

2021 -  
2026

# City of Cadiz Comprehensive Plan



Public Hearing Document  
May 2021

# Acknowledgements

Pending

Note: This document is marked "draft" as it has not been formally recommended/adopted by the Cadiz Trigg County Planning Commission. This document is the subject of a public hearing and consideration by the Planning Commission.

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## Plan Overview

The City of Cadiz was founded in 1820 and incorporated in 1822. Over its two-hundred-year history, the city has experienced many changes including a growth in population and commerce. Despite these changes, Cadiz remains a small, rural community both geographically and in the outlook, values, and hospitality of its residents.

All communities, including Cadiz, are constantly evolving and continued change is inevitable. Communities grow (or decline) over time. Residents come and go. Lands are developed, abandoned, and redeveloped. These changes can be positive or negative. A key factor, in guiding the outcome of change, is anticipating where changes are most likely to occur and developing a community vision and guiding principles that foster the most beneficial result. In short, communities should plan.

Communities have many planning options and tools available for guiding future growth and development. These tools allow cities and counties to have meaningful input in the nature and character of change. Chapter 100 of the Kentucky Revised Statutes establishes the minimum requirements for community planning. Cities and counties that desire to employ the tools of planning, such as zoning, must have a comprehensive plan and the plan must be updated every five years.

In Kentucky, a comprehensive plan contains, at a minimum, five elements. These elements include:

- 1) Goals and Objectives;
- 2) Land Use Plan Element;
- 3) Transportation Plan Element;
- 4) Community Facilities Plan Element; and
- 5) Military Compatibility Provisions (when located in a statutorily defined area near a military installation).

In preparing these elements, community data is collected and analyzed. From this analysis, factors affecting change can be studied, forecasts of probable future conditions can be made, and community needs can be identified. This forecasting and needs identification are essential in devising strategies to address immediate or pending concerns and to capitalize on future opportunities.

Perhaps the most important component of a comprehensive plan is its policy statements, primarily contained within the plan's goals and objectives. The goals and objectives, as adopted by the city council, provide the legislative foundation for a community's planning program. Also, these policy statements provide guidance to policymakers as new issues emerge. Decisions affecting the community's growth and development, including the strategies used to direct change, should reflect the overarching policies contained within the goals and objectives. In addition, as each of the comprehensive plan's elements are inter-related, decision making and its accompanying implementation strategies should consider the plan holistically.

In 2019, the Cadiz-Trigg County Planning Commission undertook the task of updating the City of Cadiz Comprehensive Plan. To support in this endeavor, an advisory committee, the Cadiz Comprehensive Plan Work Group, was established to assist the commission in the review and analysis of community data and projections, the development of plan goals and objectives, and, ultimately, in the development of the plan's primary elements.

This plan, the *City of Cadiz, Kentucky Comprehensive Plan, 2021-2026*, is the result of this effort. This plan, which updates and replaces the 2002 comprehensive plan, is designed to assist the city and the planning commission in its decision making affecting the future growth and development of Cadiz.

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# Community Profile



# Introduction

The development of this plan's primary elements begins with the collection and analysis of community data. KRS 100.191 provides the minimum requirements for this activity:

*"All elements of the comprehensive plan shall be based upon, but not limited to, the following research, analysis, and projections:*

- (1) An analysis of the general distribution and characteristics of past and present population and a forecast of the extent and character of future population as far into the future as is reasonable to foresee;*
- (2) An economic survey and analysis of the major existing public and private business activities, and a forecast of future economic levels, including a forecast of anticipated necessary actions by the community to increase the quality of life of its current and future population through the encouragement of economic development as far into the future as is reasonable to foresee;*
- (3) Research and analysis as to the nature, extent, adequacy, and the needs of the community for the existing land and building use, transportation, and community facilities in terms of their general location, character and extent, including the identification and mapping of agricultural lands of statewide importance and analysis of the impacts of community land use needs on these lands; and*
- (4) Additional background information for the elements of the comprehensive plan may include any other research analysis, and projections which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan."*

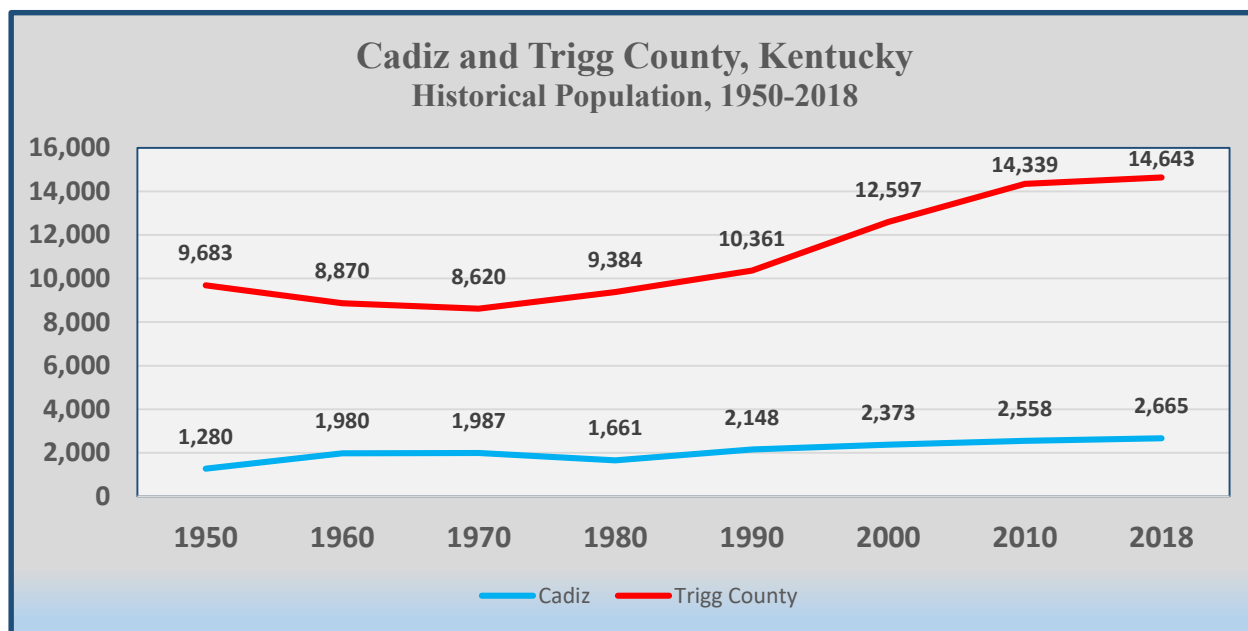
This section represents the Community Profile and Projections for the *City of Cadiz, Kentucky Comprehensive Plan, 2021-2026* and is designed to meet the requirements of KRS 100.191 (1)(2) and (4). In addition to the population, economic, and housing data and analysis contained in this section, each element of the comprehensive plan will address research unique to its topic area.

# Population Profile

The residents of Cadiz are by far the city's greatest asset. Since its beginnings in the 1820s, this small Kentucky city has been defined and shaped by the welcoming and warm hearted character of its citizens. This profile will examine the key features of Cadiz's population including the city's growth, age, gender, education, and diversity. From this examination, trends will be identified and compared with those at the regional, state, and national level. The final section of this document will provide projections based on identified trends as well as contributing and mitigating factors.

## General Population

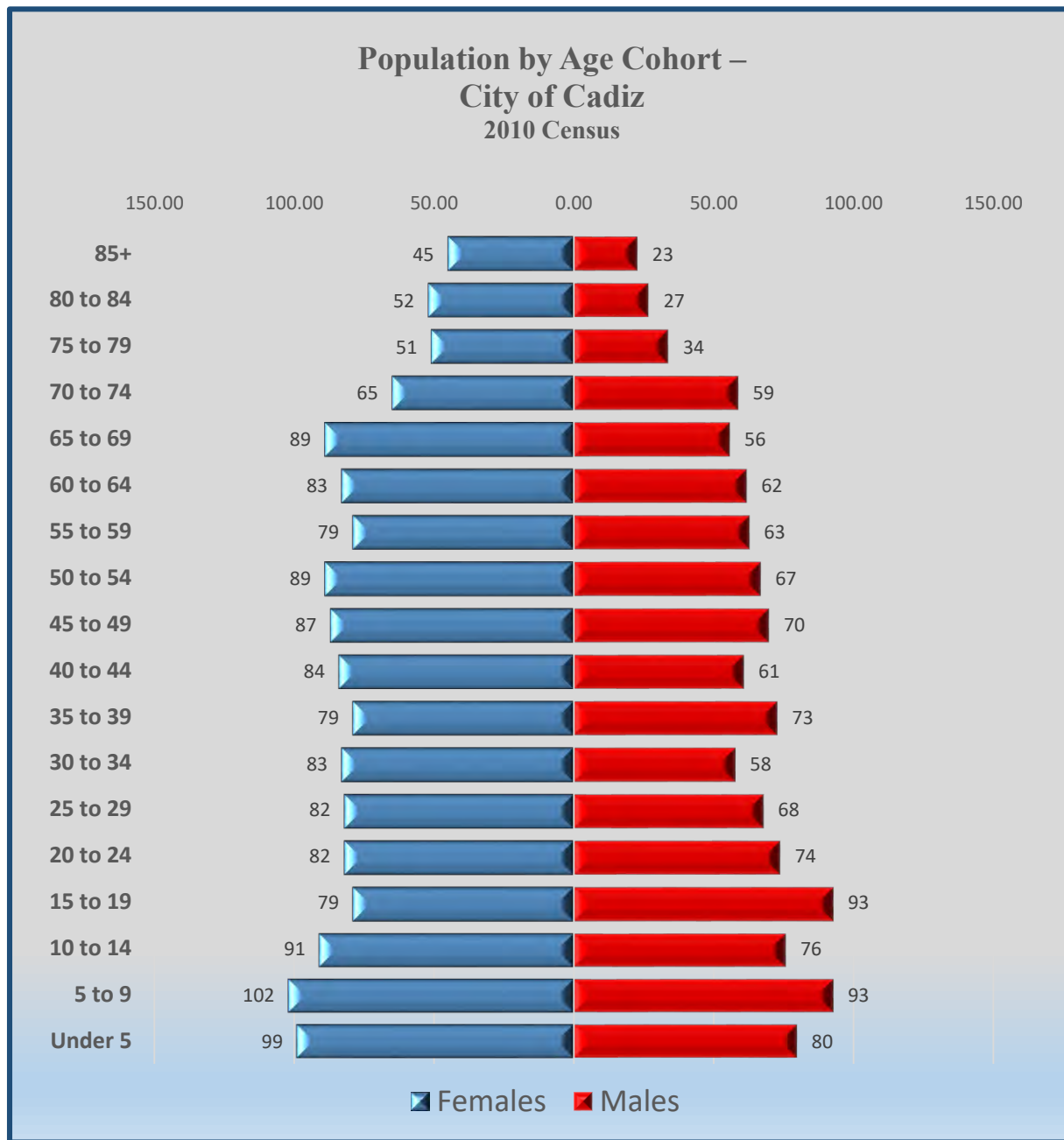
In 2010, the population of the City of Cadiz was 2,558. Based on the latest estimate (2018), the city's population was 2,665 which represented a population increase of 4.2% since the last decennial census. Historically, the city has experienced periods of growth and decline, with the last period of decline occurring between the years 1970 to 1980 when the city lost approximately 16% of its population. Since 1980, the city has grown, with decadal growth rates of 29.3% (1980 to 1990); 10.5% (1990 to 2000); and 7.8% (2000 to 2010). The chart below illustrates the city and county's historical growth:



The population of Trigg County was 14,339 in 2010. The most recent population estimate (2018) placed the county's population at 14,643, representing an eight-year growth rate of 2.1%. Decadal growth rates for the county are 10.4% (1980 to 1990); 21.6% (1990 to 2000); and 13.8% (2000 to 2010). Despite sustained and, in some decades, substantial growth, the Kentucky State Data Center's most recent projections suggest growth for the county over the next twenty years will be minimal (see the Projections section).

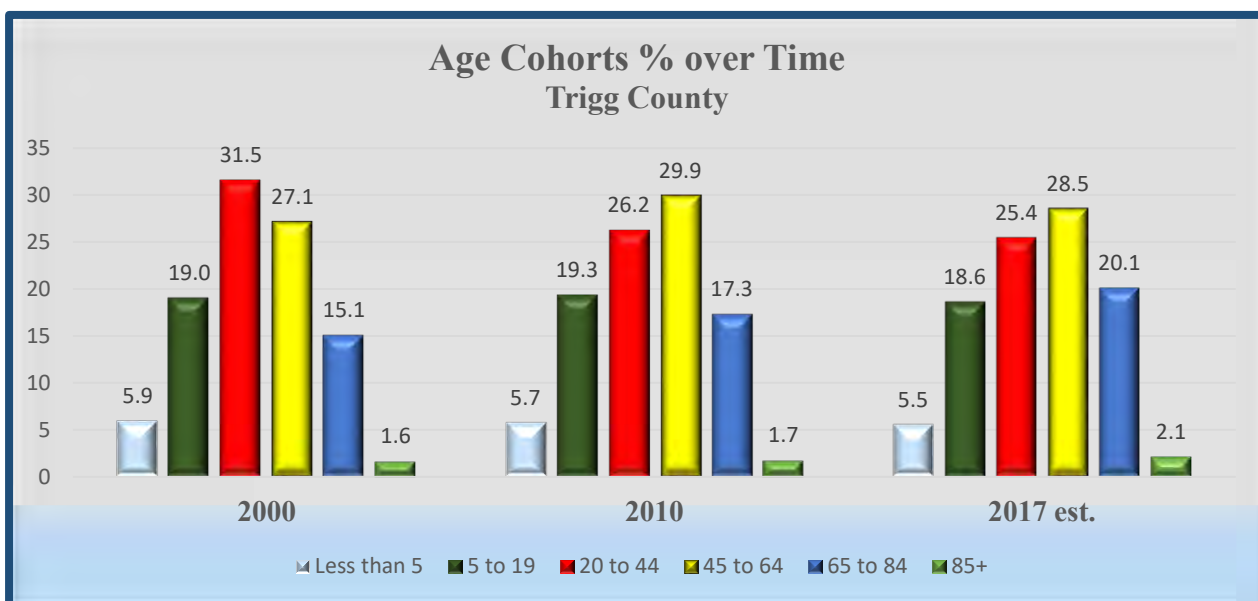
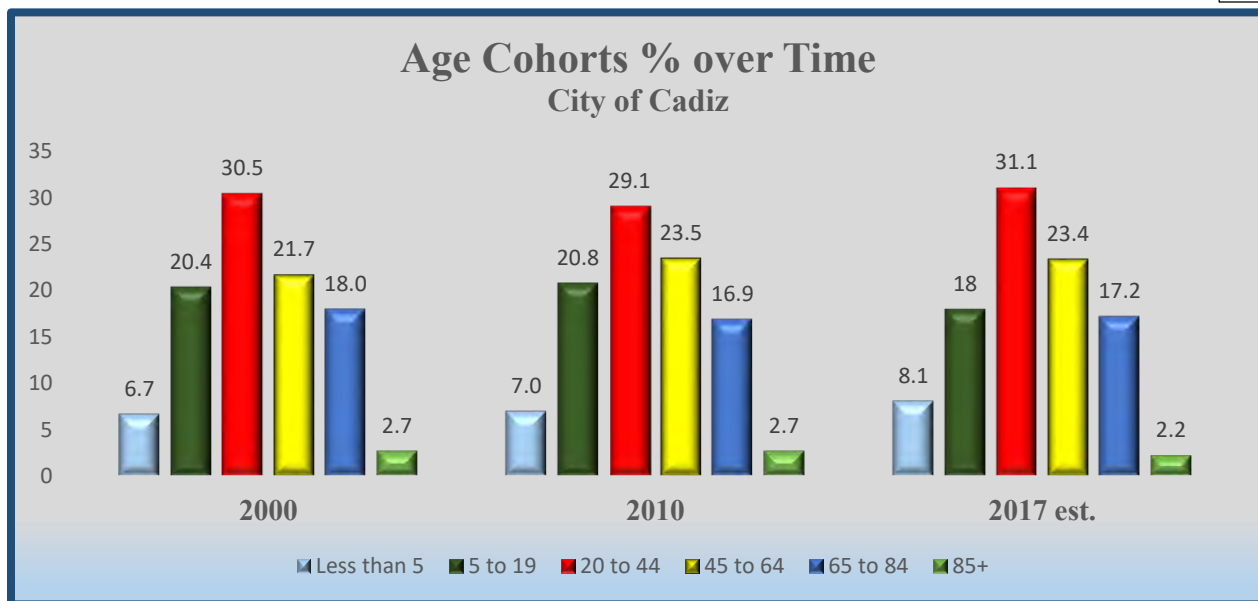
## Age & Gender

In 2010, the median age of a Cadiz resident was 38.9 years. This was lower than Trigg County's median age (44.2 years) but was slightly higher than the state (38.1 years) and national averages (37.2 years). The most recent estimate from the American Community Survey (ACS 2013-2017) suggests that the city's median age has increased to 42.4 years.



By age group, approximately 25.4% of Cadiz's population was under the age of 18 and 19.6% was 65 years or older (2010 Census). Both percentages exceeded those at the county, state, and national level. As a percentage of the city's total population, older resident cohorts (65+ years) have declined over the last thirty years: 24.4% in 1990 and 20.7% in 2000; however, due to population growth, absolute numbers have remained stable: 525 residents in 1990; 491 residents in 2000; and 501 residents in 2010.

The charts below denote changes in the city and county's population age cohorts, as a percentage of total population, over the last two decades.



The city has a notably higher percentage of females. In 2010, 55.6% of Cadiz's population was female compared with 50.9% for Trigg County, 50.8% for Kentucky, and 50.8% at the national level. This higher percentage of female residents appears to be a long established trend with percentages of 54.8% in 2000 and 56.3% in 1990.

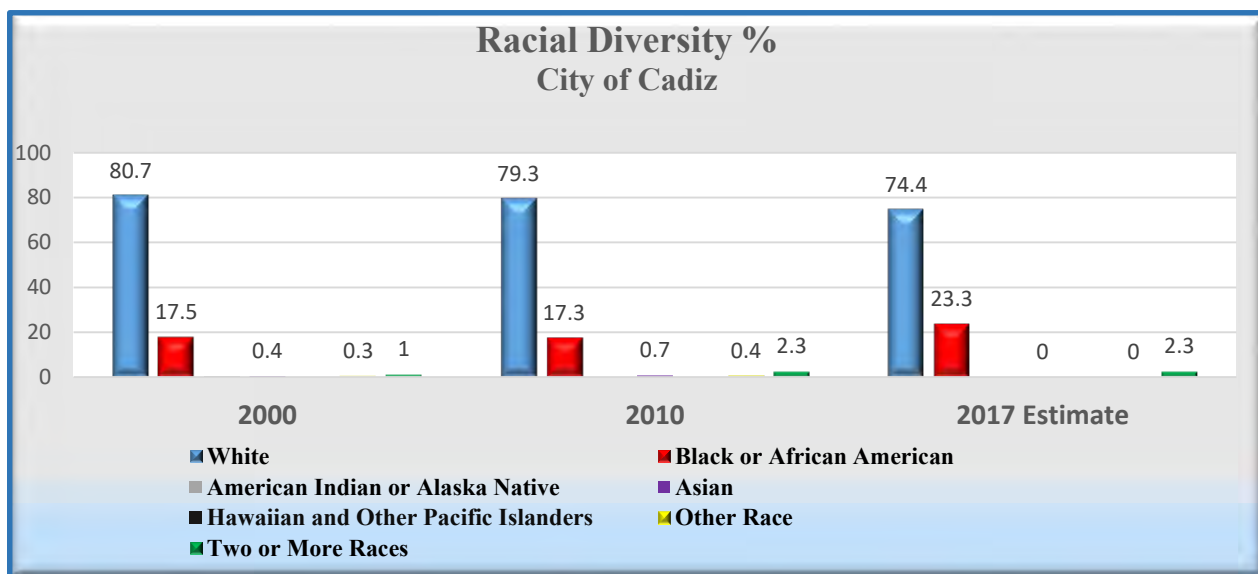
## Education

Educational attainment for city residents has steadily increased. In 2000, 67.9% of Cadiz's adult population (25 years and older) had a high school degree and 10.7% had a bachelor's degree or higher. The latest available estimate (2013-2017 ACS) placed the percentage of residents with a high school degree at 80.8% and residents with a bachelor's degree or higher at 16.1%. Female residents had, on average, a higher level of educational attainment.

Despite steady increases in residents' educational attainment, overall percentages remain below those at the county, state, and national level. The *Population Profile Insert* provides a comparison of the City of Cadiz with surrounding communities.

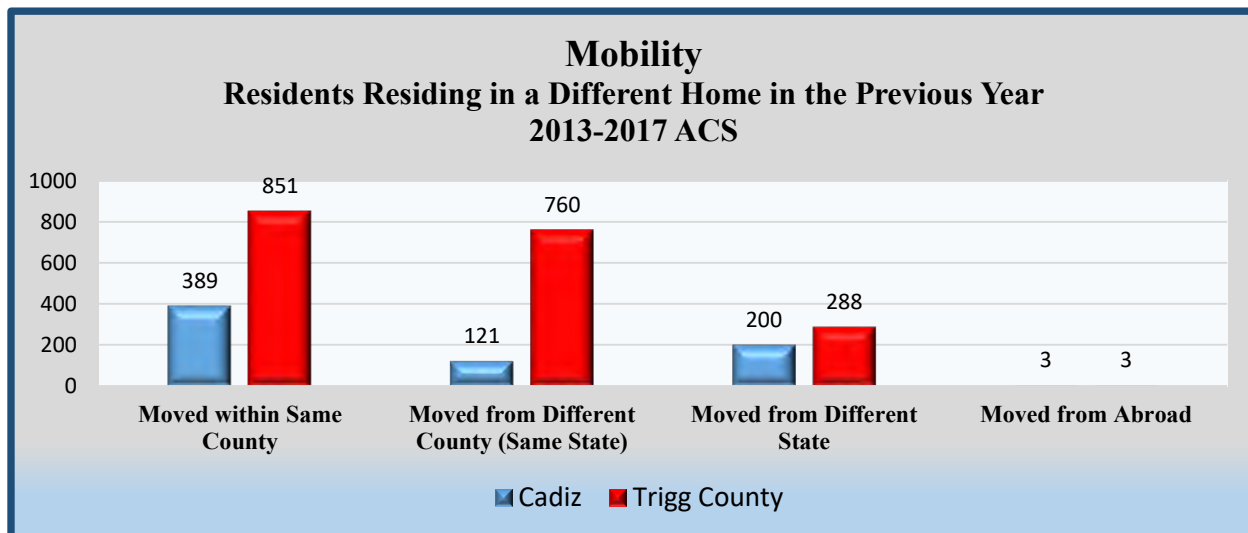
## Race

Racial diversity in the City of Cadiz remained fairly stable between 1980 to 2010 with the most recent estimates denoting a slight increase in minority population. The city's minority population (specifically African-Americans) was greater, as a percentage of total population, than at the county or state level.



## Migration

The movement and changes in the concentration of population are an important consideration in planning for municipal and county services. For Cadiz and Trigg County, this movement (or migration) has played a significant role in the growth (and previous decline) of the population. Estimates from the 2013-2017 American Community Survey indicated that 27.9% of city residents and 13.5% of county residents lived in another home in the previous year. For the State of Kentucky, the percentage was 15.5. Nationally, it was approximately 14%. Higher levels of housing transition in the city versus the county may in part be attributable to differences in the percentage of homeowners versus renters; whereas, renters tend to transition between housing at a higher frequency. The chart below provides an estimate of resident movement within and from areas outside of Cadiz and Trigg County:



Annually, 1,048 people moved into Trigg County and 856 moved to locations outside of the county, resulting in an estimated annual net migration of 192 persons (domestic migration based on the ACS 2013-2017 average). Within Kentucky, Christian County was a primary contributor to immigration. Counties contributing to emigration include Caldwell, Calloway, Lyon, Trimble, and Warren among others. States contributing to immigration include California, Illinois, Indiana, and Texas. The state contributing significantly to emigration is Tennessee.

Net migration has been a primary contributor to the county's growth over the last twenty years. Based on reports by the Kentucky State Data Center, between 2000 and 2010, Trigg County gained approximately 1,800 residents from migration. In comparison, the county declined (-89) in terms of natural increase (births minus deaths).

## Summary of Population Trends

### *General Population:*

- Population has increased since 1980 for the city and county.
- The percentage of population growth for the city and county has exceeded the rate of growth for the state.

### *Age and Gender:*

- The median age for the city and county residents exceeds (slightly) state and national averages.
- The city has a higher percentage of young (less than 18) and older (65+) residents when compared to state and national averages.
- The city has a notably higher percentage of female residents when compared to state and national averages.

### *Education:*

- Educational attainment for city and county residents has increased.
- Educational attainment still lags behind state and national averages. Attainment rates for city residents are lower than those of several surrounding communities (see the Population Profile Insert).

### *Race:*

- Cadiz has a diverse population with minority population percentages exceeding county and state averages.

### *Migration:*

- Mobility/transition (as measured by housing tenure) is significantly higher for Cadiz's residents when compared to state and national averages.
- The city and county have benefited from migration which has aided in population growth.

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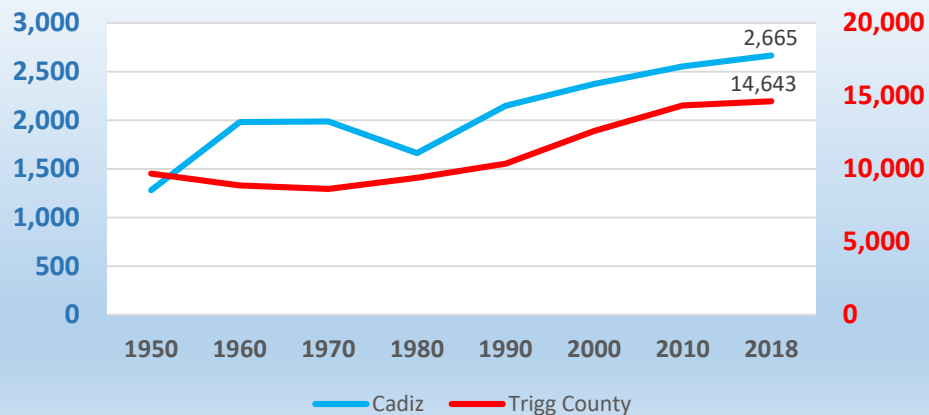
# Population Profile Insert

## P O P U L A T I O N

### General Population

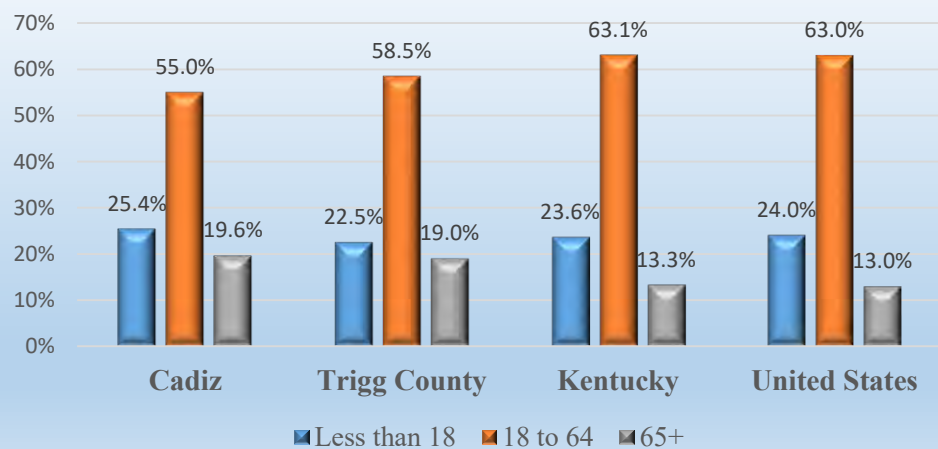
	Total Population (2010)	1990 to 2010 Population % Change	2018 Estimate (% from 2010)
<b>Cadiz</b>	<b>2,558</b>	<b>19%</b>	<b>2,665 (4.2%)</b>
Trigg County	14,339	38.4%	14,643 (2.1%)
Kentucky	4,339,367	17.7%	4,468,402 (2.9%)
United States	308,745,538	24.1%	327,167,434 (6%)

### Cadiz and Trigg County, Kentucky Trend Comparison, 1950-2018



## AGE

### Age Profile, 2010



### Median Age (2010)

<b>Cadiz</b>	<b>38.9</b>	Benton	40.5
Trigg County	44.2	Eddyville	40.4
Kentucky	38.1	Marion	42.3
United States	37.2	Princeton	41.3

## Population Profile Insert

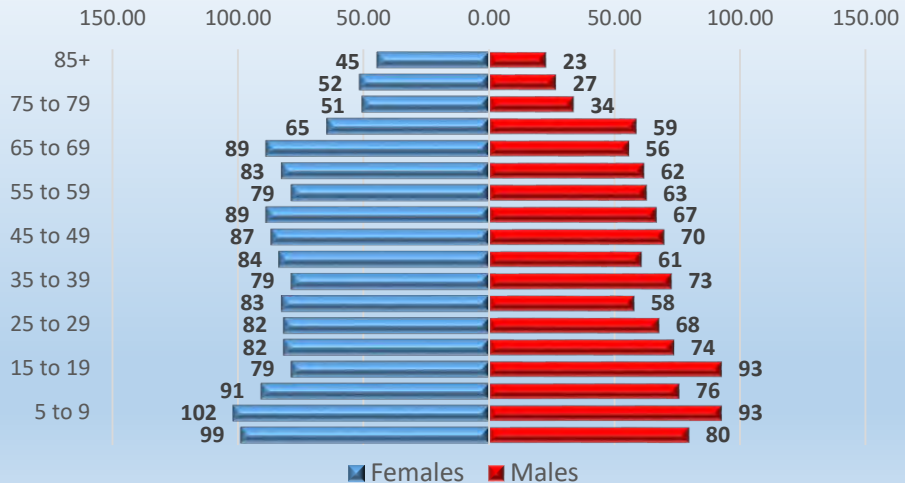
### AGE & GENDER

#### Gender (2010)

	Cadiz	Trigg County	Kentucky
% Female	55.6	50.9	50.8

#### Population by Age Cohort – City of Cadiz

2010 Census



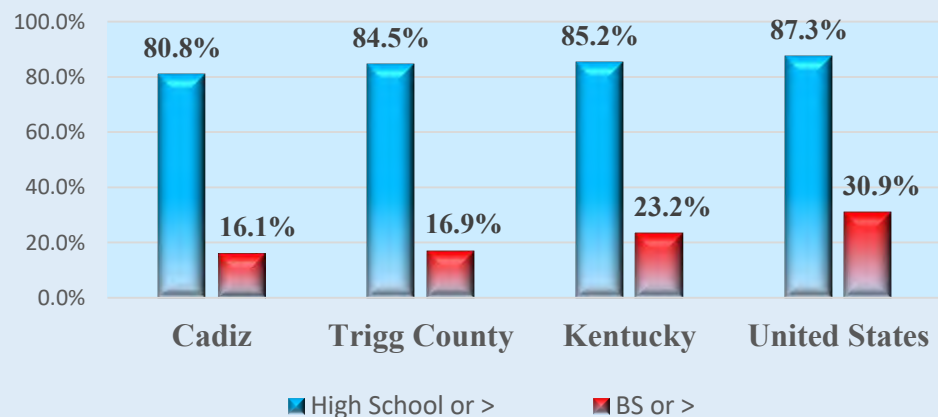
### EDUCATION

#### Percentage of High School Graduates for Population over 25\*

<b>Cadiz</b>	<b>80.8</b>	Benton	89.5
Trigg County	84.5	Eddyville	85.1
Kentucky	85.2	Marion	81.2
United States	87.3	Princeton	92.0

#### Educational Attainment

2013-2017 ACS



Source: US Census, 2010 and American Community Survey (ACS), 2013-2017

## Economic Profile

The local economy has a tremendous impact upon the sustainability of the city and the quality of life experienced by residents. This section will provide an overview of the city and county's economic characteristics based on available data from the U.S. Census Bureau and the Kentucky Center for Statistics. Specifically, this section will analyze the city and county's employment, unemployment, commute time to work, industry of employment, occupation, and poverty rate statistics.

