles from the city limits. Their purpose is to assure that new developments, which will form a part of the city, or at least a part of the "urban area", will fit into the over-all development plan for the city. The regulations consist of two principal parts: one is a section on design standards which requires, for example, that lots be of a certain minimum size, that adequate drainage be provided, that the street layout conform to the Major Street Plan and to good subdivision practice, etc; the second is a section on physical improvements which requires that streets be paved, public water and sewerage be provided wherever possible, etc. The Subdivision regulations are administered by the Planning Commission which approves plats for recording if they meet the required standards.

3) Urban Renewal. An Urban Renewal program is often necessary to rid the city of decaying or deteriorated areas that have often come about because of poor planning or the lack of it entirely. Urban Renewal, therefore, is a

means for the replanning of such areas. Of course, an urban renewal undertaking should be based on the general plan of the community.

CONCLUSION

After arriving in Hopkinsville, the planning staff and director detected a need for a general plan. This plan was of great value to the city as it brought out future land use, how future population could be distributed, location of future streets and extensions of existing ones, location of future community facilities, and a listing in priority was completed for the future public improvements program. Even though the plan brought out all of these elements, there were still problems which had to be solved.

There were two types of problems determined while writing the report. One type will be remedied by the general plan, and the other required new and additional studies. The problems which could be remedied by the general plan included inadequate community facilities; subdivisions were being poorly designed; the parking was not convenient for the shoppers; and the traffic circulation was very bad in the central business district.

In coping with these problems, planning studies were started immediately for the inadequate community facilities. They were designed so the structure would not become inadequate a year after completion, and their services radius was delineated so one would not overlap the other. All subdivision plats were brought to the Planning Director for preliminary and final checking, before being submitted to the planning commission. By bringing all the subdivisions up to the city's standards, they can then be annexed without bringing a new blighted area into the community. As for the traffic problem, an inner and outer belt loop was proposed for the city. The inner belt loop will relieve traffic from the congested central business district. The outer belt

loop will carry transit traffic around the city, and will permit local traffic to travel from one neighborhood to another.

The second type of problems involved substandard housing; and a general fund, which is called the floating budget. The substandard housing which totals one-third of all the city's houses became quite a problem. The method which was used in coping with this problem, besides Rehabilitation and Public Housing, was a day by day procedure. Every time a deteriorated or dilapidated structure was vacated, the utility companies would not turn on any utilities for the new tenant, until the Building Inspector and Planning Director would check for substandard conditions. The property owner would then be contacted and told that the structure had to be brought up to the city's housing standards, or it would be condemned and demolished. In this method, the people were never moved out into the streets or left homeless. The other problem was the city's floating budget, which was given special consideration. By having this floating budget, it is very hard to be accurate on the capital improvement programing. This budget works very well for Hopkinsville, since they can shift the money from one section to another depending where it is needed the most. It should be pointed out, that this floating budget is not ideal. If graft, or a political power block were in control of the budget, or even a city planner, pressure could be put on the mayor and council to forget certain community facilities improvements and shift all the money to benefit only themselves.

While looking through the general plan, the section on population forecast could have been improved. Forecasting population is a very delicate thing since so many unforeseen conditions can alter the forecast. The method which was used was the natural increase (excess of births over deaths) and migration (displacement from one location to another). Migration is generally

the most critical to predict, since the gain or loss through population is related directly to job opportunities. Even though there is a reasonable margin for error, it is possible to make estimates on a given set of assumptions. Next time, instead of using one method, two or three methods will be computed and compared before one is finally used.

The city of Hopkinsville used the 701 Urban Planning Grant in hiring a full time Planning Director and staff. It is more economical and beneficial to Hopkinsville by securing planning services in this manner, as compared to hiring a consultant or a planning staff with only the city's funds. One reason could be that a consultant through periodical visits cannot become as personal or acquire the attitude of the public as well as a resident planning director. In turn, their reports will be lacking a certain quality by not being able to live with the city and watch it grow day by day. Also, it would be very expensive if Hopkinsville would hire a full time planning staff from their budget, as compared to utilizing the 701 Urban Planning Grant in which the Federal Government pays 80 percent of the planning budget. Representing the state agency for planning in Hopkinsville is not an easy task, as the planning staff receives much criticism. This type of criticism is expected since we work with the city on a day by day basis. In the long run, the city knows and appreciates that it has a full time professional staff at one fifth of the original cost.