### Labor Force Characteristics

In 2000, the percentage of the city's adult population (16 years or older) in the labor force was 51.3%. In 2010, the city's percentage dropped slightly to 50.1. In the last several years, the labor force participation rate has increased significantly with the most recent estimate (2017) denoting a participation rate of 60.5%. The chart below provides a comparison of labor force characteristics for the city, county, state, and nation.

Labor Force Characteristics				
	Cadiz	Trigg County	Kentucky	U.S.
Persons in Labor Force	1222	6,398	2,093,572	162,184,325
% of Adult Population in Labor Force	60.5%	55.4%	59.4%	63.4%
Armed Forces %	0.8%	0.2%	0.4%	0.4%
Unemployment Rate (2018)		4.7%	4.3%	3.8%
Source: 2013-2017 ACS/Kentucky Center for Statistics/U.S. Bureau of Labor Statistics				

Although the percentage of adults in the labor force for Cadiz was lower than the national average (63.4%), it was markedly higher than the county and slightly higher than the state averages. The percentage of adults in the armed forces for Cadiz was 0.8%, which was higher than state and national averages. This may be attributable, in part, to the proximity of Fort Campbell.

### Industry of Employment

Overall, the manufacturing and educational and healthcare sectors provided the largest portion of employment (43.6%) for city residents. Cadiz's employment sectors have undergone significant changes over previous decades. In 2000, retail trade accounted for 13.3% of employment. In 2017, it accounted for 7.2%. Conversely, the arts and entertainment, educational services and healthcare, professional and scientific, finance and insurance sectors have seen higher percentage of employment in recent surveys. Each of these sectors has increased by at least 2% or more. Another noteworthy trend are persons employed in the agriculture and information sectors, which failed to appear in recent employment surveys. In 2000, these sectors accounted for 1.5% and 2.2% of employment, respectively. The following chart provides basic industry of employment information for the city compared to the county, state, and nation.

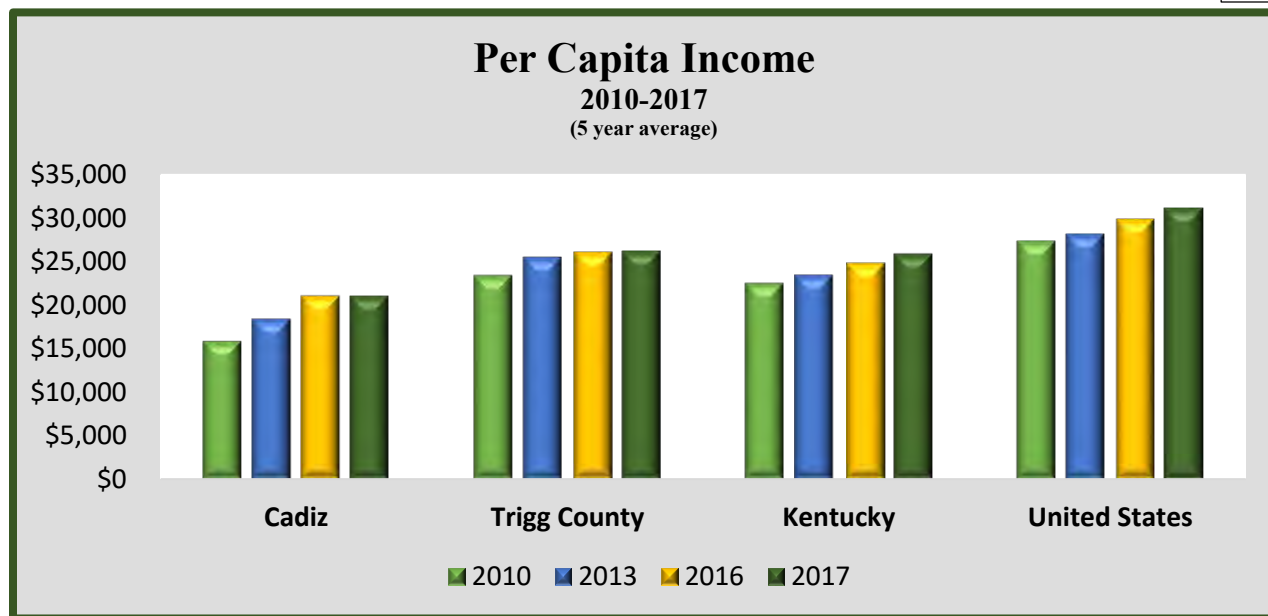
### Employment % by Industry

	Cadiz		Trigg County		Kentucky		United States	
Civilian employed population 16 years and over	1,044		5,709		1,938,150		150,599,165	
Agriculture, forestry, fishing and hunting, and mining	0	0.0%	256	4.5%	45,151	2.3%	2,817,922	1.9%
Construction	114	10.9%	403	7.1%	113,506	5.9%	9,564,541	6.4%
Manufacturing	261	25.0%	885	15.5%	280,795	14.5%	15,477,389	10.3%
Wholesale trade	6	0.6%	77	1.3%	48,730	2.5%	4,042,867	2.7%
Retail trade	75	7.2%	738	12.9%	231,642	12.0%	17,167,000	11.4%
Transportation and warehousing, and utilities	59	5.7%	526	9.2%	116,037	6.0%	7,681,579	5.1%
Information	0	0.0%	27	0.5%	31,622	1.6%	3,173,300	2.1%
Finance and insurance, and real estate and rental and leasing	50	4.8%	176	3.1%	106,528	5.5%	9,908,320	6.6%
Professional, scientific, and management, and administrative and waste management services	40	3.8%	273	4.8%	157,770	8.1%	17,001,157	11.3%
Educational services, and health care and social assistance	194	18.6%	1,358	23.8%	462,825	23.9%	34,781,348	23.1%
Arts, entertainment, and recreation, and accommodation and food services	133	12.7%	487	8.5%	169,172	8.7%	14,586,646	9.7%
Other services, except public administration	59	5.7%	119	2.1%	91,174	4.7%	7,371,226	4.9%
Public administration	53	5.1%	384	6.7%	83,198	4.3%	7,025,870	4.7%

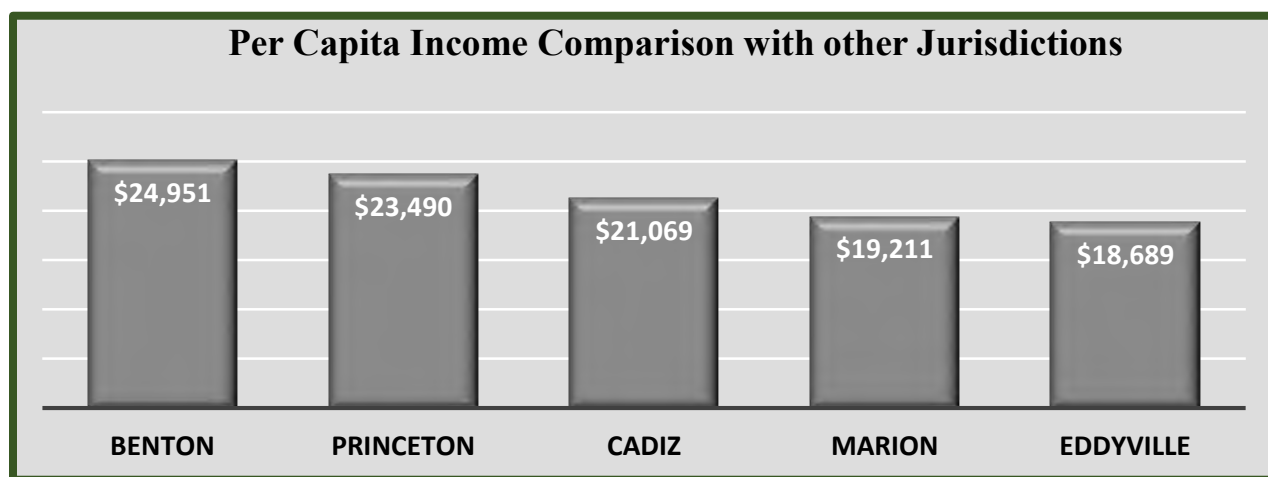
Source: *Source: 2013-2017 American Community Survey*

### Income

Income levels for Cadiz's residents are below the county, state, and national average; however, recent estimates suggest that per capita income for city residents has increased at a rate that exceeds the county, state, and national growth trend. Over the last decade, Trigg County increased its per capita income by \$2,837, while Kentucky and the United States per capita incomes increased by \$3,373 and \$3,843, respectively. During this same period, per capita income in Cadiz increased by \$5,216. Despite recently estimated increases, per capita income levels for Cadiz residents are approximately in the mid-range when compared with other similarly sized cities in Western Kentucky. The charts below denote per capita incomes from 2010 to 2017.



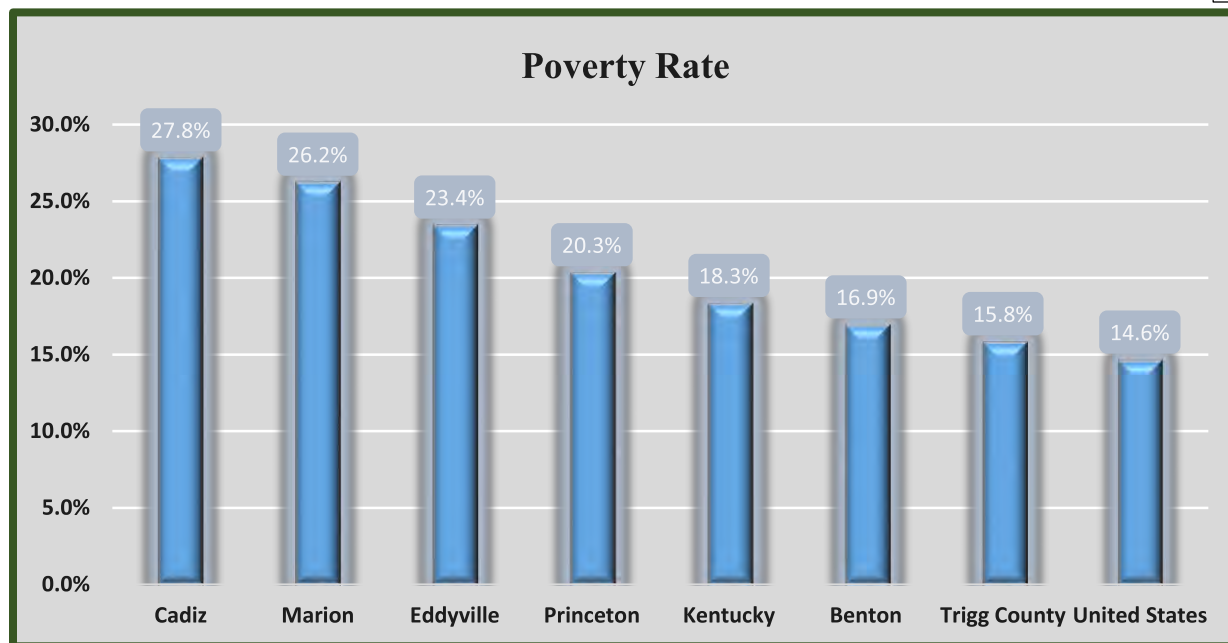
*Source: 2010-2017 American Community Survey*



*Source: 2013-2017 American Community Survey*

## Poverty

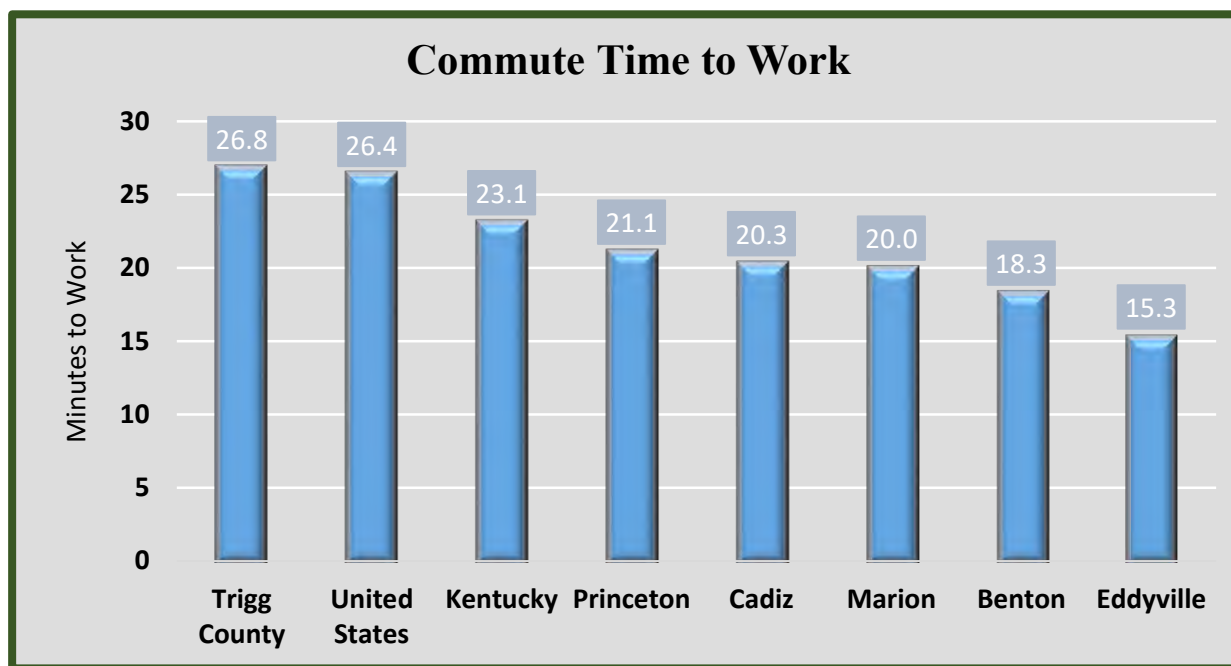
Many factors contribute to poverty and poverty persists across the United States. Western Kentucky is no stranger to issues related to poverty. Based on the latest estimates, the poverty rate for Cadiz (27.8%) was significantly higher than that of the United States (14.6%), Kentucky (18.3%), and Trigg County (15.8%). When placed in context with other similarly sized communities in Western Kentucky, the poverty rate for Cadiz was only slightly higher. The following chart denotes poverty rates comparing Cadiz with other communities.



*Source: 2013-2017 American Community Survey*

## Commute to Work

The chart below depicts commute time to work.

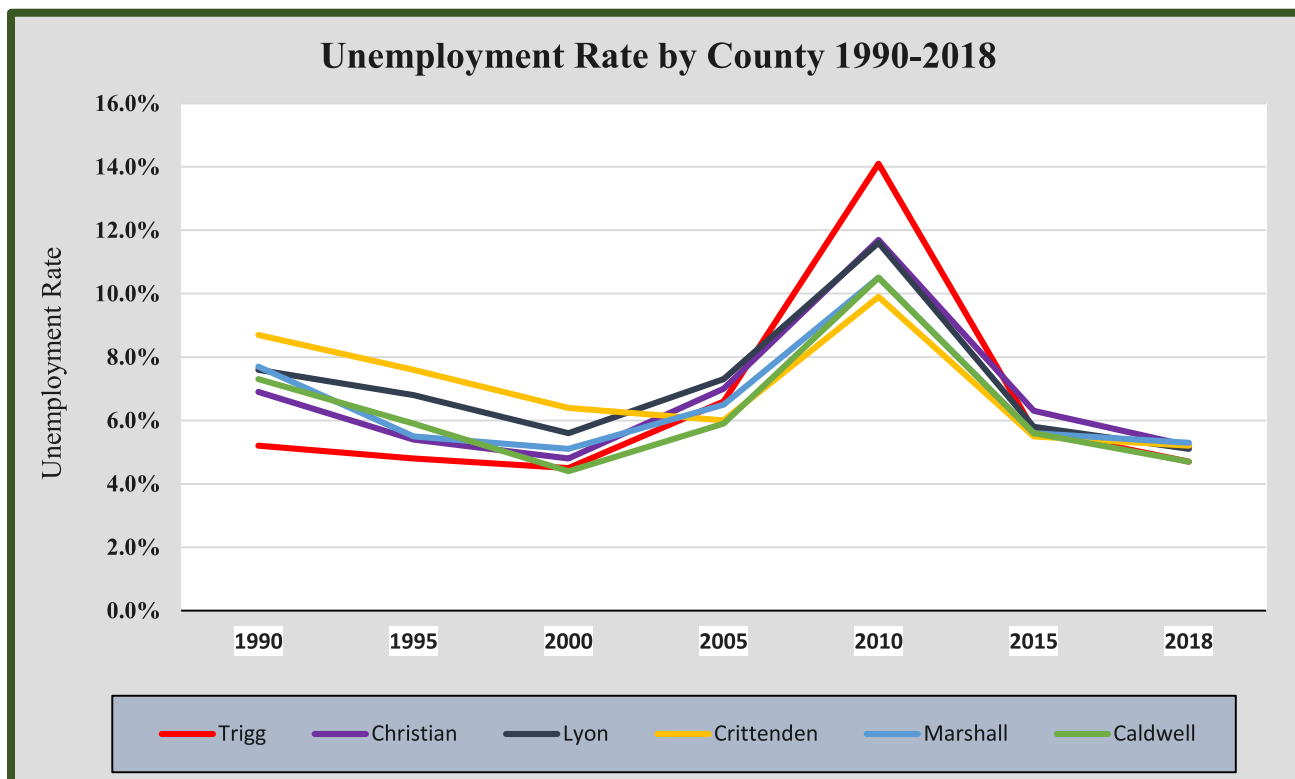
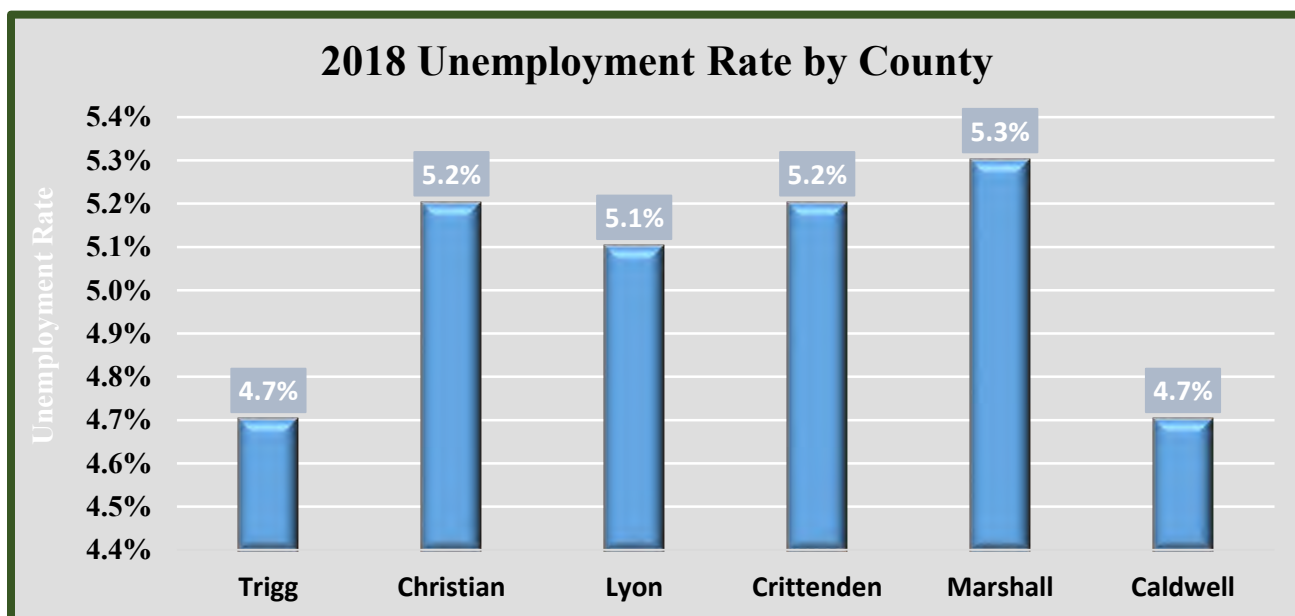


*Source: 2013-2017 American Community Survey*

The commute time to work is affected by density, proximity to employment centers, access to major roadways, and congestion. City residents have access to major roadways with limited congestion and opportunities for employment within the city and in close proximity. As a result, commute times for city residents have historically remained below state and national averages.

## Unemployment

Unemployment rates for Trigg County have remained relatively low over the years and were slightly lower when compared with other counties in the region. The only exception to this trend occurred in 2010. The charts below illustrate historical unemployment rates for Trigg County compared with area counties.



## Location Quotient

Location quotients were calculated on the county level for greater statistical accuracy. Trigg County was compared to Kentucky as well as the United States. A ratio of 1.5 or greater indicates potential

specialization. Trigg County has potential specializations in agriculture and forestry as well as transportation, warehousing and utilities. Trigg County also has potential specialization in the manufacturing sector.

INDUSTRY	Trigg County		United States		LQ
	Number of Workers	Percentage	Number of Workers	Percentage	
Agriculture, forestry, fishing and hunting, and mining	256	4.5	2,817,922	1.9	2.37
Construction	403	7.1	9,564,541	6.4	1.11
Manufacturing	885	15.5	15,477,389	10.3	1.50
Wholesale trade	77	1.3	4,042,867	2.7	0.48
Retail trade	738	12.9	17,167,000	11.4	1.13
Transportation and warehousing, and utilities	526	9.2	7,681,579	5.1	1.80
Information	27	0.5	3,173,300	2.1	0.24
Finance and insurance, and real estate and rental and leasing	176	3.1	9,908,320	6.6	0.47
Professional, scientific, and management, and administrative and waste management services	273	4.8	17,001,157	11.3	0.42
Educational services, and health care and social assistance	1,358	23.8	34,781,348	23.1	1.03
Arts, entertainment, and recreation, and accommodation and food services	487	8.5	14,586,646	9.7	0.88
Other services, except public administration	119	2.1	7,371,226	4.9	0.43
Public administration	384	6.7	7,025,870	4.7	1.43
<i>Source: 2013-2017 American Community Survey</i>					

### List of Major Employers

Below is a list of major employers in Cadiz and Trigg County. The total number of employees from these six largest employers is 948 or nearly 15% of the workforce in Trigg County and over 70% of the workforce in Cadiz.

Major Employers Trigg County, Kentucky		
Firm	Product or Service	Employment
Transcraft	Manufacturer of steel and aluminum dump and flat trailers	266
Trigg County School System	The Trigg County School System includes High School, Middle School, Intermediate School, and Primary School	229
Trigg County Hospital	Serves Cadiz as well as surrounding region. Provides a diverse array of health services to the community	210
Lake Barkley State Park	Tourism and Recreation	100
Derby Fabricating	Automotive parts, including seals and gaskets	78
Kentucky Machine and Engineering	Machine shop: sheet metal fabricating, arc & gas welding, drilling, boring, cutting, surface grinding, mill & lathe work, full line of CNE equipment	65
<i>Source: Kentucky Cabinet for Economic Development, 2019</i>		<b>Total</b>
		948

## Economic Profile Insert

LABOR FORCE	Labor Force Characteristics			
		Cadiz	Trigg County	Kentucky
	Persons in Labor Force	1,222	6,398	2,093,572
	% of Adult Population in Labor Force	60.5	55.4	59.4
	Armed Forces (%)	.8	.2	.4
	Unemployment Rate (2018)		4.7%	4.3%
INDUSTRY OF EMPLOYMENT	Employment by Industry %			
		Cadiz	Trigg County	Kentucky
	Agriculture, forestry, fishing, hunting, mining	0	4.5	2.3
	Construction	10.9	7.1	5.9
	Manufacturing	25.0	15.5	14.5
	Wholesale trade	.6	1.3	2.5
	Retail Trade	7.2	12.9	12.0
	Transportation, warehousing, utilities	5.7	9.2	6.0
	Information	0	.5	1.6
	Finance, insurance, real estate and rental	4.8	3.1	5.5
	Professional, scientific, management, administrative	3.8	4.8	8.1
	Education and health care	18.6	23.8	23.9
	Arts, entertainment, recreation, accommodations, food service	12.7	8.5	8.7
	Other services	5.7	2.1	4.7
	Public administration	5.1	6.7	4.3
INCOME	Per Capita Income			
	Cadiz	\$21,069	Benton	\$24,951
	Trigg County	\$26,224	Eddyville	\$18,689
	Kentucky	\$25,888	Marion	\$19,211
	United States	\$31,177	Princeton	\$23,490
POVERTY	% Persons with Income below Poverty Level (Previous Year)			
		Cadiz	Trigg County	Kentucky
	% Below Poverty	27.8	15.8	18.3
COMMUTE	Commute Time to Work (Minutes)			
	Cadiz	20.3	Benton	18.3
	Trigg County	26.8	Eddyville	15.3
	Kentucky	23.1	Marion	20.0
	United States	26.4	Princeton	21.1

Source: American Community Survey, 2013-2017 and Kentucky Center for Statistics, 2019.

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## **Summary of Economic Trends**

### *Labor Force Characteristics*

- Cadiz's labor force has increased since 2000.
- Recent estimates suggest that Cadiz's labor force participation rate is higher than the county and state averages.

### *Industry of Employment*

- Overall, the education and healthcare and manufacturing sectors employ the largest share of the city's workforce.

### *Income*

- Income levels in Cadiz have risen over the last decade and, based on recent estimates, have surpassed the state and national income growth rates.

### *Poverty*

- The poverty rate in Cadiz is higher than rates at the county, state, and national level; however, when placed in context with other similarly sized communities in Western Kentucky, the poverty rate in Cadiz is only slightly higher.

# Housing Profile

Housing represents Cadiz's largest land use with residentially zoned lands accounting for approximately 58% of all lands within the city. The availability, location, type, and quality of housing have a significant impact on the city's ability to attract and retain population. Moreover, safe and affordable housing is an essential component that helps to define a city and contributes to the well-being of residents. This section will provide an overview of housing based on data from the U.S. Census Bureau and the Kentucky State Data Center. The Land Use Element provides data on the location of housing and housing type throughout the city, the relationship of housing to the city's zoning ordinance and districts, and information on recent permitting activity.

## Total Housing Units and Type

In 2010, the City of Cadiz contained 1,224 housing units. This represented an increase in housing from the 1990 (938 units) and 2000 (1,093 units) censuses. The most recent estimates (2013-2017 ACS) placed the number of units within the city at 1,339. The chart below provides a comparison of Cadiz's housing stock (by type) with county, state, and national percentages.

Housing Units by Type 2013-2017 American Community Survey							
Housing Unit Type	Cadiz	Trigg County	Kentucky	United States	Cadiz % ↑ Or ↓		
					TC	KY	US
Single-Family Detached	<b>73.2%</b>	76.6%	67.2%	61.7%	↓	↑	↑
Single-Family Attached	<b>.2%</b>	.3%	2.5%	5.8%	↓	↓	↓
Two-Family	<b>9.2%</b>	1.9%	3.0%	3.7%	↑	↑	↑
Multi-Family (3 or more units)	<b>15.8%</b>	3.6%	15.2%	22.5%	↑	↑	↓
Mobile Home	<b>1.6%</b>	17.6%	12.0%	6.3%	↓	↓	↓
Boat, RV, Van, etc.	<b>0%</b>	0%	.1%	.1%	=	↓	↓

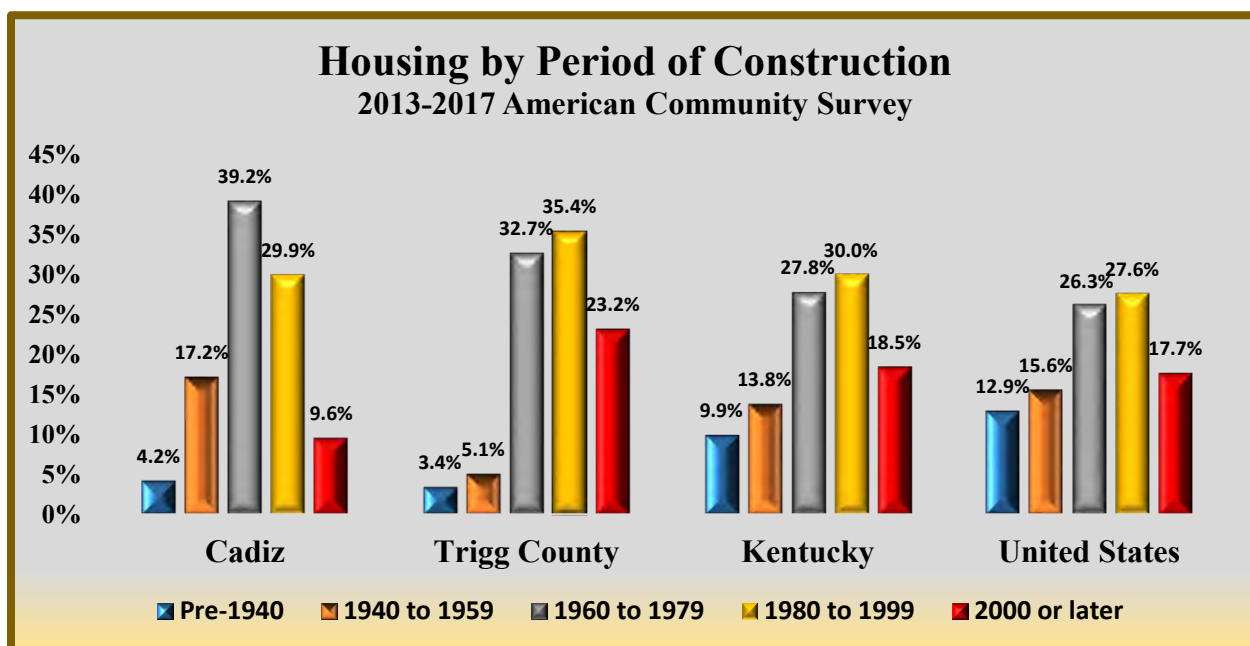
The predominant housing type within Cadiz was single-family detached structures which, as a percentage, exceeded state and national averages. Two-family and multi-family uses exceeded county and state averages. This is not atypical of housing arrangements where water and sewer is available (unlike rural portions of the county and state).

Manufactured housing as a percentage of housing was lower than county, state, and national averages. A lower percentage may be attributable, at least in part, to zoning restrictions in the city. Manufactured housing in the county was significantly higher than state and national averages.

## Period of Construction

The median year of construction for a housing unit in Cadiz was 1974. This was older than the median housing age in Trigg County (1987), Kentucky (1979), and the nationally (1977). Despite the older median age for housing in Cadiz, pre-1940 housing construction made up only approximately four percent of the city's housing. The older median age of Cadiz's housing, in comparison to other areas, was primarily due to the small percentage of recent housing construction. In the city, approximately 60% of housing was

constructed prior to 1980. This compares with approximately 40% for the county. The chart below provides a comparison of housing by period of construction.



### Average Household Size & Size (by Rooms) of Units

Based on 2017 estimates, owner-occupied units in Cadiz averaged 2.14 persons and renter-occupied units averaged 2.12 persons. For Trigg County, the average was 2.39 and 2.27 persons, respectively. Both the city and county averages were below averages at the state (2.55 and 2.37 persons) and national (2.70 and 2.52 persons) level. The table below provides a historical comparison of household size.

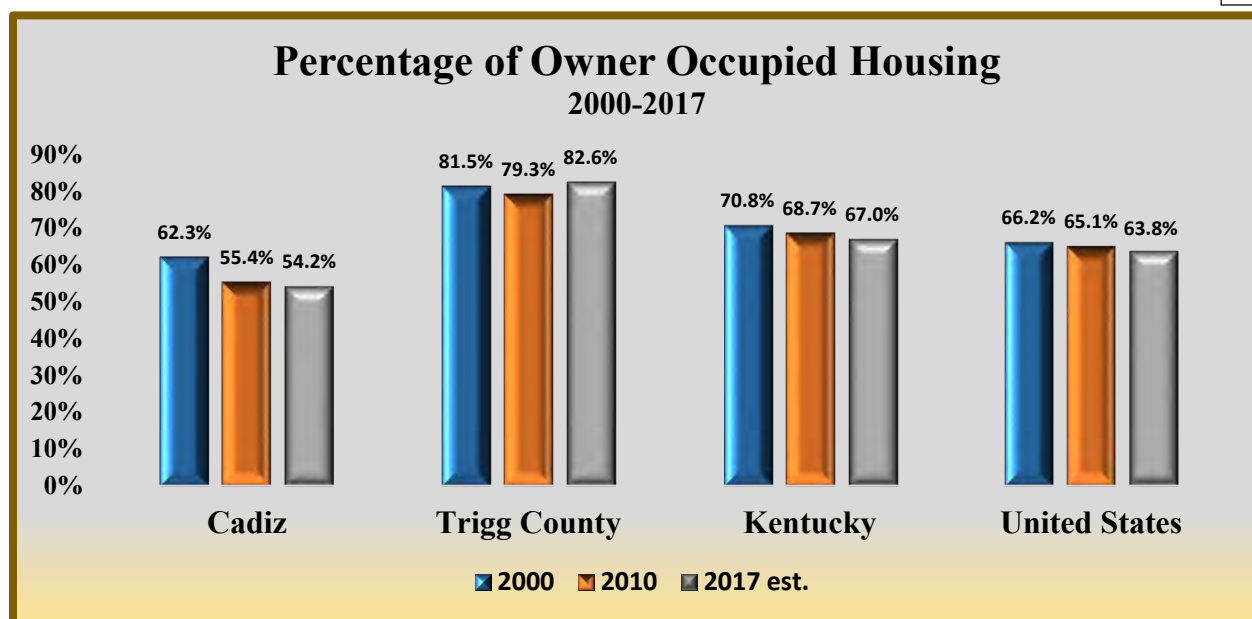
Persons per Household 1990-2010				
Year	Cadiz	Trigg County	Kentucky	United States
1990	2.28	2.49	2.60	2.63
2000	2.29	2.39	2.47	2.59
2010	2.27	2.42	2.45	2.58

*Source: U.S. Census Bureau*

The average housing unit in Cadiz contained 5.2 rooms (2013-2017 ACS). This was less than the county (5.7 rooms), the state (5.5 rooms) and national (5.5 rooms) averages.

### Homeownership

The percentage of housing units occupied by homeowners in the city has decreased over the past decade. Estimates from the American Community Survey indicated that approximately 54.2% of housing units in Cadiz were owner-occupied. This was slightly lower than the national average and much lower than the county and state averages. Also noticeable was the significant decline in the city's percentage since the year 2000. It is not uncommon for towns and cities to have higher renter percentages when compared to county or state averages, in that rental units often require density and the availability of water and sewer; yet, when compared to similarly sized cities in Western Kentucky, Cadiz's homeownership percentage appeared to be lower.



Among Cadiz's homeowners, 43.9% owned their home free and clear (i.e. no mortgage). This percentage was higher than the county (41.8%), state (35.9%), and national (30.3%) averages (2010 U.S. Census).

### Vacancy Rates

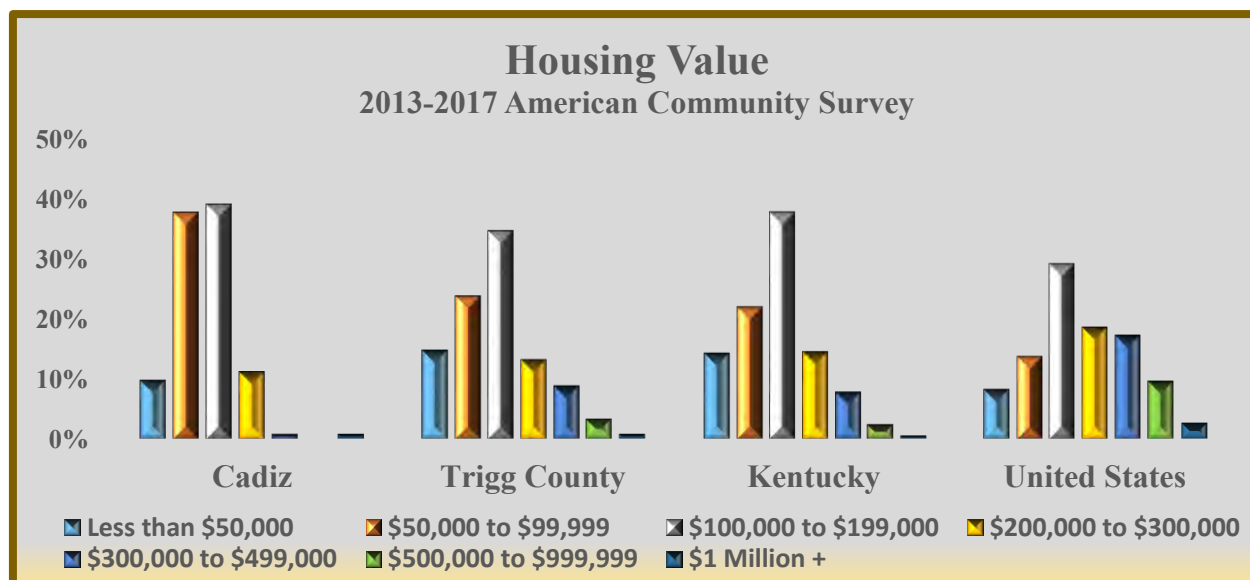
Vacancy rates within the city were markedly lower when compared to state and national averages. Based on 2017 estimates, 8.6% of housing units in Cadiz were vacant. This compares with 24.3% for Trigg County, 12.2% for Kentucky, and 12.2% for the United States. Vacancy alone is not a definitive indicator of housing availability as this variable includes seasonal housing and second homes. Although not definitive, lower vacancy rates can suggest a shortage of housing and housing options.

The chart below provides a breakdown of the disposition of vacant housing units based on 2010 Census data:

<b>Housing Vacancy Characteristics 2010 Census</b>				
	<b>Cadiz</b>	<b>Trigg County</b>	<b>Kentucky</b>	<b>United States</b>
<b>Vacancy Rate</b>	<b>8.5%</b>	24.7%	10.8%	11.4%
<b>Total Vacant Units</b>	<b>104</b>	1,927	207,199	14,988,438
<b>Vacant Units for Sale (% of Total Housing Stock)</b>	<b>22 (1.8%)</b>	152 (1.9%)	27,286 (1.4%)	1,896,796 (1.4%)
<b>Vacant Units for Rent (% of Total Housing Stock)</b>	<b>46 (3.8%)</b>	164 (2.1%)	56,980 (3.0%)	4,137,567 (3.1%)
<b>Vacant Units – Other (% of Total Housing Stock)</b>	<b>36 (2.9%)</b>	1,611 (20.6%)	122,953 (6.4%)	8,954,075 (6.8%)
<i>Source: U.S. Census Bureau, 2010</i>				

## Housing Value

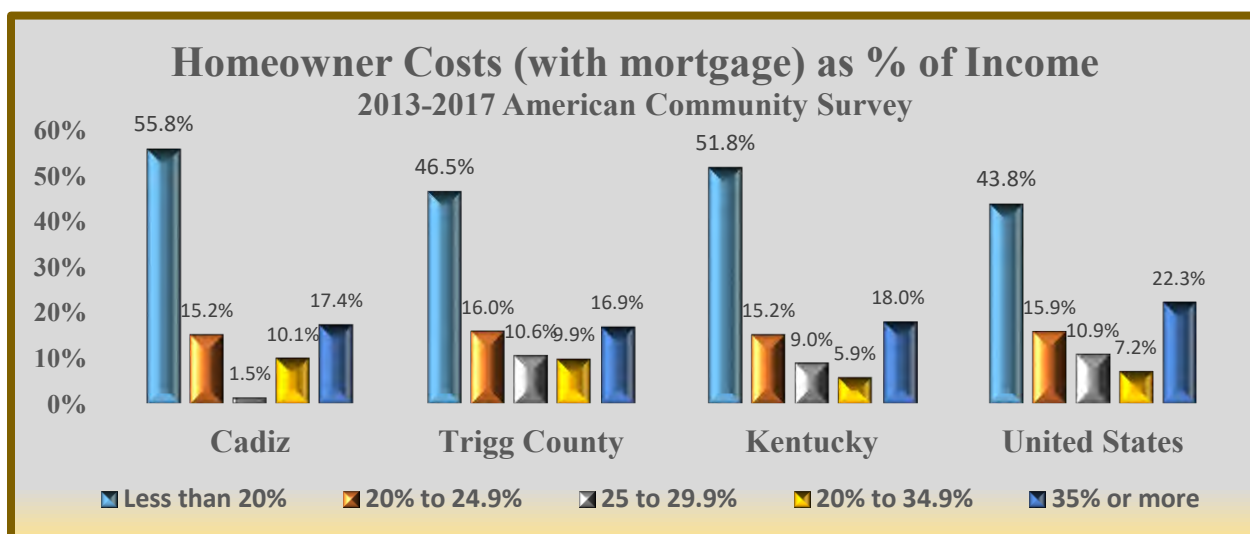
The value of housing in Cadiz was lower than the county, state, and national averages. Based on 2017 estimates, the average value of a housing unit in Cadiz was \$103,100. This compares with averages of \$119,500 (county), \$130,000 (state), and \$193,500 (nation). The chart below provides a breakdown of estimated housing values as a percentage of total housing stock.



Estimated housing values of less than \$100,000 accounted for nearly half of all housing units in Cadiz. Of particular note when comparing estimated housing values was the much lower percentage of housing exceeding \$200,000 in value within the city.

## Housing Cost

Monthly, median housing costs for the city's homeowners with a mortgage were \$739 and for non-mortgaged homes the estimated costs were \$344 (2013-2017 ACS). Costs were lower for the city than the county (\$1,057 and \$371), state (\$1,131 and \$356), and nation (\$1,515 and \$474). The chart below illustrates housing costs as percentage of income:



The median monthly gross rent in Cadiz was estimated to be \$549. This was lower than the county (\$598), state (\$713), and national (\$982) average. As a percentage of income, an estimated 35.9% of Cadiz residents (renters) paid more than 35% of their income for housing. This percentage was comparable to the county (35.6%) and was lower than the state (37.6%) and national (41.5%) average.

## Summary of Housing Trends

### *Housing Units and Type:*

- Housing units in the city have increased at a rate slightly higher than population growth.
- Single-family housing (detached) is the predominate residential use and exceeds percentages at the state and national level.
- Manufactured housing as a percentage of the city's housing stock is significantly below the county, state, and national averages. Manufactured housing in the county exceeds percentages at the state and national level.

### *Period of Construction*

- Housing, by median age, in Cadiz is slightly older than at the state and national level; it is significantly older than the median age of the county's housing.
- The period of construction between 1940 to 1980 accounts for nearly 60% of city's housing stock.
- Recently constructed homes (after the year 2000) account for a small percentage (less than 10%) of the city's housing stock.

### *Average Household Size and Size of Units*

- The number of persons per household has held fairly constant for over twenty years. Average household size in the city is below county, state, and national averages.
- Housing size (as measured by rooms) is slightly below averages at the county, state, and national level.

### Homeownership

- Homeownership rates in the city have declined.
- Homeownership rates appear to be lower than surrounding communities and are lower than the county, state, and national averages.

### Vacancy Rates

- Vacancy rates in the city are significantly lower than the county, state, and national averages.

### Housing Value

- Housing values in the city are lower than those at the county, state, and national level. Housing values appear to be lower than surrounding communities.

### Housing Costs

- Housing costs (homeowner and renter) in Cadiz are lower on average than at the county, state, or national level.
- Housing costs, as a percentage of income, compares favorably to percentages at the county, state, and national level.

## Regional Housing Profile Insert

<b>H O U S I N G</b>	<b>General Housing Characteristics</b>			
		<b>Cadiz</b>	<b>Trigg County</b>	<b>Kentucky</b>
	Total Housing Units	<b>1,339</b>	7,900	1,965,202
	Vacant Housing Units	<b>115</b>	1,918	240,688
	Post 2000 Construction %	<b>9.6</b>	23.2	18.5
	Median Number of Rooms	<b>5.2</b>	5.7	5.5
<b>HOUSING TYPE</b>	<b>Housing Unit Type</b>			
		<b>Cadiz</b>	<b>Trigg County</b>	<b>Kentucky</b>
	Single Family Detached %	<b>73.2</b>	76.6	67.2
	Single Family Attached %	<b>.2</b>	.3	2.5
	Two-units %	<b>9.2</b>	1.9	3.0
	Multi-Family %	<b>15.8</b>	3.6	15.2
	Mobile/Manufactured Home %	<b>1.6</b>	17.6	12.0
	Other %	<b>0</b>	0	.1
<b>OCCUPANCY</b>	<b>Occupancy Characteristics</b>			
		<b>Cadiz</b>	<b>Trigg County</b>	<b>Kentucky</b>
	Owner Occupied %	<b>54.2</b>	82.6	67.0
	Vacancy Rate (Homeowner units)	<b>1.6</b>	2.9	1.8
	Vacancy Rate (Rentals)	<b>3.8</b>	6.2	6.1
<b>VALUE</b>	<b>Median Value of Owner-Occupied Units</b>			
	<b>Cadiz</b>	<b>\$103,100</b>	Benton	\$121,600
	Trigg County	\$119,500	Eddyville	\$119,000
	Kentucky	\$130,000	Marion	\$68,900
	United States	\$193,500	Princeton	\$92,200
<b>HOUSING COSTS</b>	<b>Median Monthly Gross Rent</b>			
	<b>Cadiz</b>	<b>\$549</b>	Benton	\$658
	Trigg County	\$598	Eddyville	\$442
	Kentucky	\$713	Marion	\$494
	United States	\$982	Princeton	\$571
	<b>Monthly Owner-Occupied Housing Costs with Mortgage</b>			
	<b>Cadiz</b>	<b>\$739</b>	Benton	\$963
	Trigg County	\$1,057	Eddyville	\$959
	Kentucky	\$1,131	Marion	\$774
	United States	\$1,515	Princeton	\$918

Source: American Community Survey (ACS), 2013-2017

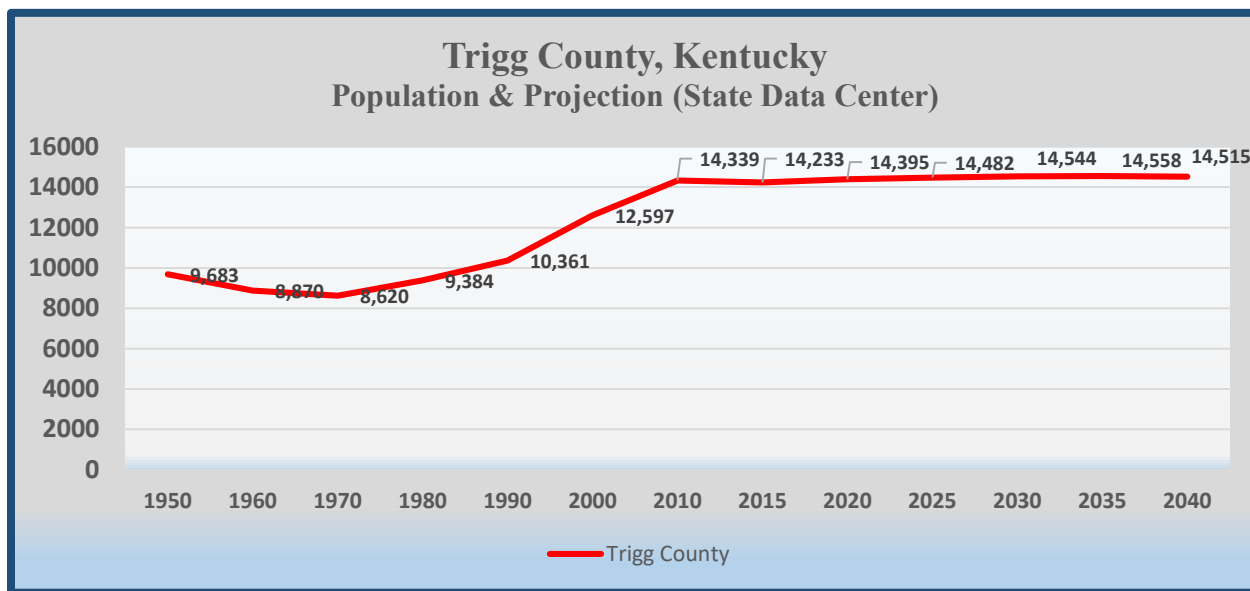
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# Projections

## Population Projections

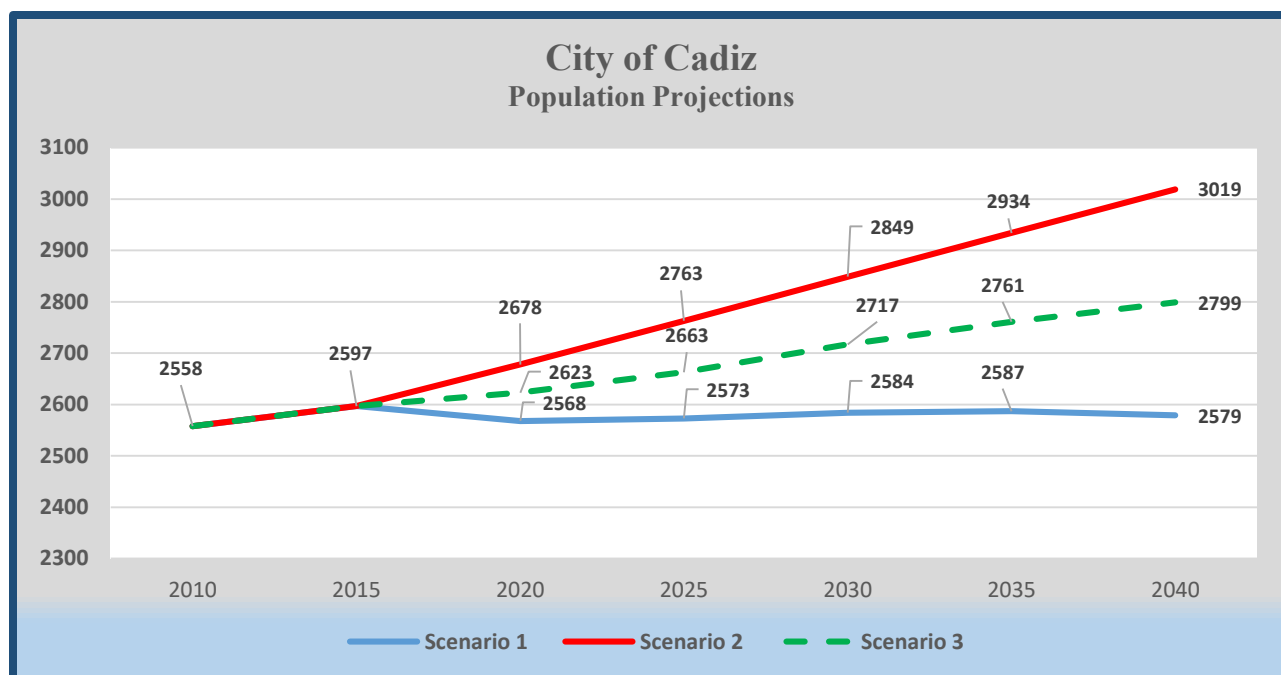
Trigg County has experienced consistent growth since 1970 with accelerated growth beginning in 1990. Recent long term projections issued by the Kentucky State Data Center (KSDC)(2016) suggest growth over the next twenty years will be minimal. The chart below illustrates KSDC population projections for Trigg County to the year 2040:



Growth in the county has been aided by migration. Natural increase was nominal to negative over the past two decades. From a review of the county's age cohorts, a lower percentage of female residents, ages 15 to 44, will mitigate natural increase over the next decade. As such, growth for the county will inevitably be determined by the county's ability to retain residents and attract newcomers.

The State Data Center does not issue population projections for small jurisdictions such as Cadiz. A review of the factors which contribute to population growth and decline resulted in three scenarios:

1. *Cadiz will follow the projected population trend for the county (as per the Kentucky State Data Center).* This scenario assumes that the broader demographic factors affecting the county will also impact the city, i.e. nominal to negative natural increase and a significant moderation in net migration. Under this scenario, the population of Cadiz would be 2,579 in the year 2040.
2. *Cadiz will continue to grow at its historical growth rate.* The city has experienced fairly consistent and robust growth since 1980. This scenario assumes that the factors contributing to city growth will continue over the next two decades. Under this scenario, the population of Cadiz is projected to be 3,019 in 2040.
3. *Cadiz will continue to grow; however, the historical growth trend will be moderated by factors affecting the county, albeit to a lesser extent.* As previously written, age cohorts may not be conducive for natural increase at the county level. The city's percentage of younger residents is higher. Also, the projected moderation in the overall migration rate (as reflected in Scenario 1) may be overstated. Under this scenario, the population of Cadiz is projected to be 2,799 in 2040.



The chart above illustrates the three possible population scenarios ranging from a 20-year population total of 2,587 to 3,019 residents.

### Population Characteristics

Projecting population characteristics over twenty-years for cities with small populations is difficult. Small changes in the population due to immigration or emigration can dramatically affect the overall percentage characteristics of the base population. The following projections are based on Cadiz's 2010 population and macro-trends observed at the state and national level.

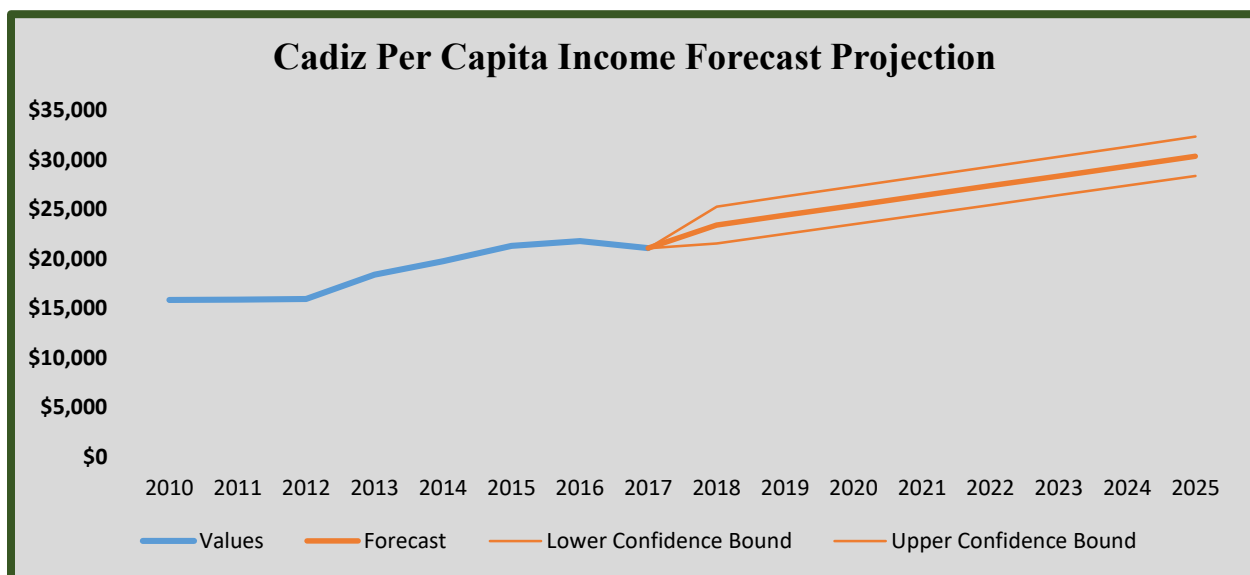
**Age:** The median age nationally is projected to increase through the year 2040. For Kentucky, the median age is anticipated to rise to 40 by the year 2030. The trend for Cadiz has been a moderate increase in median age, with the latest estimate suggesting a more substantial increase. Given recent data and the distribution of the city's population age cohorts, it is anticipated that the median age for the Cadiz will remain slightly higher than the state's average over the next twenty years.