After being accepted by the city, the next major problem was getting the public to accept and approve our comprehensive plan. This was a difficult point, because every average community thinks that it has no inadequate or deficient facilities. As examples were cited in various neighborhoods and sections of the city, and explained why these sections were inadequate, the people at first ignored the findings and thought that we were exaggerating

the existing conditions. As in most communities, after it was brought to the public attention and they gave some thought to these conditions, they began to understand and tried to cope with these various problems throughout the community. In essence, I learned that the best way to get new methods and ideas going was to merely suggest certain criteria, and then say no more on it. For example; at one planning commission meeting, I suggested that the banks along the river within the new Urban Renewal Project be landscaped into an attractive park-like atmosphere, and then said nothing more. In a couple of days, after they had remembered what had been suggested, they began to expand on the idea, and in turn thought that they had started the whole thing. A little guidance or prompting in this way can be very effective. Since they thought the idea was theirs, it is turned over to me for completion. It had been completed before it was ever suggested, but in this way there will be no opposition from the community. By being well informed from this and different methods, the public will not only support planning, thereby helping themselves, but will make the city a more desirable and attractive place to live.

Hopkinsville as of now has a general plan, which they can use to their benefit if so desired. But, there is the power block in Hopkinsville which has control of the city, and they believe since the city was good enough for them in the past twenty years without planning, it will also be good enough for the next twenty years. Outside of the local power block and political faction, the business men and much of the public are for planning. The main difference between these two groups are; the power block and political faction want the profit for themselves, and if it helps the city in some way fine. The local business men and general public who do not control land or own blighted areas, are for the general welfare of the community. The local

banks in Hopkinsville own much of the existing land and are also the city's power block. It is pretty hard to fight the banks, since they loan and practically own private and public interests. Unless this trend is broken, Hopkinsville will never progress to a thriving city. It will keep progressing only when the bankers can make maximum profit. This is a sad situation, but one which several communities will have to live with until power blocks are overcome with solid city planning backed by the public.

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PROBLEMS AND TECHNIQUES IN
COORDINATING MULTIPLE PLANNING PROJECTS
IN A LOCAL COMMUNITY:
A STUDY OF HOPKINSVILLE, KENTUCKY

by

RAYMOND L. EATON

B. Arch., Kansas State University, 1962

AN ABSTRACT OF A MASTER'S THESIS

submitted in partial fulfillment of the

requirements for the degree

MASTER OF REGIONAL PLANNING

Department of Architecture and Allied Arts

KANSAS STATE UNIVERSITY
Manhattan, Kansas

1963

The purpose of this study is to formulate, organize, and set down in one publication a community's planning goals and the standards, objectives, and proposals for the development of the entire urbanized area of the community over a period of approximately two decades. This study will assemble pertinent information and materials from the community's basic planning studies and comprehensive plan elements, coordinate this information for these materials, and fill in any gaps or omissions revealed in the community's comprehensive planning program in order that all aspects and elements of the program can be implemented in a harmonious and logical manner.

The procedure followed was compiling all information from the initial studies (population forecast, existing land use map, existing land use analysis, economic base), detailed studies (parking studies), and effectuating devices (subdivision, zoning, urban renewal); from this data the three specialized plans or elements were derived. They are: Land Use Plan, Major Thoroughfare Plan, and Community Facilities Plan.

In summary, Hopkinsville is one of the most progressive communities in Kentucky. Besides being a county seat and drawing from a large hinterland, its tourist trade is one of its main generators. It has a very stable and expanding economic base, and over the past decade the city has gained 7,000 people. This tremendous growth was brought about by annexation, new industries, expansion of Fort Campbell, and strip commercialism. By 1980 Hopkinsville will increase approximately 8,700 in population within the planning area.

The existing land uses have been compared to 28 average American cities, and the results showed Hopkinsville was not lacking in any aspect.

The traffic circulation in Hopkinsville is far below standard. The City and the City Planner are coordinating ideas with Wilbut Smith and Associates

in devising a new major thoroughfare plan.

The community facilities outlook is good for Hopkinsville, as they are expanding existing hospitals, schools, and other inadequate community facilities.

The effectuating devices used in bringing about these future proposals and controlling private and public interests are urban renewal, subdivision regulations, zoning and public improvement programs.