**Gender:** The city has a long established trend of a higher than average percentage of female residents. A review of the city's gender breakdown by age cohorts indicates that, barring migration, this higher percentage will continue, with a percentage range of 2 to 5% above the state average over the next twenty years.

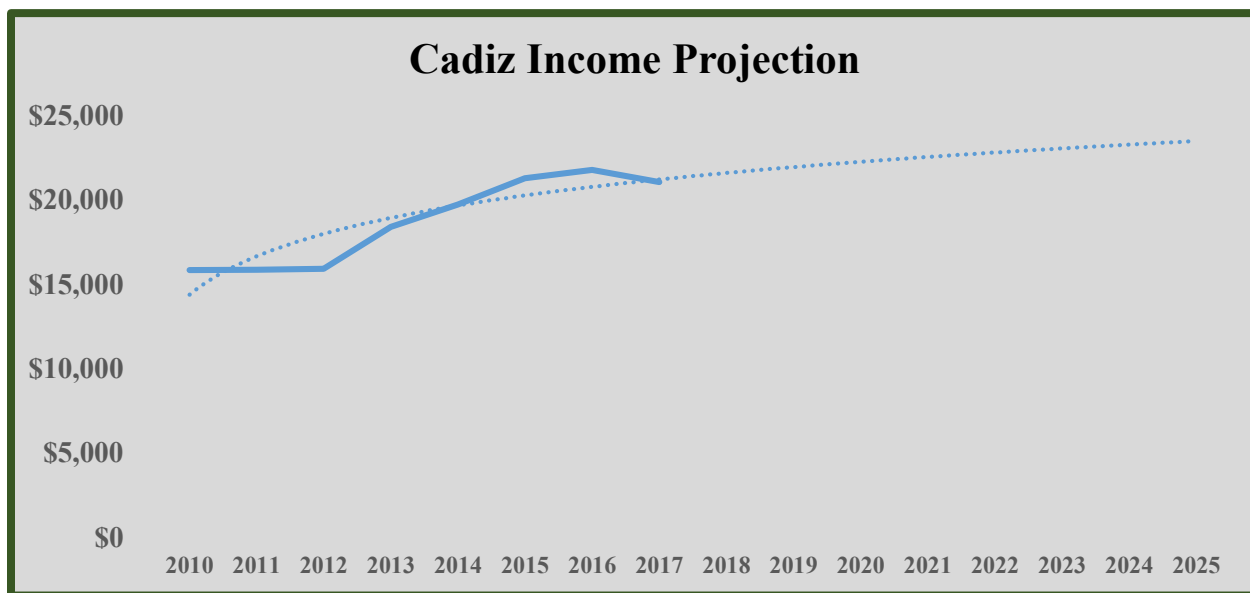
**Education:** It is projected that educational attainment for city residents will continue to increase over the next twenty years; however, closing the gap to approach the state and national averages will remain a challenge.

## Economic Projections

**Income:** The chart below depicts projected income using a linear regression model based on historic trends. The projection includes ranges to reflect upper and lower confidence bounds. This scenario represents a possible, but less probable, prediction of future income.



The chart below illustrates a more realistic model for projecting income growth. This projection is based on a logarithmic model.



**Job Creation:** To project the future job market in Cadiz, an economic base model can be used. As described in Urban Land Use Planning, the “economic base model” assumes that there is a ratio between the number of workers in the **basic sector** and the **non-basic sector**. A **basic sector** is one in which a product is exported for consumption outside the local economy. The **non-basic sector** refers one in which goods and services are produced for local consumptions (Kaiser, Godschalk, Chapin Jr., p.150-152).

The chart below estimates how many people each sector employed based on data from the 2013-2017 American Community Survey. An extra column classifies the industry as basic or non-basic. From this

classification, an estimate of the potential change in total employment that takes place when a job is added to the basic sector can be made. A multiplier is determined by dividing the total number of jobs in all sectors by the total number of jobs in the basic sector.

<b>Employment by Occupation in Cadiz</b>		
<b>Occupation</b>	<b>2017</b>	<b>Sector</b>
Agriculture, forestry, fishing and hunting, and mining	0	Basic
Construction	114	Basic
Manufacturing	261	Basic
Wholesale trade	6	Basic
Retail trade	75	Non-Basic
Transportation and warehousing, and utilities	59	Basic
Information	0	Non-Basic
Finance and insurance, and real estate and rental and leasing	50	Non-Basic
Professional, scientific, and management, and administrative and waste management services	40	Non-Basic
Educational services, and health care and social assistance	194	Non-Basic
Arts, entertainment, and recreation, and accommodation and food services	133	Non-Basic
Other services, except public administration	59	Non-Basic
Public administration	53	Non-Basic
Total Basic Jobs	440	
Total Non-Basic Jobs	604	
Total Jobs	1044	
<b>Base Multiplier</b>	<b>2.37</b>	

#### BASE MODEL CALCULATIONS

BASE MULTIPLIER FOR CADIZ = TOTAL EMPLOYMENT/BASIC EMPLOYMENT

$$1044/440 \approx 2.37$$

Approximately **2.37** non-basic sector jobs are created for every **1** basic sector job created in Cadiz. Using this multiplier, an examination of the impact of changes in base sector employment on overall city employment can be made. Below is a formula that is used to determine the overall change in total employment:

BASE MULTIPLIER\*CHANGE IN BASIC EMPLOYMENT = CHANGE IN TOTAL EMPLOYMENT

For example, if an industrial plant locates in Cadiz and creates 125 new jobs, this number can be used to estimate the total impact on employment in Cadiz.

#### JOB CREATION – MANUFACTURING PLANT

$$2.37 * 125 = 296.25$$

Therefore, the total number of jobs created would be approximately 296 jobs. Of these, 125 would be in the basic sector at the industrial plant. The remaining 171 jobs would be in the non-basic sector, for example in food service, retail, or other non-basic sectors.

#### GREATER JOB CREATION – MANUFACTURING PLANT EXPANSION

$$2.37 * 700 = 1,659$$

Under another circumstance, a plant expands and creates an additional 700 basic jobs. Using this formula an estimated 1,659 jobs will be added overall.

This model can be informative on the overall impact of business developments in Cadiz. This model, along with other considerations, can be used to plan accordingly and ensure that the resources to accommodate new development are available.

### **Housing Projections**

The chart below provides a multi-year projection of housing needs for the city. The projection uses an assumed population growth (Scenario 3). Higher or lower populations totals and/or changes in household size or vacancy rate will result in higher or lower actuals.

City of Cadiz Housing Needs Projection							
	Year	2010	2020	2025	2030	2035	2040
Population		2,558	2,623	2,663	2,717	2,761	2,799
Population in Households		2,542	2,610	2,647	2,701	2,744	2,782
Housing Units Needed		1,224	1,255	1,273	1,299	1,320	1,338
Existing Housing (2010 or pre) minus Loss			1163	1,132	1,102	1,071	1,040
Total New/Replacement Housing Units Needed (Cumulative)			92	141	197	249	298
Net New Construction (Cumulative)			21	49	75	96	114
Note: Projection assumes an average household size of 2.27 persons, a vacancy rate of 8.6%, and a decadal loss factor of 5% for housing units constructed prior to 2010. New construction is unadjusted for loss factor.							

By 2040, approximately 300 housing units (2010 base year) will need to be constructed within the city to accommodate population growth and the loss of existing housing through casualty, dilapidation, or obsolesce. Of these 300 units, approximately 114 units will consist of new, net housing.

Single-family housing should remain the predominate housing type within the city over the next twenty years. The city's lot configurations, zoning, and established housing developments accommodate detached, single-family housing well. Manufactured housing should remain, barring significant revisions to the city's zoning ordinance, a small percentage of the city's housing stock.

Housing values should increase but are projected to remain below state and national averages over the next twenty years. Housing values will continue to be impacted by the age of Cadiz's housing stock and regional factors which depress home values. The unknown variable in this consideration is the extent of new housing construction within the city. New construction could significantly alter average home values.

Housing costs should remain below state and national averages over the next twenty years. Factors impacting this assumption are the age of the housing and area income levels, which suppress market value. A factor which could inflate costs, especially in the rental market, is the availability of units. Given, the city's lower vacancy rates, the loss or obsolescence of units without sufficient replacement housing could significantly impact costs.

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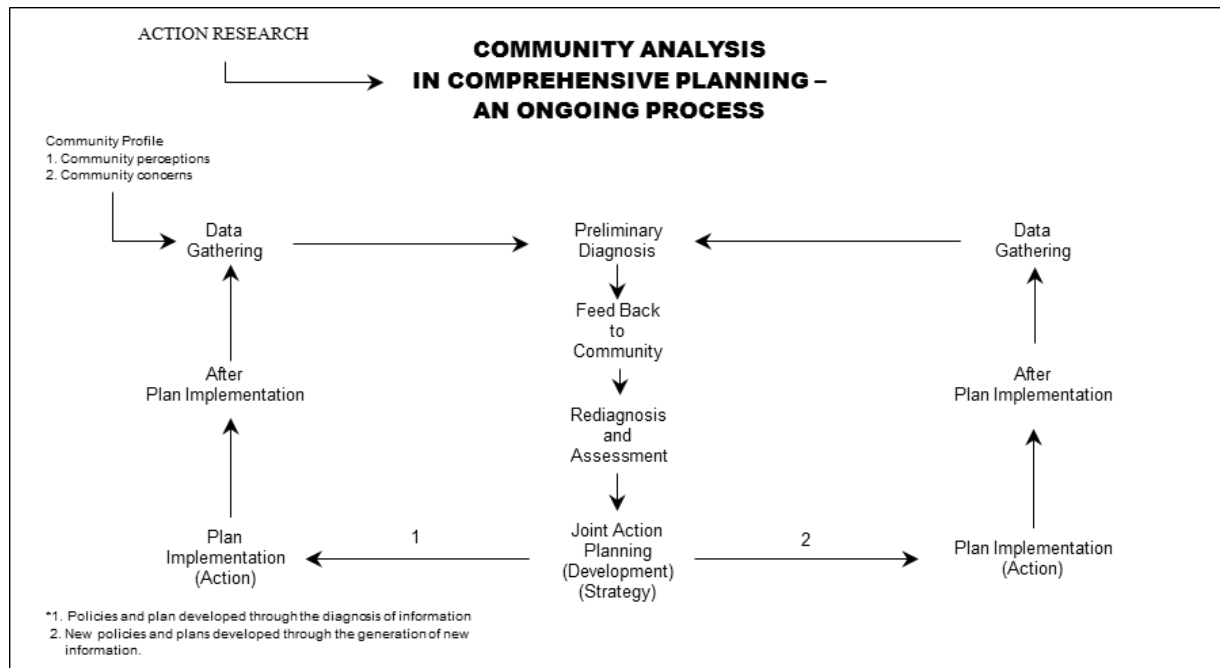
# Goals and Objectives



# Introduction

This section represents the Goals and Objectives element of the Comprehensive Plan for the City of Cadiz and was developed by the Cadiz-Trigg County Planning Commission with the assistance of the Comprehensive Plan Working Group. Although this element was initially designed for the City of Cadiz, the Goals and Objectives were written to include Trigg County. This was done for three reasons: 1) The city and county have long engaged in cooperative planning through a joint planning commission; 2) land use decisions affecting the city also impact the unincorporated areas of the county; and 3) the city has exercised extraterritorial jurisdiction in the administration of subdivision regulations for lands immediately adjacent to Cadiz's corporate limits.

Upon recommendation by the Cadiz-Trigg County Planning Commission and subsequent adoption by the Cadiz City Council, this element serves as the foundation for the remaining elements of the city's comprehensive plan. Likewise, the Trigg County Fiscal Court may also adopt this element to provide a foundation to begin the process of developing a comprehensive plan for the remaining portions of the county.



Goals and Objectives are action statements. The goals state the desired outcomes of the legislative body(ies) as a result of the Comprehensive Plan. There are four general areas which encompass the focus points for the Goals and Objectives. These areas are as follows:

- a) Social – This section features goals and objectives that encourage quality of life for the community.
- b) Environmental – This section features goals and objectives that place emphasis on protecting natural resources.
- c) Physical – This section features goals and objectives that place emphasis on development standards and practices.

- d) Economic – This section features goals and objectives designed to promote and spur economic growth in Cadiz.

The Goals and Objectives are guided by KRS 100.187(1) which specifies that the Comprehensive Plan shall contain: *“A statement of goals and objectives, which shall serve as a guide for the physical development and economic and social well-being of the planning unit”*.

# Social

## Population

- GOAL #1: To attract a permanent, steadily growing population:
- A. By creating new jobs;
  - B. By retaining and attracting middle class families and young professionals; and
  - C. By protecting existing and new neighborhoods through land use codes and regulations.
- GOAL #2: To actively encourage the military personnel and industrial workers to live in Cadiz and Trigg County:
- A. By developing attractive residential neighborhoods;
  - B. By offering good quality services to the residents; and
  - C. By enhancing the transportation system to reduce traveling time to work.
- GOAL #3: To develop an aggressive annexation policy:
- A. By only extending water/sewer lines outside the city limits upon an agreement to annex;
  - B. By annexing areas of high potential growth; and
  - C. By annexing to logical boundaries such as streets and streams.

## Housing

- GOAL #1: To increase the percentage of available conventional housing stock in Cadiz and throughout Trigg County:
- A. By realizing that conventional housing stock is a viable asset to the community and needs to be defined within the city as to:
    - 1. Residential orientation,
    - 2. Residential stability, and
    - 3. Physical appearance & aesthetics;
  - B. By promoting a sense of neighborhood pride; and
  - C. By maintaining compatibility between residential densities throughout by:
    - 1. Screening,
    - 2. Buffering,
    - 3. Open space,
    - 4. Planned unit developments, and
    - 5. Transition zones which allow a gradual increase or decrease in housing density.

- GOAL #2: To update the quality of the existing housing stock:
- A. By removing dilapidated vacant housing and actively enforcing a basic property maintenance code;
  - B. By restricting homes in certain areas of the city to have:
    - 1. Proper construction,
    - 2. Adequately sized lots,
    - 3. Necessary services such as water, sewer, police and fire protection,
    - 4. Concentrate emphasis on site design, and
    - 5. Flood proofing;
  - C. By encouraging the use of energy efficient materials when upgrading existing homes; and
  - D. By adopting and enforcing the Kentucky Residential Code to ensure a high quality of new construction within the city and county.
- GOAL #3: To provide housing consistent with the needs of residents with varying income levels and at differing life stages:
- A. By supporting the need for affordable housing through:
    - 1. Incentive to reduce housing cost,
    - 2. Encouraging a mixture of housing types,
    - 3. Emphasizing high level of quality in construction, and
    - 4. Developing an effective and responsive permit process;
  - B. By emphasizing construction and building techniques which produce structures that are:
    - 1. Diverse to meet the needs of all residents, including young professionals, families, and empty nesters,
    - 2. Resalable, and
    - 3. Compatible with the surrounding neighborhood;
  - C. By providing housing options that allow for life-long residency and aging in place;
  - D. By expanding the availability of housing options by exploring and, where compatible and appropriate, encouraging the use of both traditional and innovative housing techniques including, but not limited to:
    - 1. Zero-lot-lot line housing, garden homes, and accessory dwellings,
    - 2. Planned unit developments and developments incorporating a mixture of housing types and densities, and
    - 3. Mixed use and upper-story residential occupancies; and
  - E. By continuously monitoring housing trends and considering the need to periodically conduct a housing market study.
- GOAL #4: To encourage proper design and layout of residential subdivisions:
- A. By incorporating an informal design decision phase in the subdivision regulations;

- B. By discouraging double frontage lots;
- C. By discouraging lots which abut incompatible land uses; and
- D. By avoiding street design that places through traffic on local streets and through residential neighborhoods.

GOAL #5: To discourage non-compatible land uses within residential neighborhoods:

- A. By requiring all commercial or industrial related uses to be located in commercial or industrial zones;
- B. By encouraging verbiage within the master deed restrictions imposed by the developer which prohibits non-compatible land uses; and
- C. By requiring the necessary buffering between non-compatible uses.

GOAL #6: To create a hierarchy of density standards suitable to Cadiz with the following guidelines:

- A. By defining low density as greater than one and up to five dwelling units per acre;
- B. By defining medium density as greater than five and up to ten dwelling units per acre; and
- C. By defining high-density use as greater than ten dwelling units per acre.

GOAL #7: To develop Cadiz following the guidelines and density requirements:

- A. By limiting low density development (1-5 units/acre) to areas where:
  1. There is no centralized sewer system,
  2. There is no major arterial for access,
  3. There is no potable water source, and
  4. Soil conditions are prone to flooding;
- B. By limiting medium density development (6-10 units/acre) to areas where:
  1. There is centralized sewer,
  2. There is a minor arterial for access,
  3. There is potable water, and
  4. Soil conditions are not prone to flood;
- C. By limiting high density development (more than 10 units/acre) to areas where:
  1. There is centralized sewer,
  2. There is access to a major arterial,
  3. There is potable water,
  4. Soil conditions are not prone to flood, and
  5. There is adequate fire protection and water pressure; and

GOAL #8: To provide the necessary assistance to families with low incomes to properly maintain their homes by obtaining Federal and State grants.

## **Education/Educational Facilities**

- GOAL #1: To anticipate the needs of a growing population and properly provide school facilities within Cadiz and Trigg County:
- A. By realizing that additional residential developments will only accelerate the need for additional educational facilities;
  - B. By locating the educational facility to serve not only the current populations but also the future developments of the city and county;
  - C. By locating the facility in a central location which will serve the greatest population; and
  - D. By developing the educational facility in coordination with residential development.
- GOAL #2: To locate educational facilities in areas of compatible land uses:
- A. By avoiding sites that have hazards or obstacles that impede access;
  - B. By avoiding high volume streets (major arterials);
  - C. By avoiding sites directly adjacent to industrial facilities; and
  - D. By avoiding sites prone to flooding.
- GOAL #3: To recognize that the long-term land needs for the school district's facilities may exceed the space currently available. Actively assist the school district in:
- A. Identifying alternate sites for athletic, administrative, and other ancillary facilities (when needed);
  - B. Examining traffic and parking needs;
  - C. Examining the feasibility of separating facilities to protect against catastrophic loss in the event of a natural disaster; and
  - D. Retaining the school system's educational facilities within the city limits.
- GOAL #4: To foster and encourage communication between the school board, the city and county, and utility providers on facility needs and school district projects. Encourage conformance with the comprehensive plan and related development regulations and guidelines.

## **Medical Care/Medical Facilities**

- GOAL #1: To provide local health care for the residents of Cadiz and Trigg County by:
- A. Recruiting a doctor(s) to locate his/her practice in town or county; and
  - B. By continuing to support the local hospital.
- GOAL #2: To locate any new medical facilities in a centralized and easily accessible area:
- A. By coordinating the location of any new medical facility with the residential development;

- B. By locating the medical facility on a major arterial or in close proximity to one;
- C. By locating the medical facility in an area serviced by sewer and water; and
- D. By cooperatively working with the hospital.

- GOAL #3: To plan and structure the emergency medical operation needs for the anticipated growth:
- A. By realizing that as the city grows and develops, the level of emergency situations will increase;
  - B. By providing the level of service that will assimilate the new growth; and
  - C. By locating the emergency medical operation in a central area to provide quicker service uniformly throughout the community.

### **Recreation/Open Spaces/Parks**

- GOAL #1: To provide usable, attractive parks and areas for recreational use by cooperating with businesses within the community to provide facilities at the city park.
- GOAL #2: To ensure that the parks are properly maintained and protected from vandalism:
- A. By considering the use of passive rather than active (high cost) recreational equipment and facilities.
- GOAL #3: To promote passive recreational facilities as part of neighborhood planning:
- A. By realizing that much of the active recreational facilities are very hard to maintain and control;
  - B. By utilizing low lying areas prone to flooding as passive recreational facilities; and
  - C. By locating passive recreational facilities near neighborhoods and promoting the facilities as buffers between non-compatible uses.
- GOAL #4: To recognize the need for park planning and the need for active recreational facilities as the community matures:
- A. By the setting aside of land resources that would adequately serve these purposes; and
  - B. By locating the facility on a major or minor arterial.

### **Cultural Facilities/Activities**

- GOAL #1: To provide the citizens of Cadiz and Trigg County the ability to participate in organizations that interest them by:
- A. Establishing public relations committees that will promote Cadiz and Trigg County and serve as a link between the city, the military, and the industrial complexes;
  - B. Providing special activities for children from single parent homes; and

- C. Holding events, centered around the downtown area and utilize existing downtown points of interest, including, but not limited to, the following:
1. Ham Festival,
  2. Blue Grass Music Festival,
  3. Cadiz Cruz-In,
  4. Christmas parade and other Christmas activities,
  5. Dining on Main,
  6. Dining with the Dearly Departed,
  7. Food and Music Festival,
  8. Rotary auction, and
  9. Events and activities held at Fairholme, the Janice Mason Art Museum, and the Trigg County Museum.

# Environmental

## General

GOAL #1: To incorporate an appreciation of the natural environment during the development process:

- A. By incorporating into a plan review process the environmental characteristics which have a bearing on Cadiz.
  - 1. Topographic areas with steep slopes should address:
    - a. Runoff potential,
    - b. Soil erosion,
    - c. Soil slippage,
    - d. Utility displacement,
    - e. Road construction, and
    - f. Sewer.
  - 2. Drainage areas prone to flooding should address:
    - a. Impervious surface ratio,
    - b. Natural drainage patterns,
    - c. Pre/post runoff conditions,
    - d. Point discharge, and
    - e. Adverse impacts down flow stream.
  - 3. Soil areas which have questionable soil suitability should address:
    - a. Low intensity development,
    - b. Reduction in grading, cutting and filling,
    - c. Design compatibility,
    - d. Conservation of existing regulation, and
    - e. Re-vegetation procedures;
- B. By establishing a check list to address each item listed above when performing the plan review for each development; and
- C. By investigating the feasibility of a Storm Water Utility provision for the City of Cadiz.

GOAL #2: To make the community aware that every decision made (or not made) will impact the community's ecological surroundings by:

- A. Defining a list of environmental concerns for Cadiz and Trigg County; and
- B. Ensuring that any new development conforms to and is compatible with existing land uses and the natural environment.

## Land Use

GOAL #1: To provide suitable locations within the city and adjacent to the city as well as throughout Trigg County to develop neighborhoods:

- A. By ensuring sites for development have adequate infrastructure;

- B. By ensuring that sites that are being developed are accessible to major roadways; and
- C. By ensuring that development sites are free of environmental concerns such as:
  - 1. Incompatible land uses,
  - 2. Sinkholes,
  - 3. Flooding and drainage, and
  - 4. Severe slopes.

**GOAL #2:** To recognize the interrelationship of land uses with respect to optional uses or highest and best use:

- A. By stressing that development should not be in conflict with existing uses and functions, or how land is occupied or utilized, in the area;
- B. By discouraging land uses that are incompatible with adjoining ones;
- C. By prohibiting conflicting land uses which threaten long-term residential stability and create an uncertain future; and
- D. By recognizing the importance of agriculture to the City of Cadiz and Trigg County as well as surrounding areas by taking steps to protect the integrity of the agricultural community.

**GOAL #3:** To encourage buffering and transitional uses when non-compatible land uses are unavoidable:

- A. By requiring that non-residential activities be buffered when they abut residential areas;
- B. By reviewing all non-commercial developments and the following standards:
  - 1. Scale,
  - 2. Dimensions,
  - 3. Drainage,
  - 4. Setbacks,
  - 5. Access points,
  - 6. Internal traffic flow,
  - 7. Parking,
  - 8. Lighting, and
  - 9. Buffering; and
- C. By giving special attention to sites containing historical, archaeological or landmark values.

**GOAL #4:** To continue a relationship with Trigg County so that the City of Cadiz may exercise extraterritorial jurisdiction for the purposes of subdivision regulations and other regulations up to five (5) miles from all points upon the city's boundary.

### **Urban Sensitive Areas**

**GOAL #1:** To direct activities that will enhance urban sensitive areas and prevent such areas from becoming a hindrance to the city's growth potential:

- A. By understanding the following criteria which define an urban sensitive area:
  - 1. Areas of unique, scarce, fragile or vulnerable resources or natural, habitual, or physical features of historical significance, cultural value and/or scenic importance,
  - 2. Areas of substantial recreational value or opportunity,
  - 3. Areas of known or potentially non-renewable resources,
  - 4. Areas of mixed land uses,
  - 5. Areas of degradation/decline or occupant flight, and
  - 6. Areas of traffic congestion or infrastructure problems;
- B. By protecting and enhancing urban sensitive areas through incorporation of specific planning efforts which address:
  - 1. Rehabilitation,
  - 2. Protection,
  - 3. Adaptive re-use,
  - 4. Reconditioning, and
  - 5. Buffering; and
- C. By developing zoning and other development standards which address the unique characteristics and needs of urban sensitive areas.

**GOAL #2:** To recognize the importance of Cadiz's historic downtown and Main Street. Preserve and enhance the Downtown and Main Street districts and structures of historic significance:

- A. By maintaining and refining design guidelines that are architecturally appropriate and provide objective standards;
- B. By retaining regulations that require certificates of appropriateness prior to the demolition or alteration of buildings or new construction within the city's historic districts;
- C. By guarding against the deterioration of historic structures by developing and enforcing property maintenance standards;
- D. By pursuing façade grants and other revitalization funds and developing local incentive programs;
- E. By providing incentives, through zoning, which allow for the adaptive reuse of historic structures; and
- F. By maintaining the city's downtown renaissance program.

# Physical

## Transportation

GOAL #1: To plan, locate and design a transportation system to foster city development throughout Trigg County:

- A. By requiring developments to be served by adequate roadways as defined below:
  - 1. Driveways – internal land access private,
  - 2. Local streets – adjacent to land access public,
  - 3. Minor arterials – collector roadways from subdivisions, and
  - 4. Major arterials – carries a majority of traffic;
- B. By separation of transportation systems which are incompatible, i.e., pedestrian/automobile; and
- C. By giving attention to local roads and streets (subdivision streets) as the major component of the Cadiz transportation system which:
  - 1. Provide perpetual land access to all parcels,
  - 2. Minimize through traffic by proper designs,
  - 3. Standardize the pattern of local streets to reduce confusion, and
  - 4. Design the pattern of local streets for low volume and low speeds.

GOAL #2: To preserve quality traffic flow along arterial streets:

- A. By spacing and coordinating intersections along major/minor arterials;
- B. By encouraging the use of local streets for access to properties along major arterials to reduce the number of access points; and
- C. By use of alternative approaches where local streets are not provided, such as:
  - 1. Driveway entrance,
  - 2. Turnaround drives,
  - 3. Rear access to properties, and
  - 4. Right-in/right-out driving entrances.

GOAL #3: To develop an internal transportation system for Cadiz which will ensure perpetual growth for years to come:

- A. By avoiding development which routes traffic through lower intensity or density developments;
- B. By not encouraging the expansion of transportation systems through viable neighborhoods;
- C. By providing adequate rights-of-way to accommodate utility placement and street widening;
- D. By designing future intersections for safe internal circulation through:

1. Adequate spacing,
2. Unobstructed sight distances,
3. Avoiding long dead end streets, and
4. Requiring 90 degree intersections; and

E. By ensuring access for all emergency vehicles.

## **Water/Sewer**

**GOAL #1:** To establish a solid foundation for Cadiz and Trigg County through the extension of water and sewer lines:

- A. By ensuring that the capacity of the facility meets peak demands and that there are adequate storage and treatment facilities that meet the Department for Natural Resources and the Department for Environmental Protection regulations;
- B. By designing and sizing facilities which meet the demands of future growth;
- C. By requiring all developments where centralized sewer systems are available to hook on;
- D. By requiring that all new developments have adequate water pressure for fire protection;
- E. By requiring all developments to have the necessary easements to access the lines and facilities;
- F. By developing a set of construction design standards for all utility expansions; and
- G. By working with the Barkley Lake Water District on project coordination/service area transfers for developments involving annexation or encroachment into the water district's service area.

**GOAL #2:** To control the direction of growth in the city through the placement of water and sewer facilities:

- A. By stressing the placement of water/sewer facilities along major and minor arterials;
- B. By requiring annexation (or consent to annexation) before services are extended outside the city limits;
- C. By reviewing the placement of water/sewer facilities and rerouting those facilities to avoid development in low-lying areas;
- D. By requiring developers to pay for the cost of providing service on their properties;
- E. By properly sizing water and sewer line installation to meet future demands; and
- F. By encouraging developers to work with the city and county in providing service to develop sites.

**GOAL #3:** To begin to promote the enhancement and growth of the water/sewer facility:

- A. By realizing the importance of sewer to the community as a growth stimulus; and

- B. By ensuring that the facility is properly maintained, and installation and lines meet approved standards.

## **Public Safety**

GOAL #1: To provide public safety to the residents of Cadiz and of Trigg County in the most efficient manner possible:

- A. By locating the fire station along a high traffic volume arterial;
- B. By providing that all developments must have adequate fire protection based on the following standards:
  - 1. Close proximity to the station,
  - 2. Access to a water supply,
  - 3. Design and construction material must meet the fire codes, and
  - 4. Proper number of fire hydrants; and
- C. By providing adequate area for protection of citizens in weather related emergencies.

## **Governmental Administration**

GOAL #1: To encourage growth and development by streamlining procedures and ensuring high standards in construction:

- A. By requiring the development to bear a reasonable share of the cost of:
  - 1. Public services and utilities, and
  - 2. Improvement of inadequate facilities made necessary by the development;
- B. By developing a capital improvement program which:
  - 1. Addresses community needs and objectives,
  - 2. Makes maximum use of existing facilities, and
  - 3. Places priorities on needs that have the greatest benefit to the community; and
- C. By examining the use of development incentives to encourage the extension, upgrade, and/or dedication of public infrastructure and other facilities in cases where the upgrades, extensions, and/or dedications:
  - 1. Provide needed services to otherwise unserved or underserved populations outside the immediate development,
  - 2. Provide a catalyst for future economic development, or
  - 3. Are constructed to standards higher than the minimum established by regulation and/or provide a benefit to the public-at-large.

GOAL #2: To ensure buildings and lands are maintained in a manner which does not create an unsafe or blighted condition:

- A. By adopting a basic property maintenance code and other nuisance ordinances;
- B. By providing for the consistent and active administration of ordinances by staffing a code enforcement officer; and

- C. By maintaining the use of a Code Enforcement Board to address violations and abatement.

# Economic

## General

GOAL #1: To foster a climate of economic prosperity for all residents of Cadiz and Trigg County.

- A. By requiring all commercial and industrial development to be designed and planned based on:
  - 1. Traffic generation,
  - 2. Traffic congestion,
  - 3. Parking,
  - 4. Adjacent land use, and
  - 5. Nuisances;
- B. By allowing developments only when:
  - 1. Curb cuts will not create traffic problems or congestion, and
  - 2. The capacity of the street will not be exceeded;
- C. By buffering/screening commercial uses which produce such nuisances as:
  - 1. Automobile lights, outdoor lighting or illuminated signs,
  - 2. Loud noises,
  - 3. Odors,
  - 4. Dust and dirt,
  - 5. Litter, junk or outdoor storage, and
  - 6. Visual nuisances; and
- D. By requiring that all commercial, industrial and multi-family developments be properly designed and site plans be submitted which address items A, B and C above.

GOAL #2: To ensure the stability of community growth through economic recruitment:

- A. By creating and implementing a marketing strategy that will enhance the community's ability to attract businesses;
- B. By attracting a medical facility through the development and funding of a marketing program; and
- C. By maintaining the safety, functionality, and appeal of the city by enforcing basic property maintenance standards and encouraging the demolition of dilapidated structures.

## Commercial

GOAL #1: To provide businesses with opportunities to locate within Cadiz and throughout Trigg County:

- A. By providing adequate infrastructure (including reliable, high speed internet service) which can sustain business activities;
- B. By locating businesses in compatible areas conducive to commercial activities;

- C. By rehabilitating existing buildings and by selectively demolishing obsolete or dilapidated buildings to provide developable and useful space; and
- D. By building consensus among residents to support these efforts.

# Land Use Plan Element



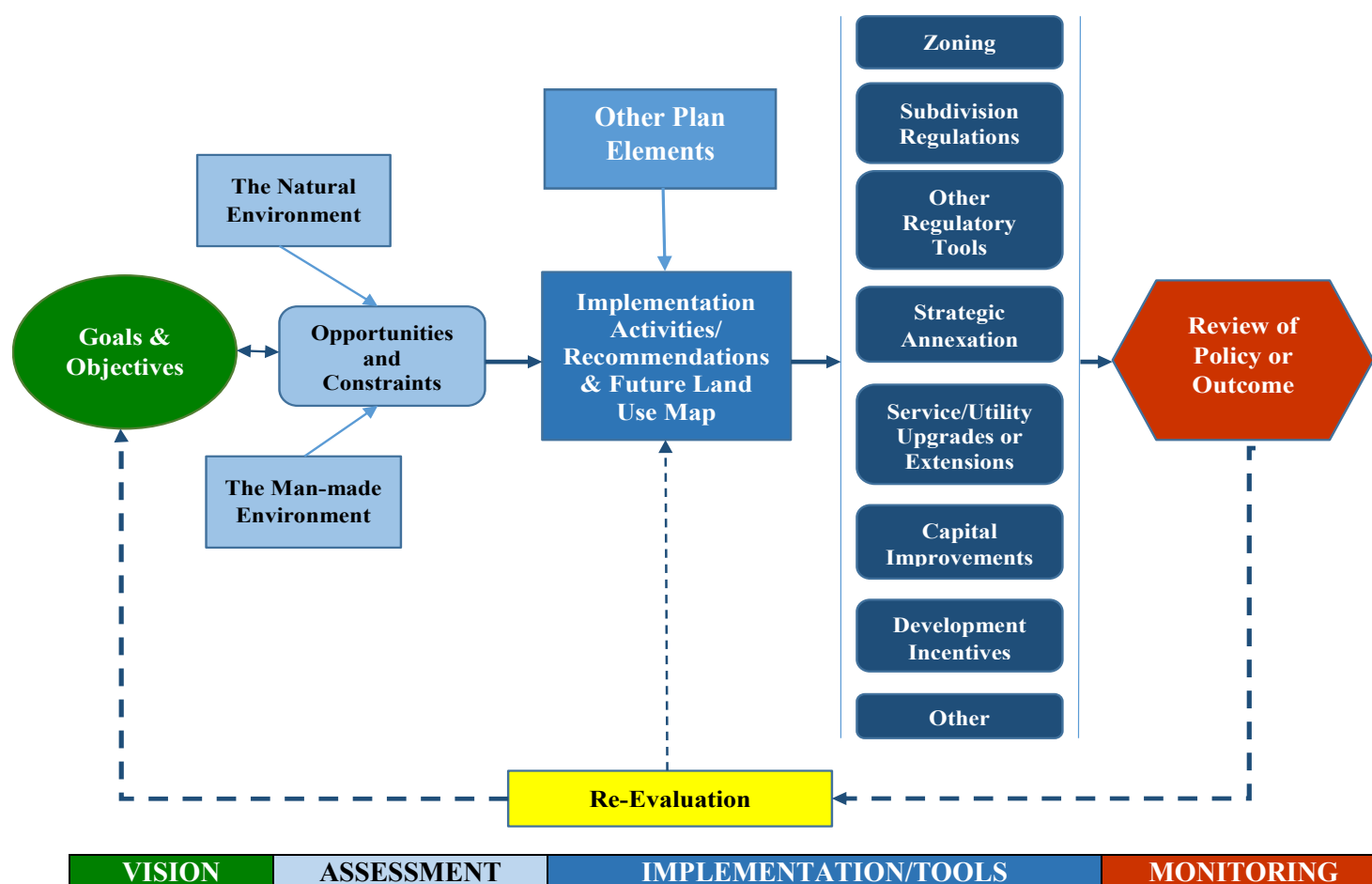
# Introduction

The Land Use Plan Element is a principal component of a municipality's comprehensive plan. Under Kentucky law, an adopted land use plan element is required prior to a community engaging in zoning. Further, a community's zoning standards are to reflect policies as expressed in the adopted land use plan element and underpinning goals and objectives.

This element examines existing land uses within the City of Cadiz and land uses on the city's periphery. In addition, this element provides a discussion of opportunities and constraints to development, examines issues related to annexation and future growth, and provides a future land use map that illustrates the prevalence and optimum areas for growth over the next twenty years. The Implementation Element of this plan provides strategies and action items for furthering this plan's Goals and Objectives.

This element is designed to meet the statutory requirements of Chapter 100 of the Kentucky Revised Statutes. The area of coverage for this plan includes the City of Cadiz and the unincorporated areas of the county immediately adjacent to the city's periphery. The time horizon addressed by this element is twenty years.

## THE LAND USE ELEMENT



# The Natural Environment

The discussion of land use must consider the natural environment. As a policy, development should be arranged to be harmonious with and wisely use the area's natural resources. Where development presents the potential to degrade or deplete critical resources, mitigation measures including conservation (or preservation) should be employed.

The natural environment provides both opportunities and constraints to development. This section provides a brief overview of the area's natural environment including geology, topography, soils, water resources, climate, and wildlife characteristics.

## Geology and Topography

The geologic formations of Trigg County belong to the Mississippian, Cretaceous, and Quaternary systems. The formation that covers the majority of the county, including the City of Cadiz, is the Mississippian System, specifically the Meramec Series. The area's Mississippian formations are called the Pennyroyal or Pennyrile and cover large sections of Western Kentucky. The area is characterized by a gently sloping to sloping terrain.

The city and adjacent unincorporated areas contain several basins (surface depressions), sinkholes, and caves. These features are typical of a karst topography where subsurface limestone formations are prevalent. Excluding areas immediately adjacent to the Little River, Lake Barkley, and smaller tributaries, runoff from rainfall enters underground streams through sinkholes and basins.

Elevations within Cadiz range from approximately 370 FAMSLS to 550 FAMSLS. Lands in the eastern portion of the city average elevations above 500 FAMSLS with a gradual fall in elevation moving westward toward the downtown. Lands immediately south and west of the downtown experience a substantial drop in elevation falling from 450 FAMSLS to 370 FAMSLS as they approach the floodway of the Little River. South of the downtown, slopes are substantial and are prohibitive to development. Also, lands adjacent to the river are within an area of special flood hazard. Significant slopes, adverse soils, and the river's floodplain provide a natural southern and western boundary to the city's downtown.

## Soils

Soil types are an important consideration in land use planning. Soils differ in the intensity of development they will support and can be a limiting factor for certain uses. Soil types are also important in identifying prime agricultural tracts and lands where preservation (including forestry) may be a preferred option.

Within the City of Cadiz, eleven soil types and complexes are present. Map Exhibit LUM-1 illustrates the location of soil types within the city. A brief description of each is provided below.

**Baxter-Hammack Complex (BaE).** This soil complex is deep and well drained and is characterized by steep slopes (20 to 30 percent). It is found primarily along tributaries of the Cumberland River. Within the City of Cadiz, the slopes south of the downtown are composed of this soil complex. Baxter-Hammack Complex soils are well suited for woodland use and have a good potential to support wildlife habitat. This soil complex is poorly suited for most urban uses primarily due to its accompanying steep slopes and erosion potential.

**Crider Silt Loam (CrB).** This soil type is gently sloping, deep, and well drained. It is primarily found in the West Cadiz Park, Interstate 24 Business Park, and a small area in the southern part of the city. This soil type is suitable for most agricultural and woodland uses. In addition, this soil type is well suited for most urban and intensive recreation uses.

**Crider-Pembroke Silt Loam (CsC).** This soil is deep, well drained, sloping, and typical of a karst topography. Within the city, this soil complex is found in small areas adjacent to Interstate 24. This soil is well suited for agricultural and woodland uses. This soil is suited for most urban and recreation uses.

**Hammack Silt Loam (HmB).** This soil is deep, well drained, and gently rolling. Hammack Silt Loam is prevalent throughout the city and is the most common soil type. This soil is medium to high in natural fertility and is well suited for agricultural and woodland uses. It is also suited to urban and recreation uses. This soil's limitations to urban uses are its shrink-swell potential and high clay content.

**Hammack-Baxter Complex (HxC).** This soil complex is deep and well drained. It is commonly found in karst areas and along basins and adjacent slopes. This soil is medium to high in natural fertility. This soil complex is prevalent throughout the city and is the second most common. This soil is suited for agricultural, woodland, and most urban and recreation uses. Like the HmB soils, the limitations to urban use are the shrink-swell potential and high clay content. Slope in certain areas is also a concern.

**Hammack-Baxter Complex (Severely Eroded)(HxC3).** This soil complex is deep and well drained. Areas with this soil complex commonly contain rills and gullies. This soil complex is found in a small area of the city near the interstate. It is not well suited to cultivated crops due to its severe erosion potential. Other agricultural uses, including pasture and hay lands, are more appropriate. This soil complex is suited for most urban and recreation uses. The limitations to urban use are the shrink-swell potential, high clay content, and slope (erosion).

**Hammack-Baxter Complex (12 to 20 percent slopes)(HxD).** This soil complex is deep and well drained. This soil complex is found in karst areas, specifically within and along the ridgetops of basins and side slopes of branches. In Cadiz, HxD is found along the streams adjacent to Lafayette and Hospital streets. This soil type is poorly suited for cultivated crops, urban uses, and intensive recreation. Woodland and pasture uses are optimum.

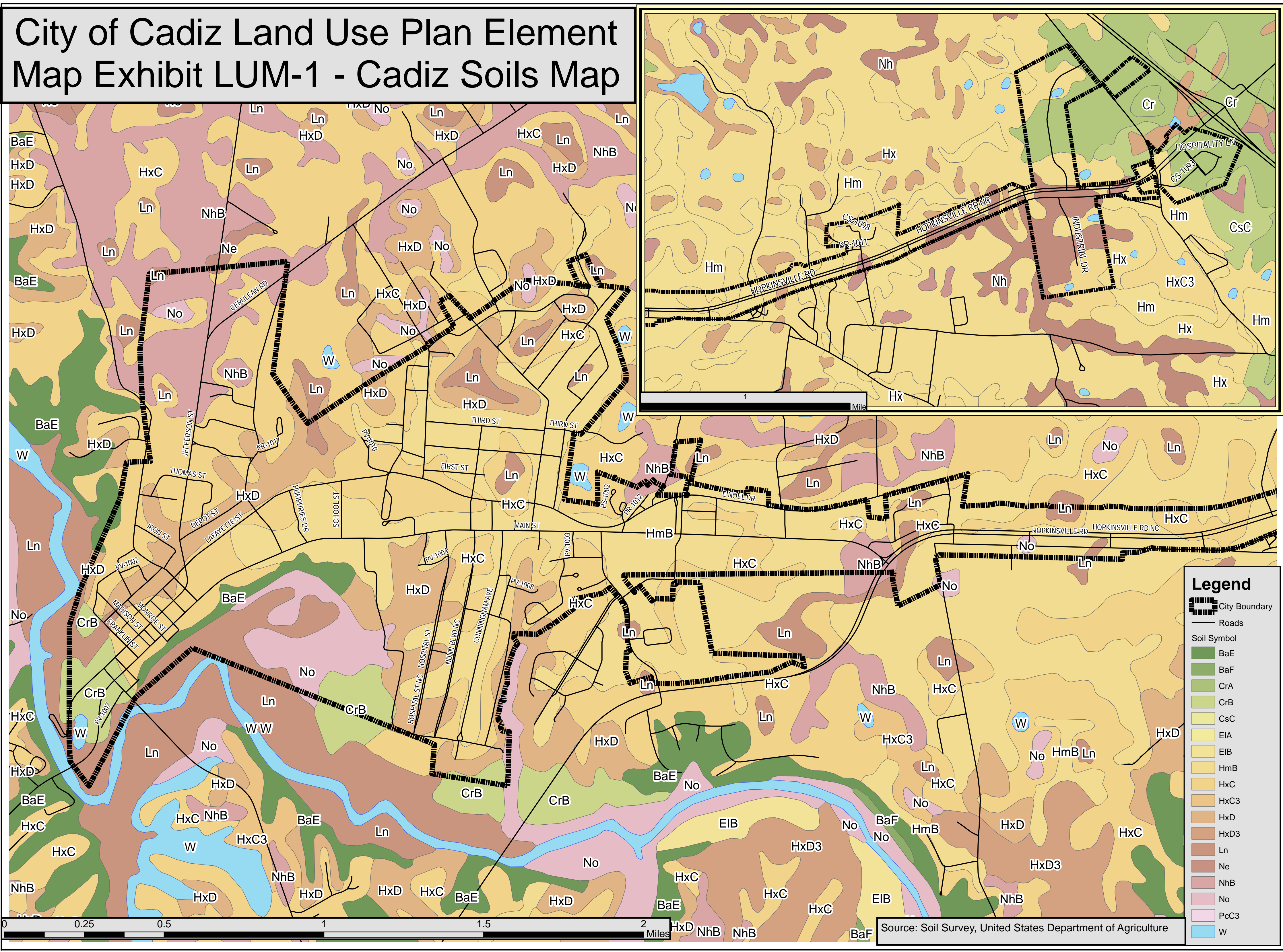
**Lindside Silt Loam (LN).** This soil type is deep and moderately well drained. It is found primarily in floodplains and depressions. Within Cadiz, this soil type is found near the Little River and in other basins (depressions) scattered throughout the city. This soil type is well suited for woodland and agricultural uses but is poorly suited for urban uses primarily due to the flood hazard.

**Newark Silt Loam (NE).** This soil type is deep and poorly drained. It is found in floodplains and basins (depressions). Within Cadiz, this soil type is rare and is found in a small area in the extreme northern part of the city near Jefferson Street. This soil type is well suited for agricultural and woodland uses but is poorly suited for urban and recreation uses because of its wetness and the accompanying flood hazard.

**Nicholson Silt Loam (NhB).** This soil type is deep and is moderately well drained. NhB soil is found in several locations throughout the city with notable locations including north along Jefferson Street, near the Main Street and bypass split, and the Interstate 24 Business Park. This soil type is suitable for agricultural, woodland, urban, and recreation uses. The wetness of the soil can be a severe limitation for some urban uses, specifically buildings with basements and uses that rely on septic systems.

**Nolin Silt Loam (NO).** This soil type is deep, well drained, and is nearly level. NO soil is found within floodplains and in basins (depressions). Within the city, this soil type is found near the Little River and in scattered depressions. Aside from lands immediately adjacent to the Little River, areas of the city containing this soil type are relatively small. NO soil is well suited for agricultural and

# City of Cadiz Land Use Plan Element Map Exhibit LUM-1 - Cadiz Soils Map





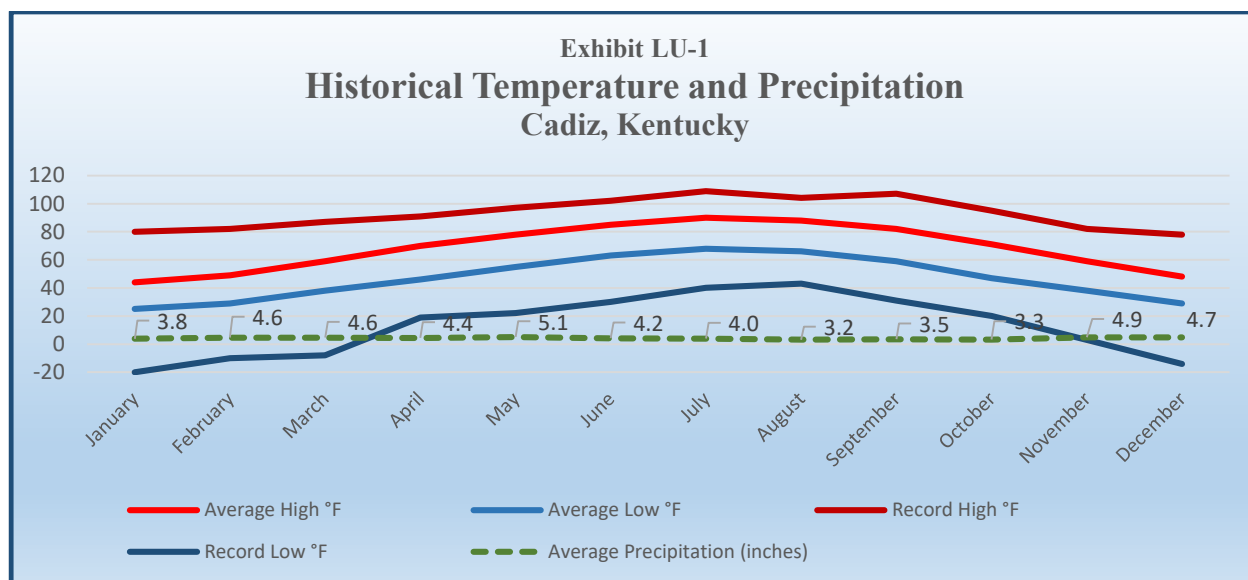
woodland uses but is poorly suited for most urban uses and intensive recreation. This limitation is primarily due to the associated flood hazard.

Areas immediately adjacent to the city contain six additional soil types (or complexes). This include: Baxter-Hammack Complex (30 to 60 percent slopes)(BaF) – poorly suited to urban uses; Crider Silt Loam (CrA) – well suited for most urban uses; Elk Silt Loam (0 to 2 percent slopes)(EIA) – suited for most urban uses; Elk Silt Loam (2 to 5 percent slopes)(EIB) – well suited to urban uses; Hammack-Baxter Complex (12 to 20 percent slopes)(HxD3) – poorly suited for most urban uses; and Pembroke-Crider Complex (severely eroded)(PcC3) – suited to urban uses.

The above soil descriptions are summarized from the *Soil Survey of Lyon and Trigg Counties, Kentucky* prepared by the United States Department of Agriculture (May 1981). A complete and detailed assessment of the area's soils can be obtained at [https://www.nrcs.usda.gov/Internet/FSE\\_MANUSCRIPTS/kentucky](https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/kentucky).

## Climate

The City of Cadiz is located in the Moist Subtropical Mid-Latitude climate zone. Summers are generally warm and humid. Winters are mild to moderately cold. The area experiences four distinct seasons and the coldest month is January with an average (mean) temperature of 34°F. The warmest month is July with an average (mean) temperature of 78°F. Annual rainfall is 52 inches and the wettest month is May. The chart below provides monthly climate data (historical averages).



## Water Resources

Trigg County is within the Lower Cumberland River Basin. This basin drains approximately 2,094 square miles in Kentucky and a large portion of northern Tennessee. The Kentucky portion of the basin extends from the Tennessee border to the Ohio River. The Little River, bordering Cadiz, is one of eight significant tributaries within the basin that empties into the Cumberland River. The basin is also drained by underground streams which are abundant in the area's limestone bedrock.

The waters of the Cumberland River (Lake Barkley) support warm water aquatic habitats, boating and fishing, domestic water supply, and fish consumption. The waters of the Little River are generally supportive of these activities and the Kentucky Division of Water maintains a monitoring station near Cadiz. Periodically, the Little River has experienced impairment from nutrients, siltation, and pathogens

from adjacent agricultural and crop related uses. Historical and current water quality datum can be obtained through the Kentucky Division of Water: <https://eec.ky.gov/Environmental-Protection/Water>.

The Cadiz Spring Basin provides ground water to the Cadiz area. This 9.3 square mile basin underlies the majority of the city. The City of Cadiz Water Department and the Barkley Lake Water District provide public potable water to the majority of area residents. More information on public potable water resources can be found in the in Community Facilities Plan Element.

### Area Wildlife

The City of Cadiz and its environs support a wide variety of fauna and flora. Based on the *Soil Survey of Lyon and Trigg Counties* (USDA, Soil Conservation Service), the area supports an estimated 47 species of mammals, 45 species of reptiles and amphibians, and 99 species of native birds. An additional 200 species of non-native migratory birds are common during the fall and spring months.

The proximity of the city to the Land Between the Lakes National Recreation Area (LBL) is significant. Annually, an estimated 1.5 million tourists visit LBL to experience the area's wildlife and enjoy water recreation. As of 2017, the Land Between the Lakes ranked as Kentucky's number one tourist destination.

Exhibit LU-2 provides a listing of the area's animal and plant species that are considered threatened or endangered. Future development should consider and minimize the impacts on these species and their habitat.

Exhibit LU-2 Threatened and Endangered Species Trigg County, Kentucky				
Scientific Name	Common Name	Class	National Status	Kentucky Status
<i>Actitis Macularius</i>	Spotted Sandpiper	Aves		Endangered
<i>Alasmidonta Marginata</i>	Elktoe	Bivalvia		Threatened
<i>Apios Priceana</i>	Price's Potato-Bean	Flowering Plant	Threatened	
<i>Ardea Alba</i>	Great Egret	Aves		Threatened
<i>Asio Flammeus</i>	Short-Eared Owl	Aves		Endangered
<i>Calidris Canutus</i>	Red Knot	Aves	Threatened	
<i>Certhia Amerciana</i>	Brown Creeper	Aves		Endangered
<i>Chondestes Grammacus</i>	Lake Sparrow	Aves		Threatened
<i>Circus Hudsonius</i>	Northern Harrier	Aves		Threatened
<i>Cryptobranchus</i>	Eastern Hellbender	Amphibia		Endangered
<i>Egretta Caerulea</i>	Little Blue Heron	Aves		Endangered
<i>Egretta Thula</i>	Snowy Egret	Aves		Endangered
<i>Empidonax Minimus</i>	Least Flycatcher	Aves		Endangered
<i>Etheostoma Proeliare</i>	Cypress Darter	Actinopterygii		Threatened
<i>Falco Peregrinus</i>	Peregrine Falcon	Aves		Endangered
<i>Fulica Americana</i>	American Coot	Aves		Endangered
<i>Haliaetus Leucocephalus</i>	Bald Eagle	Aves		Threatened
<i>Lampsilis Abrupta</i>	Pink Mucket	Clams	Endangered	
<i>Lepomis Miniatus</i>	Redspotted Sunfish	Actinopterygii		Threatened
<i>Lophodytes Cucullatus</i>	Hooded Merganser	Aves		Threatened
<i>Menidia Audens</i>	Mississippi Silverside	Actinopterygii		Threatened
<i>Myotis Austroriparius</i>	Southeastern Bat	Mammalia		Endangered
<i>Myotis Grisescens</i>	Gray Bat	Mammalia	Endangered	Threatened
<i>Myotis Septentrionalis</i>	Northern Bat	Mammalia	Threatened	Endangered
<i>Myotis Sodalis</i>	Indiana Bat	Mammalia	Endangered	Endangered
<i>Nothonotus Microlepidus</i>	Smallscale Darter	Actinopterygii		Endangered

Exhibit LU-2  
**Threatened and Endangered Species**  
 Trigg County, Kentucky

<i>Nycticeus Nycticorax</i>	Black-Crowned Night-Heron	Aves		Threatened
<i>Peucaea Aestivalis</i>	Bachman's Sparrow	Aves		Threatened
<i>Phalacrocorax Auritus</i>	Double-Crested Cormorant	Aves		Threatened
<i>Plethobasus Cooperianus</i>	Orangefoot Pimpleback	Bivalvia	Endangered	Endangered
<i>Poocetes Gramineus</i>	Sora	Aves		Endangered
<i>Quadrula Cylindrica</i>	Rabbitsoot	Clams		Threatened
<i>Setophaga Fusca</i>	Blackburnian Warbler	Aves		Threatened
<i>Sistrurus Miliaris</i>	Western Pygmy Rattlesnake	Reptilia		Threatened
<i>Sitta Canadensis</i>	Red-Breasted Nuthatch	Aves		Endangered
<i>Spatula Clypeata</i>	Northern Shoveler	Aves		Endangered
<i>Spatula Discors</i>	Blue-Winged Teal	Aves		Threatened
<i>Vermivora Chrysoptera</i>	Golden-Winged Warbler	Aves		Threatened
<i>Villosa Vanuxemensis</i>	Mountain Creekshell	Bivalvia		Threatened

**Source:** Kentucky Department of Fish & Wildlife Resources (2020) and US Fish & Wildlife Service (Species by County Report, 2020).

# Existing Land Use

## Land Use Survey and Methodology

In late 2019 and January 2020, a land use survey of the City of Cadiz and surrounding areas was conducted. The survey used parcel data furnished by the Trigg County Property Valuation Administrator's Office. The uses of all properties were catalogued at the parcel level based on windshield surveys and 2019 satellite imagery. In total, 2,486 parcels were surveyed and the corresponding uses were classified in 13 categories. A description of the land use categories is provided in Exhibit LU-6.



## Profile of Existing Land Uses

The City of Cadiz is 3.03 square miles (1,937 acres) in area. Excluding rights-of-way, the city consists of 1,786 parcels and 1,644 parcel acres. The mean lot size is slightly less than one acre (.92 acres) and the median lot size is .37 acres. Approximately 78% of Cadiz's parcels are developed or approximately 72% of total parcel acreage. Map Exhibit LUM-2 denotes the location of existing land uses within the city.

Exhibit LU-3 Cadiz Land Uses by Category, 2020				
Land Use Category	Number of Parcels	Acres	% of Land Area	% of Developed Land
Single Family Residential	982	411.9	21.3	29.4
Single Family Attached	2	.3	.02	.02
Two-Family Residential	6	6.3	.32	.45
Multi-Family Residential	40	61.8	3.2	4.4
Manufactured Home	2	.6	.03	.04
Public-Semi Public	107	132.4	6.8	9.4
Commercial	196	127.1	6.6	9.1
Industrial	44	284.3	14.7	20.3
Utility	11	24.0	1.2	1.7
Recreational	5	59.4	3.1	4.2
Streets & other Rights-of Way		293.1	15.1	20.9
Vacant	391	535.6	27.7	
Total	1,786	1,937	100.0	100.0

**Single-Family Residential Uses.** Single-family residential dwellings comprise the city's largest individual land use, occupying nearly 30% of all developed land within the city. Well over half of the city's lots, 982

parcels or 55%, contain a detached single-family use (see note LU-1). The median lot size for a single-family detached dwelling in the city is 14,965 square feet. Single-family uses are located citywide, with the heaviest concentrations found north and east of the Trigg County schools and south and east of the Trigg County Hospital.

**Other Residential Uses.** As a percentage, other residential uses (to include duplexes, multi-family housing, and manufactured homes) occupy a much smaller percentage (4.9%) of developed lands within the city. Manufactured housing's percentage is nominal which may be attributable in part to the city's zoning standards which restrict placement. Although two-family and multi-family housing occupy a relatively small percentage of developed land, these uses account for roughly 28% of the city's housing units. Multi-family housing is found in several locations throughout the city, with larger clusters on Lincoln Avenue and Westend Street and at the terminus of Eastgate Drive.

**Public and Semi-Public Uses.** This category includes government (excluding parks and recreation), religious, education, and hospital uses. Public and semi-public uses are primarily concentrated in or near Main Street, west of Hospital Street. As a category, this use group accounts for approximately 10% of developed lands in the city or approximately 132 acres. The largest of these individual uses (contiguous property), the Trigg County School District, accounts for over 30 acres. Governmental uses account for approximately 11 acres and the hospital approximately 13 acres.



The Janice Mason Art Museum in downtown Cadiz

**Commercial Uses.** Commercial uses account for 9.1% of all developed lands and occupy 196 parcels (127 acres). Most, but not all, of the city's commercial uses are located on Main Street and the Hopkinsville Road (US 68-80). The median parcel size is ½ acre with smaller lots in the city's downtown. Commercial uses in Cadiz occupy approximately 1.4 million square feet of building area (first floor) with approximately 200,000 square feet of commercial space located within the city's central business district.

Commercial uses can be differentiated by type and site characteristics. By type, the City of Cadiz Existing Land Use Map (Map Exhibit LUM-2) illustrates office commercial (real estate, banking, professional services) and general commercial uses (retail, restaurants, hotels, etc.). This distinction was made because office type commercial uses are usually less intense (traffic, employment, hours, etc.) than general commercial.

By site characteristics, commercial uses along Main Street west of Brown Street are typical of a downtown setting. Lots are generally small, on-street parking is provided, buildings share common walls, and storefronts abut the sidewalk. East of Hospital Street, commercial uses are typical of highway arterial districts, whereas uses are located on larger lots, are setback from the street, and have off-street parking, commonly in front of the business.



Cadiz's Central Business District

**Industrial Uses.** Industrial uses are found in several locations throughout the city. The largest concentrations or clusters of these uses are along International and Industrial drives (Interstate 24 Business

Park and Trigg County Business Park), Roger Thomas Road, Lafayette Road (north and east of the Trigg County schools), and in the northwestern portion of Cadiz near Cerulean Road. In total, industrial uses occupy only a small fraction of the city's lots (44); conversely, these uses account for just over 20% of all developed land. The median lot size for industrial uses is two acres. Mean lot size exceeds six acres.

**Utility Uses.** Utility uses occupy 24 acres and 11 parcels within the city. Larger utility use tracts include the City of Cadiz Waste Water Treatment Plant on Franklin Street, the Pennyryle Electric Cooperative's office/storage facility and substation on Main Street, and the new water treatment facility on the Hopkinsville Road (US 68-80).

**Recreational Uses.** Recreational uses occupy approximately 60 parcel acres within the city. These uses include two parks on Jefferson Street, one adjacent to the Cadiz Railroad Trail and the other adjacent to the Cadiz Housing Authority properties on Martindale Street. Also, recreational properties include the Juanita Oats Community Park located at the corner of Line and Hayden streets and Cadiz's largest park, the West Cadiz Park, adjacent to the Little River (Jefferson, Hamilton, and Main streets).

In addition to the 60 parcel acres of recreational area, approximately four acres of right-of-way contain a recreational element. The Cadiz Railroad Trail extends west to east through the city from Jefferson Street to Fortner Drive. A more detailed summary of the city's recreational facilities is contained in the Community Facilities Plan Element.

**Streets & other Rights-of-Way.** Approximately one-fifth of developed lands within the city are devoted to rights-of-way, with the majority of this land used as public streets. This percentage is higher than many communities. A contributing factor which adds substantially to right-of-way as a percentage of developed lands is the US 68-80 corridor in the eastern portion of the city. In some areas, this right-of-way is greater than 300' feet in width (including frontage roads).

**Vacant.** Nearly 400 parcels totaling 536 acres are vacant within the city. This represents approximately 28% of Cadiz's total land area and 22% of the city's lots. Exhibit LU-4 provides a breakdown of vacant parcels by zoning district.

<b>Exhibit LU-4</b> <b>Vacant Parcels by Zoning District</b> <b>City of Cadiz, Kentucky 2020</b>				
<b>Zoning District</b>	<b>Total Parcels</b>	<b>Parcel Acres</b>	<b>Vacant Parcels</b>	<b>Vacant Acres</b>
<b>R-1</b>	707	547.8	151	223.6
<b>R-1S</b>	642	363.9	172	150.4
<b>R-2</b>	28	45.5	2	6.1
<b>B-1</b>	87	17.2	5	1.4
<b>B-2</b>	295	395.9	53	127.9
<b>I-1</b>	24	243.2	6	4.1
<b>Unzoned</b>	3	30.2	2	22.2
<b>Total</b>	<b>1786</b>	<b>1643.8</b>	<b>391</b>	<b>535.6</b>
<b>Note:</b> Numbers are rounded.				

Vacant parcels are scattered throughout the city and opportunities for infill exist; however, the number of vacant parcels and accompanying acreage is somewhat misleading. An estimated 80 vacant acres (all or portions of 51 lots) appear to be located in the floodplain of the Little River. In addition, several vacant parcels are impacted by sinkholes, unfavorable topography, or poor soils. Also, during the land use survey and review it was observed that many of the lots that are vacant are consecutively held by adjoining homeowners (which may limit infill potential). Despite these factors, infill potential exists most notably in areas adjacent to and north of the downtown (see also Opportunities and Constraints to Development).

### Land Uses Peripheral to Cadiz

As part of the land use survey, an additional 857 parcels adjacent to the city were reviewed. This includes parcels within 500 feet of the city limits and all parcels south of Cadiz extending just beyond the bypass. Lands adjacent to the city contain a mixture of residential, professional, commercial, and industrial uses. These adjacent parcels also include 34 sizeable (greater than 50 acres) agricultural tracts. Map Exhibit LUM-3 illustrates the use of parcels adjacent to the city limits.

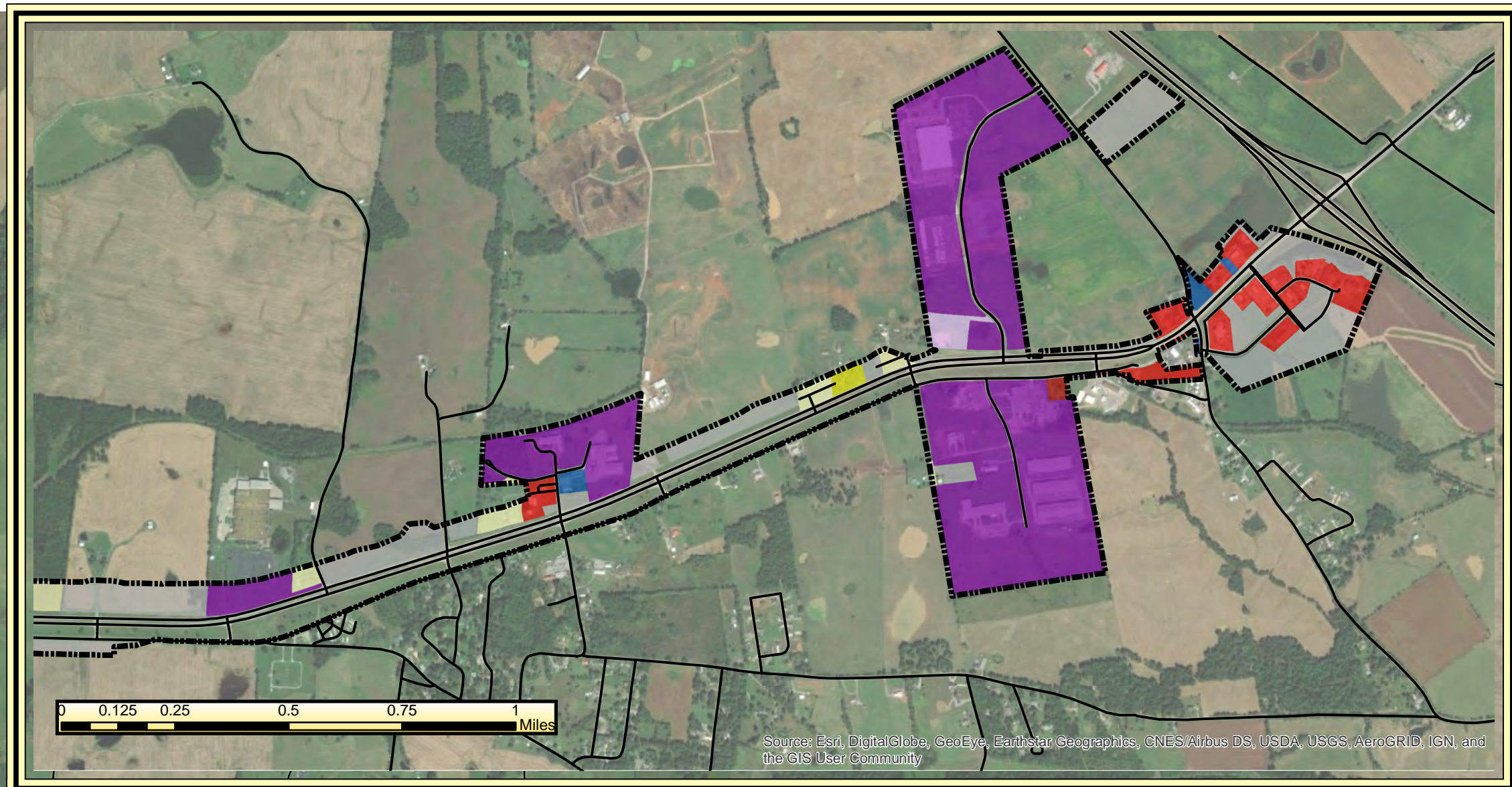
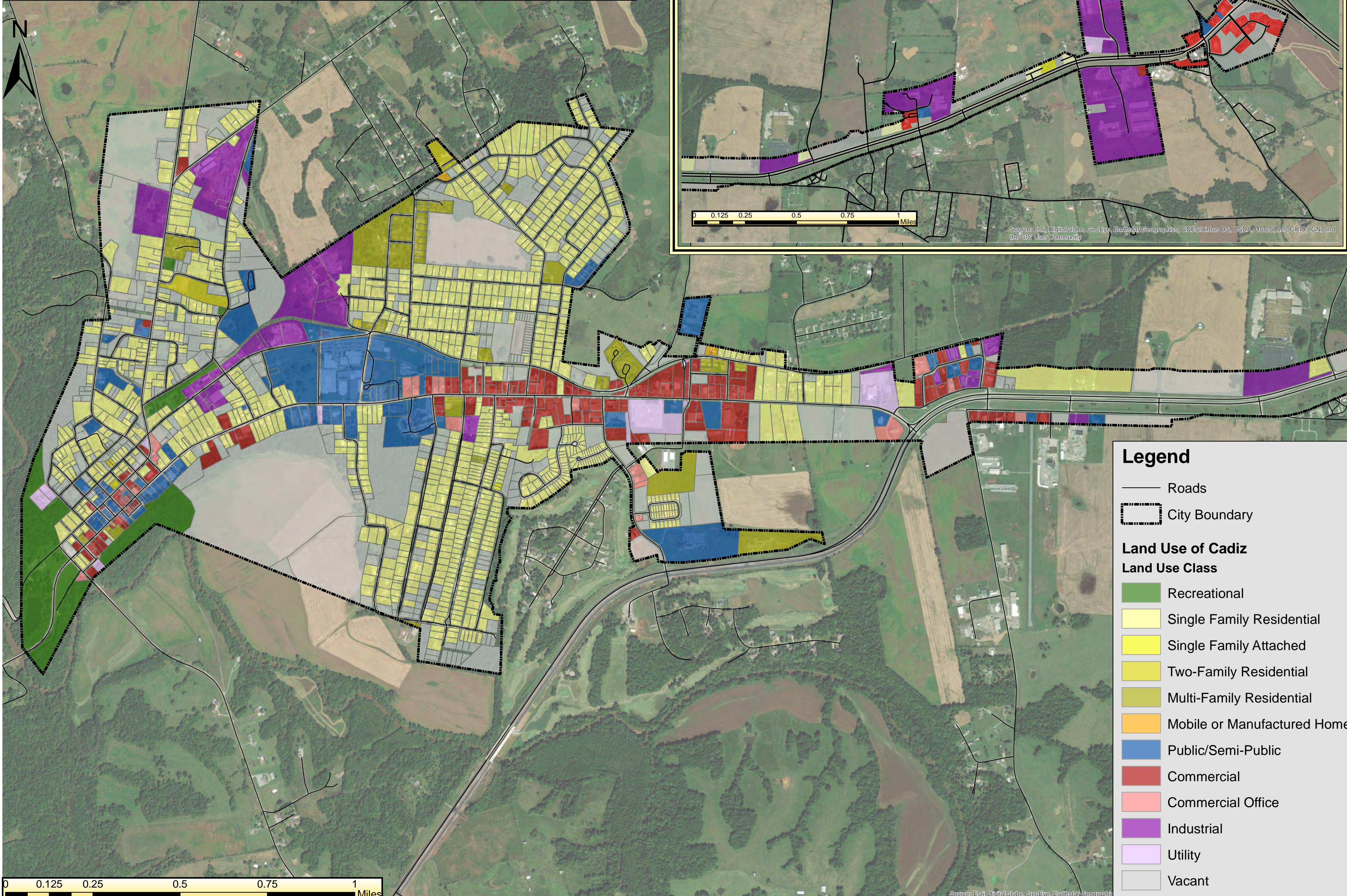
Exhibit LU-5 Surveyed Parcels on Cadiz's Periphery, 2020			
Land Use Category	Number of Parcels	Acres	Median Lot Size
Single Family Residential	395	541.6	.6
Multi-Family Residential	10	57.2	8.9
Manufactured Home	20	24.9	.6
Public-Semi Public	18	89.2	2.0
Commercial	50	82.8	1.0
Industrial	19	227.2	6.6
Utility	3	13.7	13.7
Recreational	2	2,188.5	1,094.3
Vacant (including agricultural lands)	340	5,631.3	1.1
Total	857	8,856.4	

Exhibit LU-6  
City of Cadiz, Kentucky  
**Comprehensive Plan Use Classification Chart**

Map Code	Use Classification	Description
	<b>Recreational Uses</b>	This category includes public tennis courts, swimming pools, parks, and similar recreational and open space.
	<b>Single-Family Residential (Detached)</b>	This category includes stick built and modular-single family units that are located on a separate lot.
	<b>Single-Family (Attached)</b>	This category includes single-family units that are located on its own individual lot but are physically attached to another dwelling unit on another lot. This includes townhomes and other connected structures that share a common wall.
	<b>Two-Family Residential</b>	This category includes duplexes and lots which contain two, detached housing units.
	<b>Multi-Family Residential</b>	This category includes apartment complexes and lots containing three or more residential units, attached or detached.
<b>M</b>	<b>Mobile or Manufactured Home</b>	This category includes all mobile homes and manufactured homes not on a permanent foundation.
	<b>Public/Semi-Public Uses</b>	This category includes schools, government office uses, hospitals, and religious uses.
	<b>Commercial Uses</b>	This category includes retail trade and wholesale trade (not including warehousing), repair services, restaurants, and hotels and motels.
	<b>Commercial (Office Type) Uses</b>	This category includes banking and financial services, insurance, real estate, medical offices, and similar commercial services.
	<b>Industrial Uses</b>	This category includes manufacturing, fabricating and assembly, warehousing, and similar activities.
	<b>Utility Uses</b>	This category includes wastewater treatment plants, public wells, water towers and other water delivery systems, communication towers, electric substations, and similar uses.
	<b>Streets &amp; other Rights-of way</b>	This category includes lands dedicated to roads, rail lines, and other public ways that are not contained within the boundaries of a parcel.
	<b>Vacant</b>	This category includes lots with no structures or other visible use (excluding agricultural uses which are included in this category).

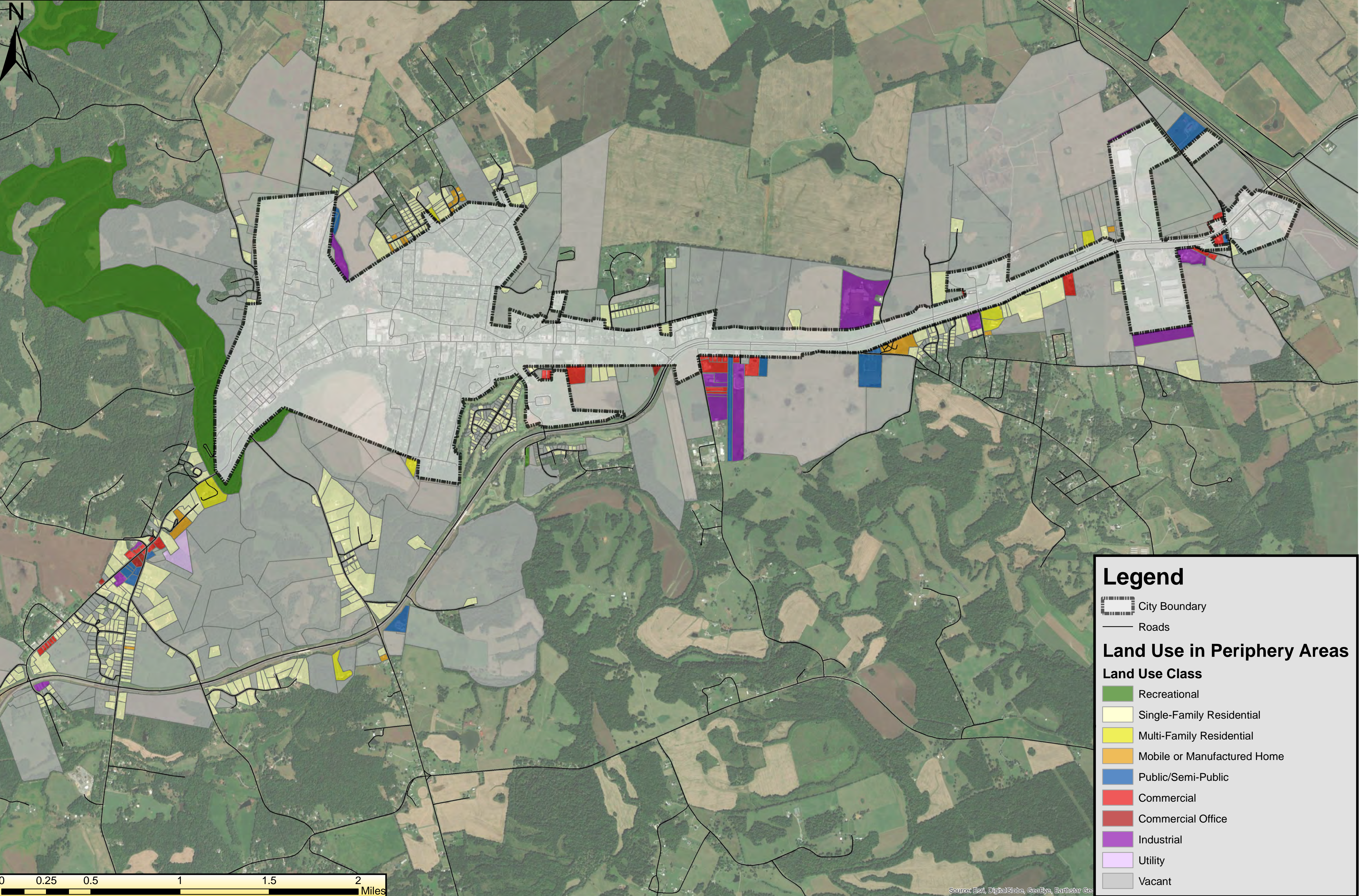
# City of Cadiz Existing Land Use Map

## Map Exhibit LUM-2



# City of Cadiz Existing Land Use Map

## Map Exhibit LUM-3



## Current Regulatory Requirements

The City of Cadiz enforces several ordinances which directly or indirectly impact land uses. These include the zoning ordinance, subdivision regulations, design guidelines for historic preservation, flood damage prevention ordinance, cellular antenna tower regulations, sexually oriented business regulations, and building and property maintenance codes. A discussion of each is provided below.

### Zoning Ordinance

Zoning is a principal tool used by communities in regulating the location, intensity, and density of land uses. In addition to permitting or prohibiting certain uses and residential densities within various districts, zoning standards regulate the bulk and dimensional aspects of lots and buildings (e.g. setbacks, lot width, height, etc.), place restrictions on signage, and require off-street parking and access standards, among other requirements.

The city adopted a zoning ordinance in July 1989 with minor amendments occurring in 2002, 2004, 2014, and 2017. Under the ordinance, the city is divided into seven zoning districts (base districts) and two overlay districts (floodplain districts). The base districts include:

Residential District – R-1 (Low Density)  
 Residential District – R-1S (Single Unit Low Density)  
 Residential District – R-2 (Medium Density)  
 Central Business District – B-1  
 Neighborhood-Highway Business District – B-2  
 Light Industrial Districts – I-1  
 Heavy Industrial Districts – I-2

The city's zoning districts are depicted on the City of Cadiz Official Zoning Map. A copy of the map is available at the Cadiz City Hall.

The city's zoning ordinance is Euclidean in that permitted uses are divided into residential, commercial, and industrial districts. The city's ordinance provides the potential for a moderate level of mixed use and, in some cases, zoning districts are cumulative. For example, the city's residential districts prohibit most commercial uses but allow minimal to moderate intensity public, semi-public, and institutional uses with a conditional use permit. The city's industrial districts, I-1 and I-2, are cumulative zoning districts where all lower intensity uses (excluding residential) are permitted.

In addition to use standards, the ordinance regulates dimensional aspects of new construction. Existing buildings that do not meet the ordinance's standards are considered nonconforming and are allowed to continue with certain limitations. The chart below provides a summary of existing dimensional standards by zoning district.

Based on the land use survey, it appears that there is a high level of zoning conformity within the city. Uses generally align with their assigned district and, with a few exceptions, the dimensional aspects of buildings appear to meet district requirements. A further analysis of the city's zoning standards and recommendations for enhancing the existing code are contained in the Land Use Analysis and Needs sections of this element (see also the Implementation Element).

Exhibit LU-7 Cadiz Zoning Ordinance Density and Dimensional Standards							
Standards (in feet)	Districts						
	R-1	R-1S	R-2	B-1	B-2	I-1	I-2
<b>Minimum Lot Size</b>	10,000	10,000	7,500	None	None	None	None
<b>Minimum Lot Width</b>	75	75	60	None	None	None	None
<b>Setbacks</b>							
Front	Width of the ROW measured from centerline, but not less than 25	Width of the ROW measured from centerline, but not less than 25	Width of the ROW measured from centerline, but not less than 25	None	25	Width of the ROW measured from centerline, but not less than 25	Width of the ROW measured from centerline, but not less than 25
Rear	25	25	25	None	None, except when adjoining a residential district	None, except when adjoining a residential district	None, except when adjoining a residential district
Side	10	10	7	None	None, except when adjoining a residential district	None, except when adjoining a residential district	None, except when adjoining a residential district
<b>Height</b>	35	35	35	75	35	75	120
<b>Notes:</b> Lots size and lot width vary by type of residential use in the R-1, R-1S, and R-2 districts. Standards listed for the B-1 District are for nonresidential uses only. Residential uses in the B-1 and B-2 district are subject to R-2 lot area and setback standards. This chart is for illustration and analysis only. Please refer to the Cadiz Zoning Ordinance in making site specific determinations.							

## Subdivision Regulations

Like zoning, subdivision regulations are an important tool for communities to have input in the development process. Unlike zoning, the primary emphasis of subdivision regulations is not to regulate use; rather, subdivision regulations are designed to ensure that newly created lots are adequately sized, situated, and serviced so that they can be readily developed without additional public costs. Subdivision regulations commonly require that newly created lots provide easements, are serviced by utilities, have street frontage, and have sufficient area (minus floodplains, sinkholes, and other undevelopable areas) to accommodate their intended use. Subdivision regulations will often contain standards for the construction of new streets, water and sewer improvements, and drainage and stormwater infrastructure.

The Cadiz-Trigg County Planning Commission adopted subdivision regulations for the City of Cadiz in 1989. The regulations affect all divisions of property into three or more lots and all divisions involving a new street. Cadiz's subdivision regulations are typical of most small to medium sized cities in Kentucky and the regulations are reasonably comprehensive. The regulations not only address the division of lots but include provisions addressing the installations of public improvements including basic utilities (water, sewer, electric, etc.) and street construction. The subdivision regulations are administered by the planning commission. Recommendations for the further refinement of the city's subdivision regulations are

contained in the Land Use Analysis and Needs section of this element (see also the Implementation Element).

### **Design Guidelines for Historic Preservation**

The city's historic district guidelines do not regulate the use of property. The primary emphasis of the guidelines is to address the outward appearance of structures and to ensure that new construction and other modifications meet the aesthetic and structural characteristics of the historic downtown and Main Street. The Cadiz City Council created the Cadiz Renaissance Historic District on September 18, 2000. This district is composed of two distinct areas, a commercial downtown and an adjacent residential historic district along Main Street. The district and its accompanying design guidelines are administered by the Main Street Director and the Cadiz Board of Architectural Review (CBAR). The CBAR is responsible for reviewing and issuing Certificates of Appropriateness (COA). A COA is required for any change to the exterior of a building that is visible from a public right-of-way.

### **Flood Damage Prevention Ordinance**

The primary purpose of a flood damage prevention ordinance is to ensure that new construction within areas of special flood hazard (100-year floodplain) are adequately elevated or flood-proofed (nonresidential) to lessen the impact and damage from flooding events. These ordinances also help to ensure that encroachments do not result in an increase in flood water elevations due to displacement.

The City of Cadiz participates in the National Flood Insurance Program. Under this program, the city is required to adopt and enforce a flood damage prevention ordinance. As a benefit of participation, property owners and renters are eligible to receive flood insurance. The city adopted its first flood damage prevention ordinance in 2002 with subsequent updates occurring in 2013. Flood hazard areas within this city are mapped on the Flood Insurance Rate Map for Trigg County with the latest map becoming effective on April 19, 2019. Unfortunately, current mapping does not provide floodway and base flood elevation datum.

### **Cellular Antenna Tower Regulations**

Under Kentucky law, planning commissions are charged with the review and approval of all new cell tower placements for communities that engage in comprehensive planning and have zoning regulations. In 2016, the City Council adopted basic standards for new cells. The ordinance encourages, when possible, the co-location of antenna and equipment on existing towers and structures. The ordinance also regulates the type of towers (lattice or monopole), provides standards for enclosures (fencing), and requires screening.

### **Sexually Oriented Business Regulations**

The city adopted an ordinance regulating the placement of sexually oriented businesses in 2004. Under the ordinance, these uses are restricted to the B-2 zoning district. In addition, the ordinance provides a required distance separation of 1,000 feet from any residential use or zoned property, churches and religious uses, day cares, schools, hospitals, public buildings and parks, and agricultural uses.

### **Building and Property Maintenance Code**

The city has adopted and enforces the Kentucky Building Code. This code provides construction standards for new buildings and building improvements. In addition, the city has adopted an ordinance to address unsafe structures and has adopted a basic property maintenance code. These codes do not regulate use but help to ensure that buildings and properties are built and maintained to acceptable standards.

# Opportunities and Constraints to Development

Properties within the City of Cadiz are generally supportive of development. There are several factors that will contribute to growth as well as constraints that may suppress future development. This section provides a summary of these factors.

## Opportunities to Development

Factors that will contribute to growth include:

**Available Services.** With few exceptions, properties have access to public streets and are served by water and sewer. The city provides essential services such as police, fire, public works, and, in concert with Trigg County, recreation and cultural amenities. A listing of services is provided in the Community Facilities Element of this plan.

**Center of County Government and Commerce.** Cadiz is the county seat of Trigg County and is the location of the county's governmental buildings, hospital, and school district facilities. As such, the city has a higher percentage of lands devoted to public uses. The concentration of these uses within the city limits and the proximity of services make Cadiz attractive to development.

**Growing Population.** As detailed in the Community Profile, Trigg County and the city have experienced a thirty-year period of population growth. Although the city's population remains relatively small (approximately 2,500), this growth and the expectation of continued growth will spur the demand for additional residential development. The potential also exists for moderate growth in the commercial and manufacturing sectors.

**Transportation Corridors.** The city's proximity to major transportation corridors, specifically Interstate 24 and US 68-80, is anticipated to aid in growth. Properties in proximity to Exit 65 have experienced both commercial and industrial development within the past twenty years. The availability of properties and the willingness of the city to annex and extend services make this area attractive to commercial and industrial interests.

**Land Between the Lakes.** The City of Cadiz is approximately twelve miles from Kentucky's largest tourist attraction, the Land Between the Lakes. Lakes Barkley and Kentucky, along with its adjoining state parks, attract well over one-million tourists annually to Western Kentucky. The potential exists for the city to benefit from this growing tourism market.

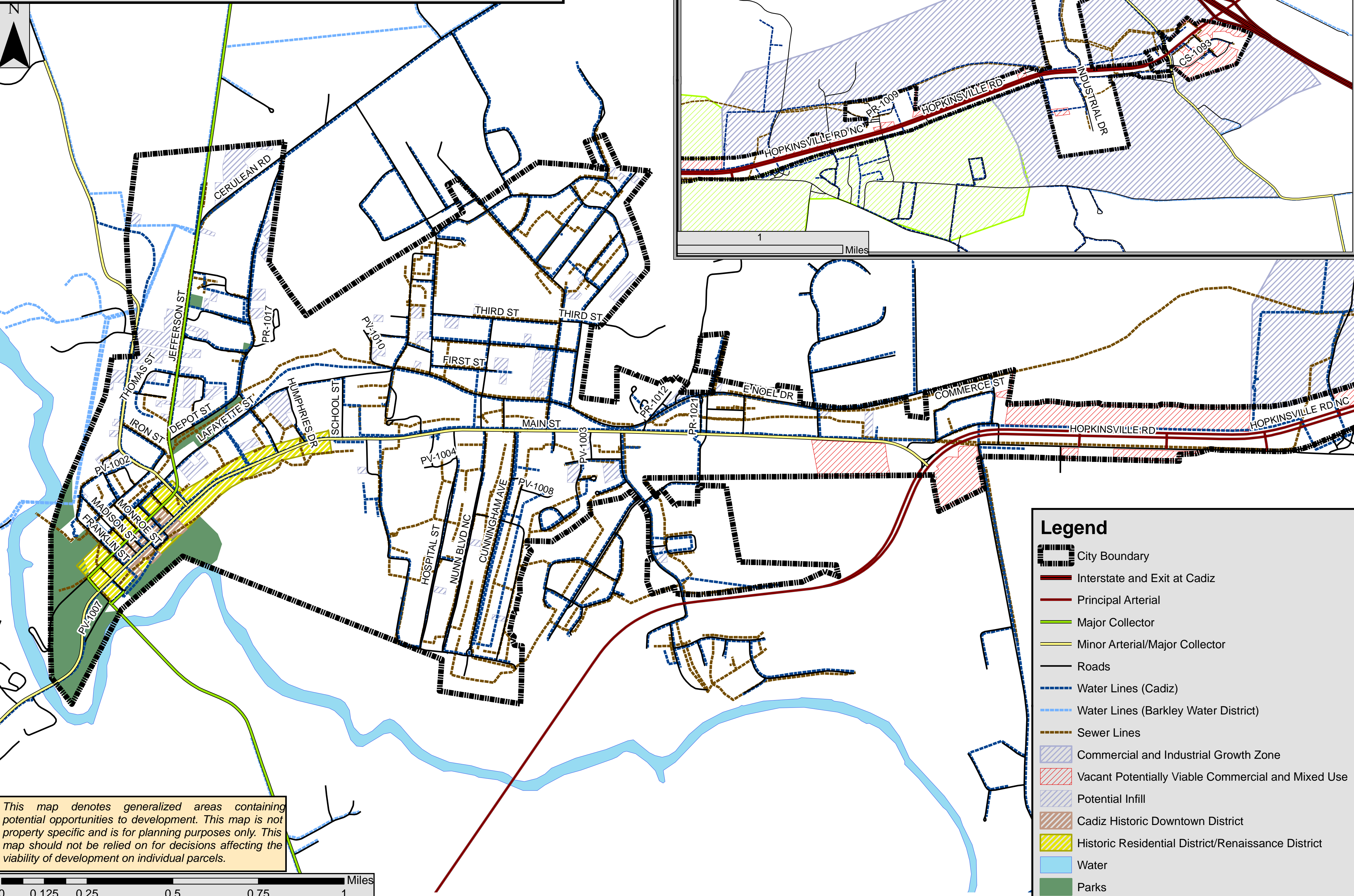
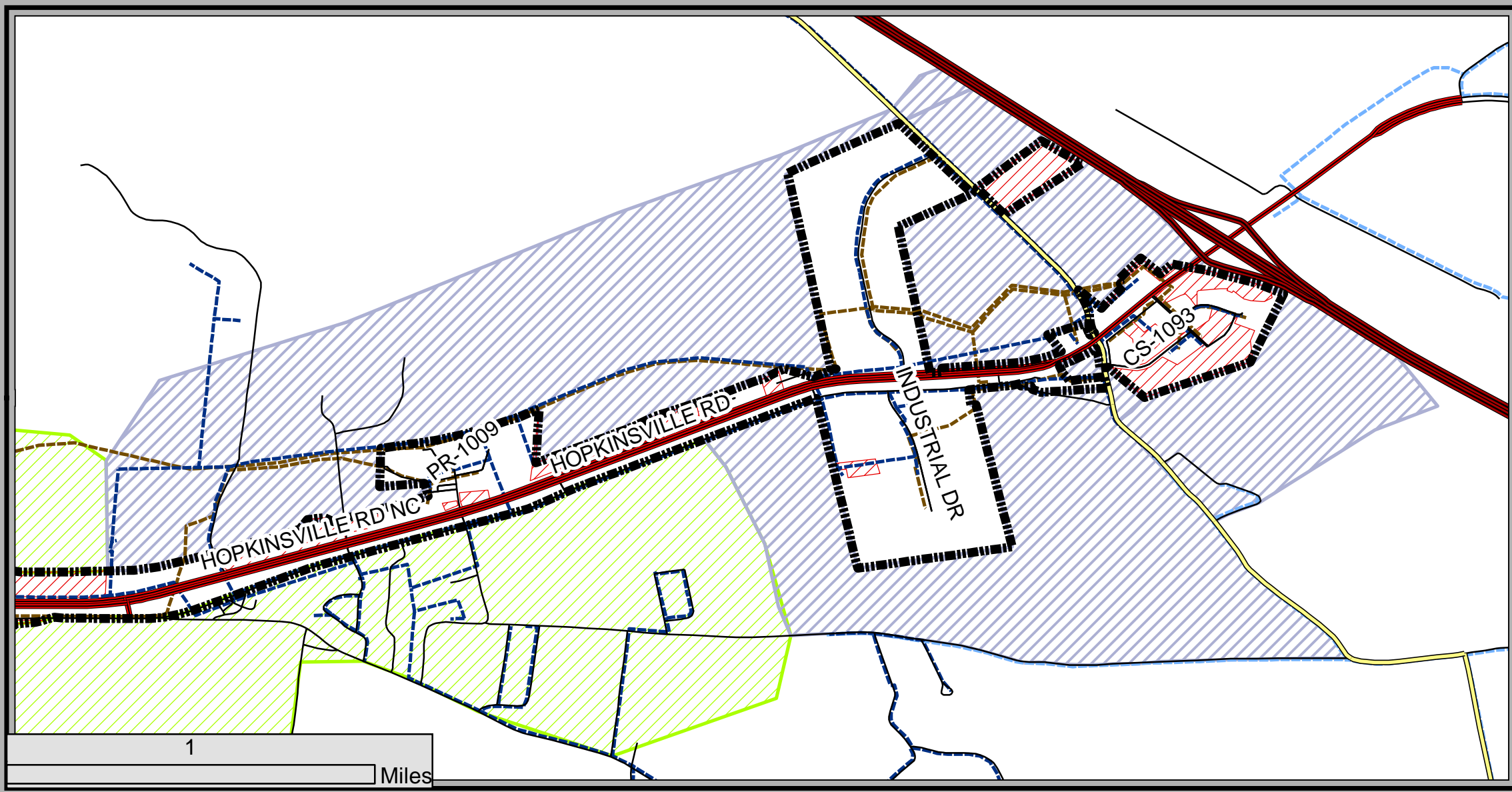
**Regulatory Framework.** The City of Cadiz has adopted basic standards which regulate the use of property. In addition, the city, through the planning commission, has adopted regulations which govern the creation of new subdivisions. These basic regulations, along with the city's property maintenance standards, provide a level of certainty needed for prospective development and accompanying investment in the community (see also Constraints to Development).

**Available Property.** Infill potential exists for residential and commercial development within Cadiz (see Exhibit LU-4 and the Existing Land Use Map). In addition, there are several large vacant/agricultural tracts immediately adjacent to the city. These properties along with the willingness of the city to annex and extend services have the potential to aid in future development.

**Historic Downtown.** The city benefits from a traditional and historic downtown. Storefronts are well maintained and most structures are occupied. Sidewalks, with decorative elements, provide pedestrian friendly connectivity. Decorative lighting, landmark public buildings, preserved historic structures, and scaled signage add tremendously to the downtown's visual appeal. Moderate opportunities for

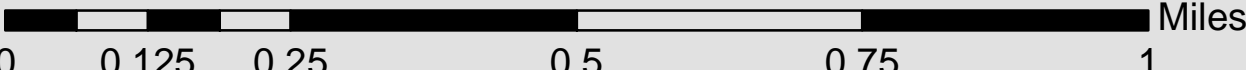
# City of Cadiz Opportunities Map

## Map Exhibit LUM-4



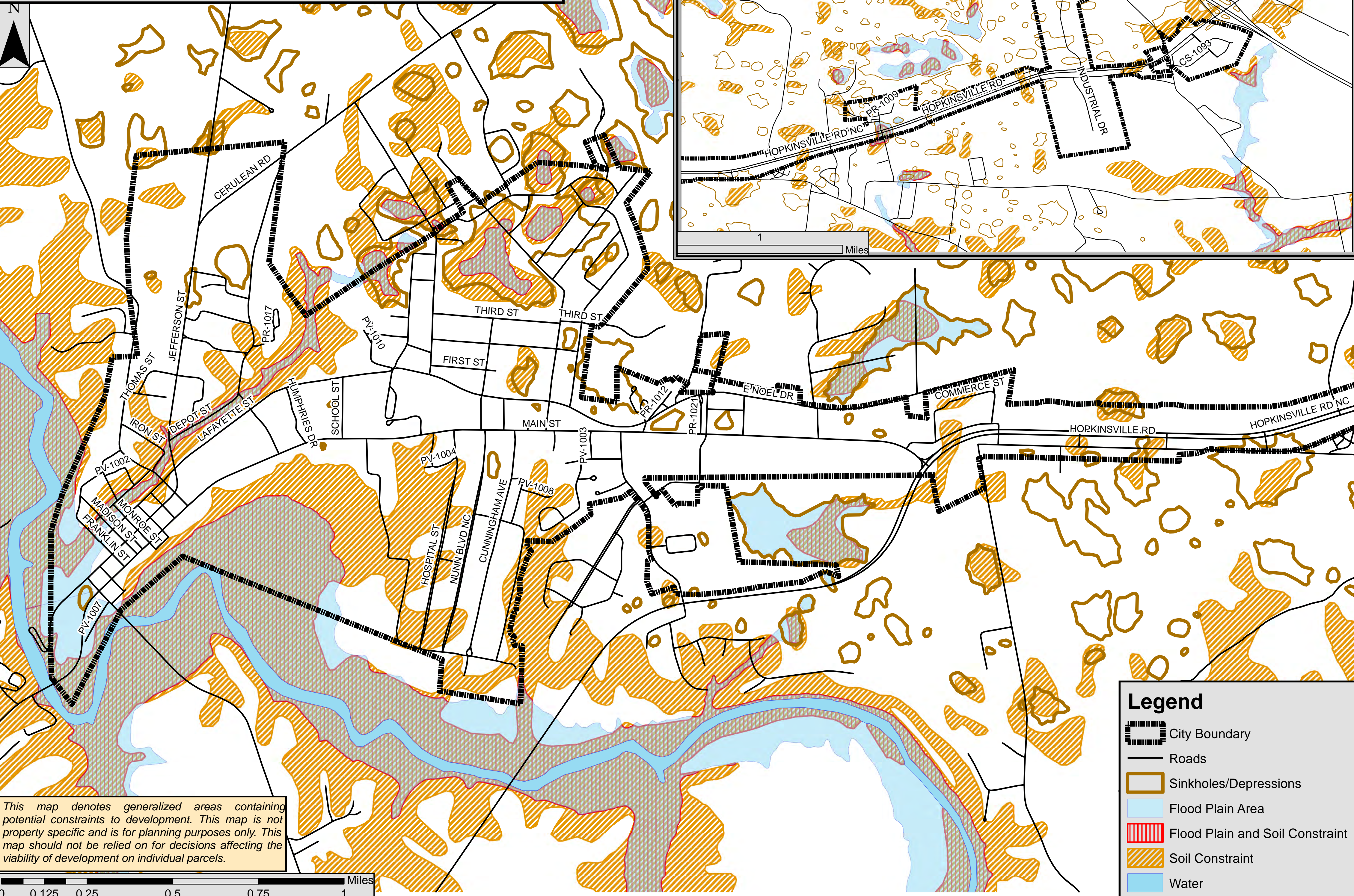
*This map denotes generalized areas containing potential opportunities to development. This map is not property specific and is for planning purposes only. This map should not be relied on for decisions affecting the viability of development on individual parcels.*

- ### Legend
- City Boundary
  - Interstate and Exit at Cadiz
  - Principal Arterial
  - Major Collector
  - Minor Arterial/Major Collector
  - Roads
  - Water Lines (Cadiz)
  - Water Lines (Barkley Water District)
  - Sewer Lines
  - Commercial and Industrial Growth Zone
  - Vacant Potentially Viable Commercial and Mixed Use
  - Potential Infill
  - Cadiz Historic Downtown District
  - Historic Residential District/Renaissance District
  - Water
  - Parks




# City of Cadiz Constraints Map


## Map Exhibit LUM-5





*This map denotes generalized areas containing potential constraints to development. This map is not property specific and is for planning purposes only. This map should not be relied on for decisions affecting the viability of development on individual parcels.*


**Legend**


 City Boundary


 Roads

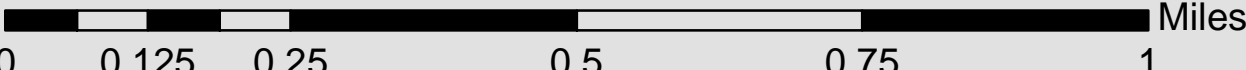
 Sinkholes/Depressions

 Flood Plain Area

 Flood Plain and Soil Constraint

 Soil Constraint

 Water



downtown infill exist with enhanced opportunities for infill and redevelopment in the blocks adjacent to Main Street.

***Favorable Climate.*** The climate in Cadiz is favorable to development and is well suited for outdoor activity for most of the year.

## Constraints to Development

Factors that may mitigate or curtail future development include:

***Small Population and Workforce Base.*** Despite significant population growth in the preceding decades, the population of the city is less than 3,000 and the population of the county is less than 15,000. The ability to attract new commercial and industrial development may be capped by the relatively small population and in-city workforce.

***Distance from Other Economic Centers.*** The city is located 44 miles from Clarksville, Tennessee, 56 miles from Paducah, Kentucky, and 84 miles from Nashville, Tennessee. The city's distance from these economic centers presents both an opportunity and constraint to future development. As a constraint, this distance provides a moderate challenge to capitalizing on the workforce from adjacent metropolitan areas. Also, this distance presents a minor to moderate constraint in the ability to locate complementary/dependent manufacturing and commercial facilities in Cadiz. This constraint is partially mitigated by the connectivity afforded by Interstate 24.

Conversely, as an opportunity, this distance amplifies the need for essential and daily service within or immediately adjacent to the city. This distance, coupled with growth in population, creates the potential for future commercial and professional office development.

***Lack of Rail and Air Transport.*** A needed component for the recruitment of select industrial and manufacturing facilities is the availability of rail and air transport. The city has neither which will limit the ability to attract certain types of industry.

***Topography and Impaired Lots.*** As previously noted, the city contains 391 vacant parcels and the potential for infill exists. Several of the city's vacant parcels are impacted by topographic conditions, including sinkholes, basins (depressions), and flood hazard areas. These conditions will limit development in some areas of the city, most notably south and west of the downtown. In addition, soils in certain areas of the city are not conducive to urban development. Areas impacted by these conditions are, on a citywide sale, relatively small. Despite these limitations, ample areas within and adjacent to the city are well suited for future development. The willingness of the city to annex and extend services to adjacent lands will impact future growth.

***Housing.*** As noted in the Community Profile, the prevalence and availability of newly constructed homes in the city are limited. The lack of housing choices has the potential to limit future population growth and, as an extension, future development.

***Broadband Internet Access.*** An important consideration in attracting new housing and commercial activities is internet access. Access to reliable, high-speed internet service is limited in Cadiz and Trigg County. Plans are currently underway to expand services through a partnership of Pennyryle Electric Cooperative and the Hopkinsville Electric System. The development of a reliable, citywide fiber network will hopefully eliminate this constraint in the future.

***Regulatory Framework.*** The city's regulatory framework provides opportunities and constraints to development. A discussion of possible refinements to the city's code is discussed in the Land Use & Needs Analysis section of this element (See also the Implementation Element).

# Land Use & Needs Analysis

## Historical Land Use Pattern

For most of the city, west of the Hopkinsville Road and Main Street split, the arrangement of uses follows a historical pattern which has been established for many decades. Aside from development along Fairway Trace and Lakota Drive, this pattern remains substantially unchanged from the 2002 comprehensive plan. Several factors contribute to this continuity including 1) the location and sizing of utilities, 2) zoning which complements the established land use patterns, 3) the higher level of buildout and 4) natural constraints to the downtown's expansion.

The eastern portions of the city, specifically along the Hopkinsville Road, have experienced change over recent years. This is primarily due to the widening of US 68-80 and the growth of Interstate 24 as a regional transportation corridor. Both factors have spurred commercial and industrial development for properties near the interstate.

It is probable that the city's established land use pattern will continue into the foreseeable future. Although the plan advocates and projects growth for the city, it is anticipated that growth will be modest. This plan recommends certain changes or an adjustment in zoning standards; nevertheless, these changes, although important, should not alter the overall land use pattern for most of the city.

## Geographic Growth

Since 1990, the city has annexed property 21 times. Just in the past decade, annexations have increased the total area of the city by approximately 467 acres. Most of this increase is attributable to annexations in the eastern portions of the city extending to near Interstate 24.

It is anticipated that the city will continue to annex property as opportunities arise. This element encourages aggressive but strategic annexation. Areas of strategic importance to the city include, but are not limited to:

- Areas adjacent to the US 68-80 corridor (Hopkinsville Road – east to Interstate 24). The depth of the current corridor (incorporated) does not support intense development in some areas. Situations should be avoided where developments are located partially within the city and partially within the unincorporated county.
- Areas immediately adjacent to Interstate 24 and the I-24/US 68-80 interchange. The city has annexed properties adjacent to I-24 and it is foreseeable that commercial and industrial uses will seek to locate on adjacent unincorporated properties. The I-24 and US 68-80 interchange has become an important entranceway into the city. Ensuring the compatibility and aesthetic character of future development in this area is imperative.
- US 68-80 Bypass from Main Street to the Caney Creek. The 68-80 Bypass has supplanted Main Street as a primary east to west transportation corridor and route to the Land Between the Lakes. The prospect for increased traffic counts on the bypass and the presence of existing (and foreseeable) services, i.e. public water, will increase development pressures. The harmonious development of the bypass and the preservation of this vital corridor is essential for both the city and the county.

Three important considerations, also referenced in the Goals and Objectives are: 1) coordinating annexation with the extension of utilities through consent to annexation agreements; 2) coordinating annexation and utility service with adjoining providers (specifically, the Barkley Lake Water District); and 3) where possible, coordinating annexation prior to development to ensure conformance with this element and the city's development standards. Map Exhibit LUM-3 provides a depiction of uses immediately adjacent to

Cadiz and the Future Land Use Map, Map Exhibit LUM-6B, illustrates the most probable/desirable uses for these properties (see the Future Land Use Map and accompanying discussion).

### Growth in Land Uses

The city has witnessed modest land use growth in the past twenty years. Much of the new commercial and industrial growth has been centered near the I-24 and US 68-80 interchange. Residential growth has occurred with newer housing developments along Fairway Trace, Lakota Drive, and most recently multi-family housing on Phoenix Drive. Despite this, residential permitting, specifically single-family construction, remains tepid with the city averaging less than seven new single family dwellings per year (2017 to 2019).

Below is an estimated range of needed additional acreage for the city's various uses based on anticipated population growth (see note LU-2).

Use Type	Parcel Acres Needed	Gross Acres Needed
Single Family Residential	37.5 to 71.9	41.3 to 79.1
Other Residential (Two-family and Multi-Family)	5.5 to 10.5	6.1 to 11.6
Professional and Semi-Public	12.5 to 23.9	13.8 to 26.3
Commercial	11.9 to 22.9	13.1 to 25.2
Recreational	5.6 to 10.7	6.2 to 11.8
<b>Total</b>	<b>73.0 to 139.9</b>	<b>80.5 to 154.0</b>

An additional 80.5 to 154.0 acres of developed land will be needed over the next twenty years. In making this assessment, two important factors should be considered. First, this estimation does not include needed lands for new industrial and utility uses. Industrial uses often require larger parcels. Future need is less a factor of anticipated population growth; rather, it will be determined by regional workforce growth and the ability to competitively recruit new industries to locate in Cadiz.

Second, the estimated acreage needed for new commercial uses (13.1 to 25.2 acres), based on population growth alone, may be understated. The prevalence of commercial use is determined by a number of factors including 1) internal population and growth, 2) proximity and access to external markets and populations, and 3) the income characteristics of the community and visitors. A major factor that must be considered is the impact of Interstate 24. As previously noted, much of the commercial growth over the last few decades has been located on US 68-80 at or near Exit 65. The growth of I-24 traffic volumes has been substantial, growing from 8,450 in the year 1991 to 22,127 in the year 2018. This growth rate far outpaces the population growth of the area and could portend increased commercial demand in the eastern portion of the city.

The city should encourage, to the extent possible, infill commercial and residential development. Areas north of the downtown contain numerous vacant parcels that would be favorable to residential occupancies. Elsewhere, scattered lots exist that could accommodate infill. Factors that should be considered in promoting an infill strategy include, but are not limited to:

- Ensuring the city's lots are free of debris, litter, junk, tall weeds and grass, etc. through continued enforcement of the property maintenance code;
- Requiring the removal of dilapidated structures;
- Ensuring reasonable transition between incompatible uses;
- Reviewing and refining zoning and other regulatory standards that create impediments to infill;
- Providing incentives, including fee waivers, for infill development in areas deemed strategic to the city;
- Investigating the creation of a land bank or other authority to assist in redevelopment activities; and
- Strategically extending utilities, specifically sewer.

The city contains an estimated 391 vacant parcels (536 acres); however, several parcels are impacted by development constraints and other factors (see the Constraints Map). Although infill potential exists, for parts of the city it is unrealistic to believe that infill alone will meet future demand, specifically needed residential development. Development will occur, if not in the city then on adjacent unincorporated properties. As such, the city should maintain a proactive annexation posture.

## Regulatory Standards

The city maintains basic development standards including a zoning ordinance which regulates the use of property and the basic dimensional aspects of lots and buildings. As observed during the land use survey, a high number of lots (estimated at approximately 90%) meet basic dimensional standards and there is a high level of use conformity.

This plan's Goals and Objectives is clear that the city will maintain zoning and other development regulations in the future. In addition, the Goals and Objectives provides general and, in some cases, specific guidance in the arrangement of land uses. Following the completion of the comprehensive plan, development standards should be reviewed for further refinement. Areas for possible review and consideration should include, but are not limited to:

### In general

- ✚ Re-evaluate and refine, as needed, the listing of allowable uses to ensure a full coverage of likely and compatible uses within the various district. Use provisions should also be evaluated and refined to increase clarity (Zoning Ordinance).
- ✚ Parking standards should be refined to address a wider-range of possible uses (in concert with amendments to the ordinance's listing of allowable uses). Basic standards for construction, aisle width, and access should be considered (Zoning Ordinance).
- ✚ The zoning ordinance's flood overlay zones predate the latest amendments to the city's flood damage prevention ordinance and should be evaluated to ensure consistency (Zoning Ordinance and Flood Damage Prevention Ordinance).
- ✚ Consider the creation of Planned Unit Development (PUD) provisions to provide opportunities for innovated development design and mixed use. PUDs should provide a higher level of amenities such as sidewalks, decorative lighting and entrance signage, and open space (Zoning Ordinance and Subdivision Regulations).
- ✚ The use of the Code Enforcement Board should continue to address minor violations of the city's development standards (Zoning Ordinance and Property Maintenance Code).
- ✚ Consider the adoption of a storm water management ordinance to ensure that new commercial uses and residential subdivisions address and mitigate increases in the rate of water runoff.

### Residential Standards

- ✚ Re-evaluate and refine standards that specify the type/density of housing in the city's three residential districts (Zoning Ordinance).
- ✚ Re-evaluate and refine the listing of allowable nonresidential uses in residential districts. The potential for nonintrusive and compatible mixed use should be maintained (including

- provisions permitting home occupations); moreover, the listing should be reviewed to ensure comprehensiveness (Zoning Ordinance).
- ✚ Develop standards that address Zero-Lot-Line Development. Garden homes have become a popular housing option that should be addressed by the regulations (Zoning Ordinance and Subdivision Regulations).
  - ✚ Retain and refine provisions that allow residential occupancy in the downtown (see also below)(Zoning Ordinance).
  - ✚ Retain and refine provisions that encourage the placement of sidewalks, bike lanes, and other pedestrian amenities (Subdivision Regulations).

### Downtown Standards

- ✚ Standards should be considered that create or require a maximum setback or build-to-line along Main Street (downtown). Presently, zoning standards specify a 0' minimum setback but do not specify how far a building can be setback from the street. Maintaining a common line of storefronts and other buildings (or reasonable range) is important for aesthetic and functional considerations (Zoning Ordinance and Design Guidelines for Historic Preservation).
- ✚ Standards for signs on Main Street should be considered for incorporation in the zoning ordinance (Zoning Ordinance and Design Guidelines for Historic Preservation).
- ✚ In the downtown, the availability of on-street parking and the desire to avoid large surface parking lots adjacent to the street differentiate the B-1 district from the city's other nonresidential zoning districts. Special parking standards should be considered for the downtown which reduce required off-street parking, encourage parking to the rear or side yard of buildings, and reduce the potential for new curb cuts (Zoning Ordinance and Design Guidelines for Historic Preservation). On-street and public parking should be evaluated for adequacy in concert with this review (Capital Improvements Program).
- ✚ The listing of allowable uses for the B-1 district should be evaluated for clarity and comprehensiveness. In addition, the permissibility of residential uses should be clarified and density standards reviewed. Mixed use options (to include a residential component, specifically upper-story and multi-family) should be provided (Zoning Ordinance).
- ✚ Consideration should be given to allow the administrative approval of small projects/improvements under the city's design guidelines (Design Guidelines for Historic Preservation).

## Zoning in Cadiz

The City of Cadiz has used zoning as an implementation tool for many years and this plan advocates its continuation. Like most cities, zoning in Cadiz is Euclidean. This type of zoning has the advantage of its ease of use, predictability, and long established legal precedents (see also Current Regulatory Requirements – Zoning on page 61).

Euclidean zoning can have disadvantages. Some of these disadvantages are inherent, while others can be the result of improper use or administration. Common complaints to Euclidean zoning are:

- it can be inflexible,
- does not provide for the development of mixed use and traditional neighborhoods,
- concentrates too heavily on a property's use and less on performance, and
- functional and architectural considerations are secondary (or are not addressed).

Euclidean zoning is not the only zoning option available for use by the city. Other zoning types (which also include advantages and disadvantages) include (among many): performance based zoning, incentive based zoning, and form based zoning.

A zoning option that has is becoming more widely used is a hybrid approach. This zoning type combines elements of Euclidean, performance, incentive, and/or form based zoning. For example, a community's zoning ordinance may be primarily Euclidean yet incorporate performance or incentive standards for major corridors or high growth areas. Or, it may incorporate form based codes for select portions of a community, such as a downtown or redevelopment area.

This plan does not advocate, nor does it foreclose, the consideration or use of a specific zoning type. This plan does advocate zoning that 1) is easily understood; 2) provides consistent and predictable outcomes; 3) can be timely and effectively administered by the city; 4) is supported by residents; and 5) furthers the Goals and Objectives of this plan.

### Commercial Standards

- ✚ Consider the development of US 68-80 corridor standards to address the aesthetic and functional needs specific to Cadiz's primary entranceway (Zoning Ordinance).
- ✚ Review and refine standards for signage (Zoning Ordinance).
- ✚ Consider the development of basic landscaping standards for new developments (Zoning Ordinance).

### Industrial Standards

- ✚ Develop and incorporate buffering and screening standards for new industrial uses that locate adjacent to residential districts and uses (Zoning Ordinance).
- ✚ Consider the creation of an exclusive industrial district. Presently the city's zoning ordinance allows a wide range of non-industrial uses in the I-1 and I-2 districts. In many cases, these provisions work well; however, exclusive districts are preferred in certain instances and by some industrial interests (Zoning Ordinance).

### Utility Uses

- ✚ Maintain and refine standards that permit utility uses in most zoning districts and align standards to facilitate placements that encourage growth and development (Zoning Ordinance, Subdivision Regulations, and Capital Improvements Program).
- ✚ Develop higher standards for the placement of more intense utility uses when adjacent to residential uses and districts (Zoning Ordinance). Buffering and distance separation standards may be considered.
- ✚ Maintain standards for cellular tower placements and refine standards to address new technologies, e.g. small cell (Cellular Antenna Tower Regulations).

### Recreational, Public and Semi-Public Uses

- ✚ Provisions should be retained and refined, as needed, that permit recreational and public and semi-public uses in most zoning districts. Where these uses are located in residential areas, standards and safeguards should be considered which address parking, lighting, and other use characteristics (Zoning Ordinance and Capital Improvements Program).
- ✚ Consider the inclusion of open space and/or park space requirements in PUD provisions (Zoning Ordinance).

## The Planned Environment

This section provides a future land use map (and discussion) to assist in decisions affecting infrastructure needs, annexation, and future zoning. In addition, the Implementation Element provides a schedule of activities to be undertaken by the Cadiz-Trigg County Planning Commission and city in furtherance of the Goals and Objectives adopted by the Cadiz City Council.

### The Future Land Use Map

The City of Cadiz Future Land Use Map, Map Exhibit LUM-6, denotes the potential future land uses for Cadiz. Both the existing and future land use maps are core components of the overall Land Use Plan Element. In using this map, it is important to consider what the future land use map represents, and, conversely, what it does not represent.

The Future Land Use Map is:

*A forecast of the feasibility and location of certain land uses developing within a time parameter of ten (10) to twenty (20) years:* The future land use map reflects the natural progression of existing development trends tempered by the presence of developmental constraints resulting from both the natural and man-made environment. In addition, the map's estimation of development potential considers the advantageous relationship of future land uses.

*A visual statement of policy, which in turn impacts decisions on public and private infrastructure, annexation, and land use control:* The future land use map represents a visual depiction of the growth anticipated by the city. The map is designed to provide assistance to elected officials, appointed officials, and utility providers concerning the placement of public infrastructure, e.g. public roadways, schools, parks, water and sewer services. In addition, the map provides *qualified* justification for legislative initiatives undertaken to facilitate growth and development. From the standpoint of the private developer, the future land use map provides an overview of the city's desired growth pattern in order that informed judgments can be made as to the potential for compatible and incompatible land uses.

*Time and concurrency dependent:* The future land use map considers the planned or probable extension or expansion of services (water, sewer, electric, etc) and other infrastructure. Where higher intensity uses are illustrated, the realization of those uses should be timed with the delivery of needed services. In other words, the illustration of uses for certain areas may not be immediate; rather, the expectation for uses may be long-term (up to 20 years).

The Future Land Use Map is **not**:

*Zoning:* The City of Cadiz has used zoning for several years and the Goals and Objectives specify a legislative desire for this to continue. As such, this plan advocates the continuation and refinement of zoning as a tool of plan implementation. Although the future land use map and the subsequent zoning map are not synonymous, zoning patterns should, where feasible and in agreement with this plan's Goals and Objectives, complement the future land use map.

*A Straitjacket:* Although the future land use map serves as a primary decision-making tool in questions concerning annexation, zoning, and public infrastructure, it is but one of many information sources to be referred to in the promulgation of policy and law. The decision-making process should consider the City of Cadiz Comprehensive Plan in total, reserving special deference to the Goals and Objectives.

*Property/Parcel Specific:* The existing land use map is property/parcel specific. The future land use map is not, aside from a few noted exceptions. The quality of the GIS mapping product has resulted in a scalable future land use map. The future land use areas, as illustrated, should be viewed in terms of approximations, as opposed to rigidly scaled boundaries. As such, caution should be exercised in land use decisions relying solely on distances contained on the City of Cadiz Future Land Use Map (See also *Not a Straitjacket*).

Factors that were considered in the depiction and projection of future land uses include:

*Existing Land Use:* The older areas of the city contain land uses that have been in existence for many decades, and, in some instances, for a century or more. The long-standing nature of these uses suggests a reasonable expectation and probability of their continuance.

*Zoning:* Zoning patterns within the older areas of the city have been in existence and have remained fairly stable for several years. As such, properties within the older areas of the city have developed and have been rehabilitated in general conformance with historical zoning.

*Development Constraints:* Future development can be constrained by both the natural and man-made environment. Natural constraints include floodplains, karst topography, soils, drainage features, and so forth. Man-made constraints can include water/sewer availability, transportation infrastructure (access), and public service availability. Although a single constraint rarely precludes development, the convergence of multi-constraints can significantly limit certain development types.

*Opportunities for Development:* Much like constraints, developmental opportunities are linked to the natural and man-made environment. The absence of site impediments, coupled with the relationship of property to consumer markets, natural growth trends, and public infrastructure, determines both the type and feasibility of development. Within the context of constraints and opportunities, heavy emphasis was placed on the availability of public water and sewer service.

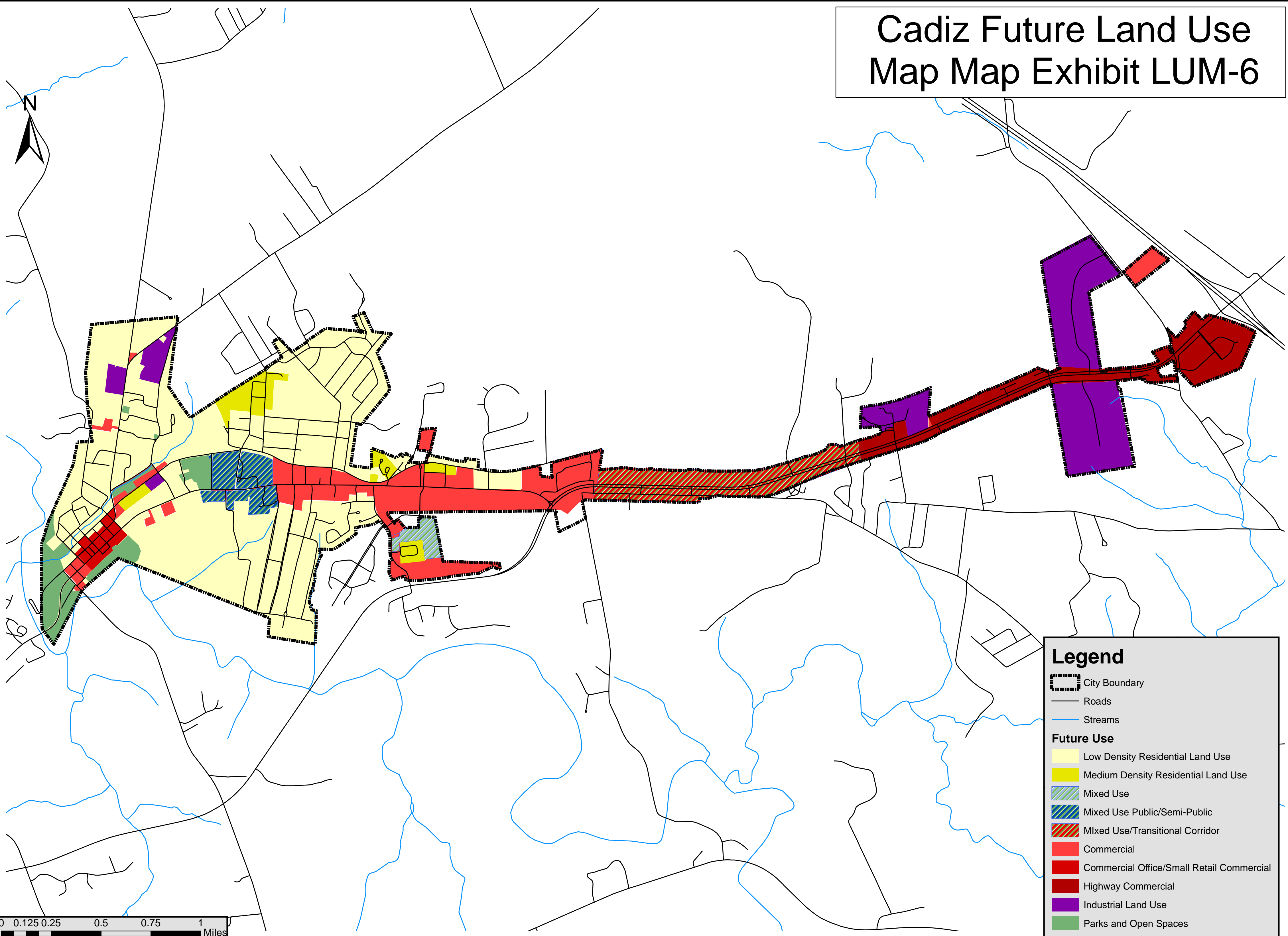
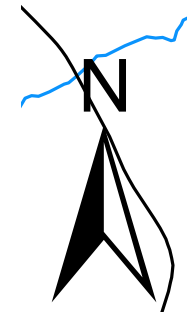
*Comprehensive Plan Goals and Objectives:* The Goals and Objectives provide general, and in some instances very specific, criteria for the relationship and location of future land uses. The Goals and Objectives were examined as part of the development of the future land use map.

In developing the future land use map and implementation strategies, consideration should be given to the underlying assumptions requisite to this plan's development. Conditions and circumstances change with time. Since several of the mapping features and implementation strategies are contingency based, adjustments can and should be made as conditions warrant. Adjustments should be considered in light of: 1) Is the change in assumption or trend temporary or is it sustained over time? 2) How does a shift in an assumption affect other plan elements? and 3) Is the change in assumption harmonious with the legislatively adopted Goals and Objectives, or would said change require a policy review or change in the underpinning policy adopted by the city council?

#### *Major Assumptions Affecting the Prevalence of Land Uses*

1. Population growth will occur at a decennial rate of four (4) to seven (7) percent,
2. The use of land (by acreage) will continue to exceed population growth,
3. The demand for housing (lands) will equal or exceed the rate of population growth,
4. Per capita and household incomes will continue to increase above the rate of inflation.  
Income will remain below the national average,
5. The city will attract industrial and commercial development by maintaining an attractive workforce and providing economic incentives for investment, and
6. Undeveloped lands will remain affordable and readily available.

# Cadiz Future Land Use Map Map Exhibit LUM-6



**Legend**

City Boundary

Roads

Streams

**Future Use**

Low Density Residential Land Use

Medium Density Residential Land Use

Mixed Use

Mixed Use Public/Semi-Public

Mixed Use/Transitional Corridor

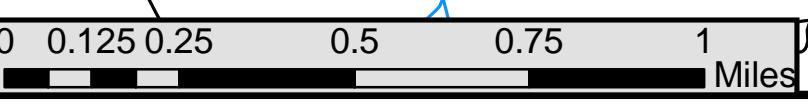
Commercial

Commercial Office/Small Retail Commercial

Highway Commercial

Industrial Land Use

Parks and Open Spaces



# Cadiz Future Land Use Map Supplemental Map Exhibit LUM-6A



Maintain and expand parks and open space

Promote Infill Development.

Provide for compatible mixed use in conjunction with existing public/semi-public uses

Preserve historic residential uses

Consider the development of corridor standards

Annex along corridor where needed to avoid split development.

Prioritized annexation/development area

Provide areas for mixed or transitional use. Available acreage may exceed commercial demand.

Discourage development in flood prone areas

Maintain (and refine) specific standards to a traditional downtown setting. Encourage a mixture of small scale retail, service, and public uses. Provide opportunity for accessory residential use.

## Legend

- City Boundary
- Roads
- Streams

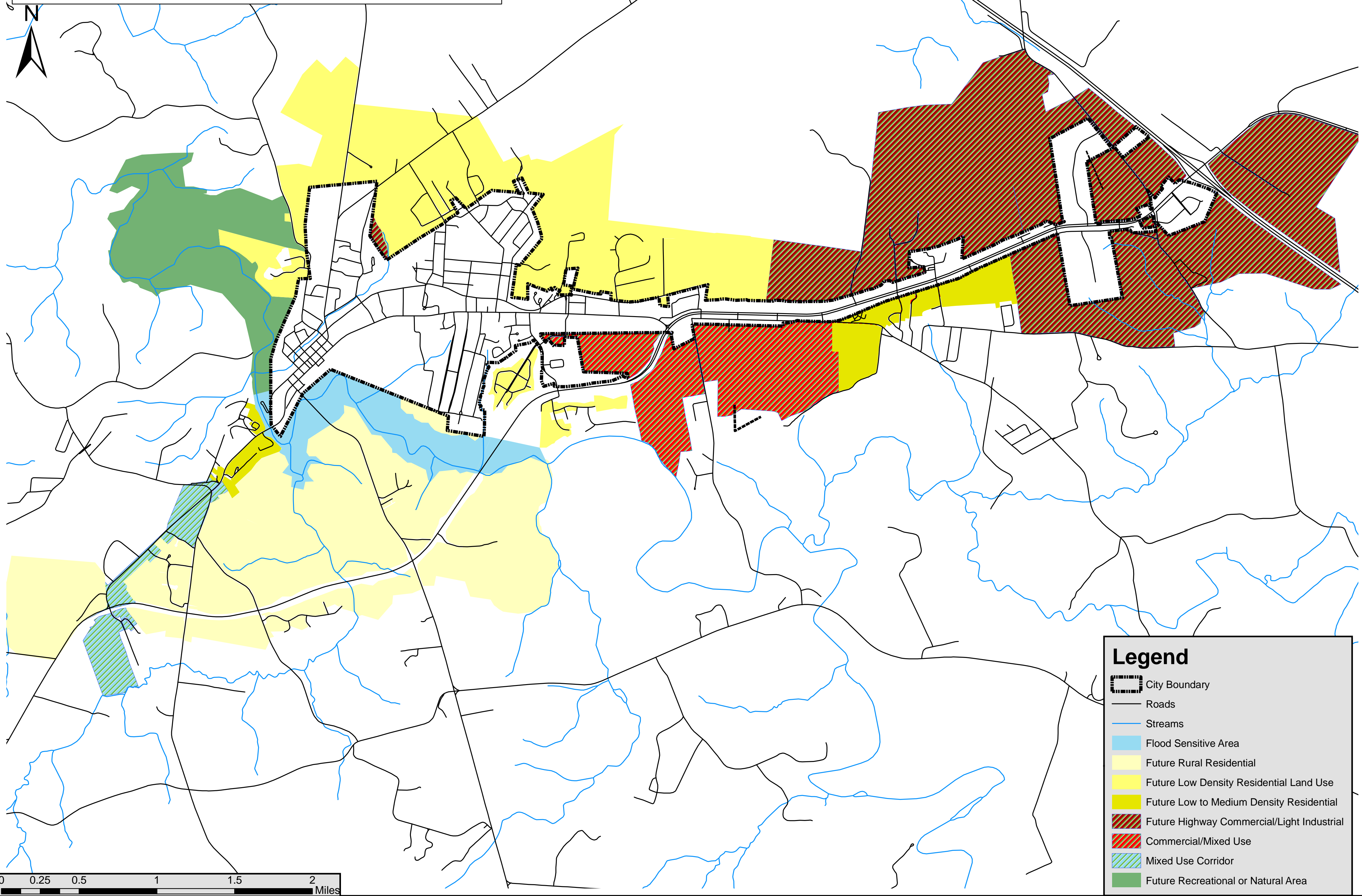
### Future Use

- Low Density Residential Land Use
- Medium Density Residential Land Use
- Mixed Use
- Mixed Use Public/Semi-Public
- Mixed Use/Transitional Corridor
- Commercial
- Commercial Office/Small Retail Commercial
- Highway Commercial
- Industrial Land Use
- Parks and Open Spaces

0 0.1250.25 0.5 0.75 1 Miles

# Cadiz Future Land Use Map

## Map Exhibit LUM-6B





### Assumptions Affecting the Arrangement of Land Uses

1. The city will update its zoning and other development regulations in order to maintain a desirable future growth pattern and to help preserve existing uses of property, and
2. No new major infrastructure (e.g. a new major road, airport, etc.) is anticipated.

The assumptions related to the prevalence and the arrangement of land uses is interlinked; however, both speak to two (2) separate aspects of future development. The former concerns overall demand/supply, i.e. how much development, and the latter speaks to the “where” of development. Population, economic, and service factors help determine the prevalence of land uses. Prolonged declines or contractions in any of these factors would contribute to an over-projection of potential land use, as illustrated on the future land use map. Conversely, accelerated population growth, economic conditions, or service delivery capabilities can lead to an under-projection. Adjustments can and should be made when unexpected and sustained shifts occur.

A major assumption, as it relates to the arrangement of future land uses, is that the city will continue to use zoning and other development ordinances in an effort to direct growth. This assumption is important for two reasons: First, the future land use map illustrates, when practical, the preservation of existing uses and zoning patterns within the older and long developed areas of the city. Second, the projection of natural growth tendencies is tempered by the expectation of zoning. The Goals and Objectives specify that the relationship of land uses should be tempered by social, physical, and environmental considerations. The map assumes that zoning will be used in order to effectuate these goals.

The map also assumes that the city will maintain areas for the placement of parks. As such, the future land use map denotes the preservation of existing parks. This plan encourages the placement of parks and open spaces citywide. The omission of a future park area should not be seen as limiting or discouraging park placement for areas not specifically identified.

Finally, the Future Land Use Map (Supplement), Map Exhibit LUM-6A contains supplemental notes to identify areas and activities described in the preceding text or in the Implementation Element of this plan. The attached notes are provided for illustration and issue identification but should not be considered all-encompassing of the future land use recommendations contained in this element.

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# Transportation Plan Element



## Introduction

A city's transportation facilities are, in most instances, a community's largest public infrastructure asset. It can also be a city's largest fiscal liability. The location, capacity, and interconnectivity of the transportation system shapes the built environment. The viability of existing development and the likelihood for future development are dependent upon the access afforded by an interconnected transportation system. From a budgetary perspective, constructing and maintaining a viable system is costly, often requiring elected and appointed officials to balance the demands for a robust transportation network with those of other community facilities.

KRS 100 recognizes the importance of the transportation system by requiring an assessment of this public infrastructure component as part of a community's comprehensive plan. This element will examine the area's transportation facilities to include street rights-of-way, sidewalks and pedestrian mobility, and alternative transportation modes. The final sections of this element will include an assessment of transportation needs. The Implementation Element of this plan provides strategies designed to further this plan's Goals and Objectives.

## Inventory of Transportation Facilities

### Area Roads

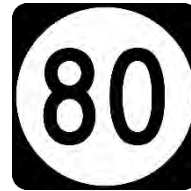
The city's roadway system consists of an estimated 123 streets (112 locally maintained and 11 state maintained). These streets occupy approximately 293 acres or 21% of developed lands with the city. A summary of the city's major roadways is provided below:

**Interstate 24** is a principal east to west transportation artery that extends 316 miles and transverses portions of Illinois, Kentucky, and Tennessee. This interstate serves as the primary transportation corridor from Atlanta, Georgia (via I-75) to St. Louis, Missouri (via connecting interstates). Over its length, Interstate 24 provides connectivity to other segments of the national system including interstates 40, 57, 59, 65, 69, and 75.



The Kentucky portion of Interstate 24 was completed in 1980 and the City of Cadiz has access to the interstate via ramps at Exit 65. Following its completion, the city limits were extended to the right-of-way of I-24. In recent years, areas adjacent to Interstate 24 (along US 68) have experienced commercial and industrial growth.

**US Route 68 (US 68)** is a major arterial roadway that extends 560 miles from Findlay, Ohio to Reidland, Kentucky. This roadway provides access to US 62 (Reidland/Paducah area), I-24 (Cadiz), and I-65 (Bowling Green).



For its extent through Cadiz (and a large part of Western Kentucky), US 68 overlaps and shares designation with

**Kentucky Route 80 (KY 80)**. KY 80, the Commonwealth's longest highway, is 484 miles in length and extends from Hickman County in Western Kentucky to Pike County where it terminates at the Virginia state line. For large portions of KY 80's route it is conjoined with US 68 or US 23.

In Cadiz, the US 68-80 route is characterized by three distinct segments. From Interstate 24 to Main Street, US 68-80 is a four lane divided highway with posted speeds of 55 and 65 mph. Lanes are wide (12 feet +) with a 10-foot paved shoulder. West of Rocky Ridge Road, grass medians average 30 feet in width with spaced median cross-overs at 1,200 to 2,000 feet. Left deceleration/turn lanes are present at cross-overs. For most of this segment's southern right-of-way boundary, access is limited to a frontage road (KY 3468). This segment of US 68 is characterized by a right-of-way of 250 to 300 feet in width.

From the Main Street split to KY 139 (south of Cadiz), US 68-80 maintains a similar four-lane cross section. This portion, previously a two-lane section, was opened to four-lane traffic in late 2018. The roadway features 12-foot travel lanes, a 10-foot paved shoulder, and an average grass median width of 25 feet. This section of US 68-80 is commonly referred to as the Cadiz Bypass.

The old US 68 alignment, now designated as US 68 Business (Main Street), serves as Cadiz's primary transportation corridor providing access to the hospital, schools, downtown, and adjacent residential neighborhoods. Formerly US 68's primary route, the region's reliance on this corridor has been substantially replaced with the construction of the bypass in the 1990s.



Cadiz's Main Street

US 68 Business has wide travel lanes (12' +) and for the portion from the Main Street/Bypass split to Hospital Street, the roadway's profile includes a 10-foot paved shoulder. West of Hospital Street, the paved shoulder terminates and 6-foot sidewalks begin on both sides of the street. Within the downtown, the roadway's profile includes on-street parallel parking and six to nine-foot wide decorative sidewalks. This profile ends at Hamilton Street. Exiting Cadiz (traveling west), the roadway profile transitions to a two-lane segment with 7.5-foot paved shoulders.



Corner of Main and Marion Street in Downtown Cadiz

**Kentucky Route 124** (Cerulean Road) is a 15-mile-long state route that extends from Jefferson Street to KY 91 in northern Christian County. This route provides a linkage from Cadiz to the community of Cerulean. For the length of its route, KY 124 is a two-lane roadway with 10.5-foot travel lanes and limited shoulders.

**Kentucky Route 139** (Princeton Road, Jefferson Street, Hamilton Street, & South Road) is a major collector that extends from the Tennessee state line to Princeton, Kentucky. Within the city and its vicinity, KY 139 is designated as South Road, Hamilton Street, Jefferson Street, and Princeton Road. The South Road and Princeton Road segments are two-lanes with 10.5 to 11-foot travel lanes and limited shoulders. Within the city, Jefferson Street is a two-lane roadway (12-foot travel lanes). Sidewalks are present on the east side of the right-of-way (portion). Hamilton Street connects South Road and Jefferson Street. This short street has two-lanes (no sidewalks) and extends parallel with West Cadiz Park.



South Road (KY 139) approaching Cadiz

**Kentucky Route 276** (Rocky Ridge Road) is a minor collector that connects the City of Cadiz to rural portions of Trigg and Caldwell counties. This roadway also provides secondary access to the Interstate 24 Business Park. KY 276 is a two-lane roadway (10.5-foot travel lanes) with limited shoulders.

**Kentucky Route 778** (Brown Street/Wallace Avenue/Will Jackson Road) is a minor collector that connects Cadiz with rural portions of Trigg County (north and east of the city). KY 778 is a two-lane roadway (10-foot travel lanes) with limited shoulders.

**Kentucky Route 1585** (Montgomery Road) is a minor collector that connects the eastern portion of the city to KY 272 and the Caledonia community. KY 1585 is a two-lane road with narrow lanes (9.5-foot travel lanes) and limited shoulders.

**Kentucky Route 3468** (Old US 68/Frontage Road 1) is a two-lane roadway (12-foot travel lanes) that lies in the former alignment of US 68-80. After the construction and conversion of US 68-80 to a four lane highway near Exit 65, this segment of roadway was re-designated and presently serves as a frontage road. This road is significant in that it provides access to industrial, commercial, and residential uses (most notably the Trigg County Business Park). This segment is also important in that it restricts direct access onto US 68 (mainline) thus maintaining the corridor's capacity and ease of traffic flow.

**Other Significant Streets:** The city (and adjacent unincorporated areas) contain several locally maintained streets that function as collectors. These include Glenwood Mill Road, Lafayette Street, Lakota Drive, Kings Chapel Road, and Noel Drive.

Exhibit TPE-1 provides a summary of the area's major roadways.

## Exhibit TPE-1

## Inventory of Major Area Roads

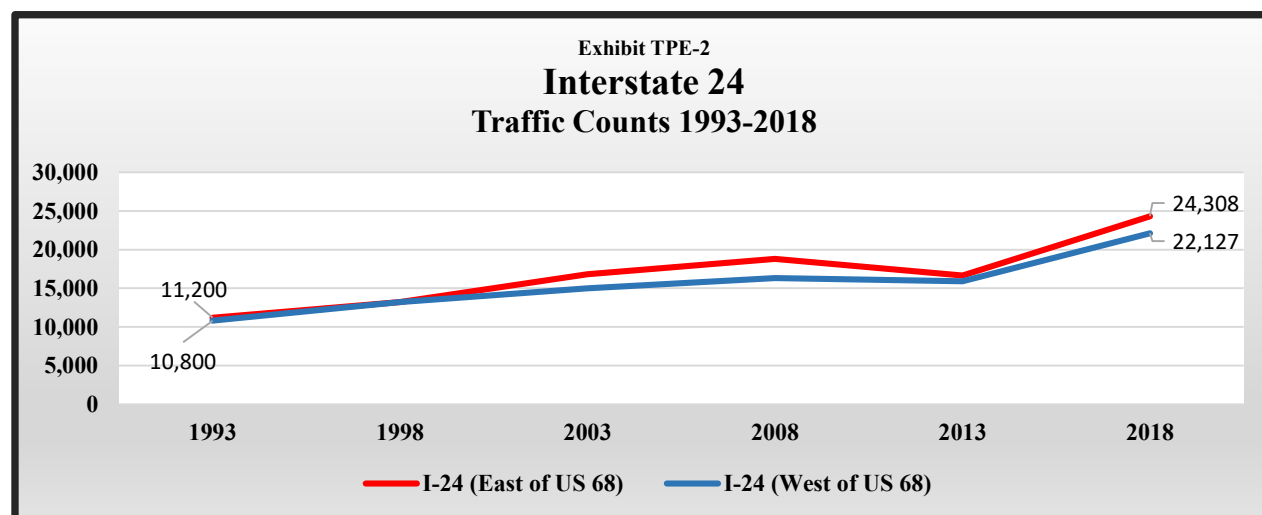
Street Name	KYTC Classification	Local Classification	Lanes	Lane Width (ft)	Sidewalks	Traffic Count (Year)*	Maintenance
<b>Interstate 24</b>	Interstate	Interstate	4	12		27,261(19)	KYTC
On-ramp (East)	Ramp	Ramp	1	14		1,985(18)	KYTC
On-ramp (West)	Ramp	Ramp	1	14		1,186(15)	KYTC
Off-ramp (68 East)	Ramp	Ramp	1	14		2,004(18)	KYTC
Off-ramp (68 West)	Ramp	Ramp	1	14		2,202(18)	KYTC
<b>US 68-80</b>							
Hopkinsville Road	Principal Arterial	Major Arterial	4	12	No- 10' Paved Shoulder	9,938(17)	KYTC
Bypass	Principal Arterial	Major Arterial	4	12	No – 10' Paved Shoulder	6,763(19)	KYTC
Business (Main Street @ Dean Road)	Minor Collector	Minor Arterial	2	11.5	No – 9' Paved Shoulder	9,382(17)	KYTC
Business (Main Street @ Marion Street)	Minor Collector	Minor Arterial	2	12 with 8X19 Onstreet Parking	Yes – 9' Decorative	6,500(19)	KYTC
Business (Main Street @ Spring Street)	Minor Collector	Minor Arterial	2	12 with 8X19 Onstreet Parking	Yes – 6' Decorative	4,789(18) - 6,500(19)	KYTC
<b>KY 124</b> (Cerulean Road)	Minor Collector	Collector	2	10.5	No	1,061(18)	KYTC
<b>KY 139</b> (Princeton Road)	Major Collector	Collector	2	10.5	No	2,316(18)	KYTC
<b>Kentucky 139</b> (South Road)	Major Collector	Collector	2	11	No	1,094(17)	KYTC
<b>Kentucky 139</b> (Jefferson Street)							
@ Montgomery	Major Collector	Collector	2	12	No	1,807(19)	KYTC
@ Marion	Major Collector	Collector	2	12	Partial 5'	1,807(19)	KYTC
@ Thomas	Major Collector	Collector	2	12	Yes – 4'	2,829(17)	KYTC
<b>KY 276</b> (Rocky Ridge Road)	Minor Collector	Collector	2	10.5	No	1,237(18)	KYTC
<b>KY 778</b> (Brown Street/Will Jackson Road)	Minor Collector	Collector	2	10	No	778(17)	KYTC

**Exhibit TPE-1**  
**Inventory of Major Area Roads**

Street Name	KYTC Classification	Local Classification	Lanes	Lane Width (ft)	Sidewalks	Traffic Count (Year)*	Maintenance
<b>KY 1585</b> (Montgomery Road)	Minor Collector	Collector	2	9.5	No	NA	KYTC
<b>KY 3468</b> (Old US 68)	Local	Frontage Road/Collector	2	12	No	796(19)	KYTC
<b>Glenwood Mill Road</b>		Collector	2	10	No	331(12)	County
<b>Lafayette Street</b> (east of Jefferson Street)		Collector	2	10	No	NA	City
<b>Lafayette Street (@ Midway Street)</b>		Collector	2	10	No – Parallel Walking Trail	NA	City
<b>Lakota Drive</b>		Collector	2	11	No	NA	City
<b>Kings Chapel Road</b>		Collector	2	9	No	393(12)	County
<b>Noel Drive</b>		Collector	2	9	No – Parallel Walking Trail	NA	City

Note (\*): Traffic counts are from the Kentucky Transportation Cabinet and reflect the available count nearest to the observed location.

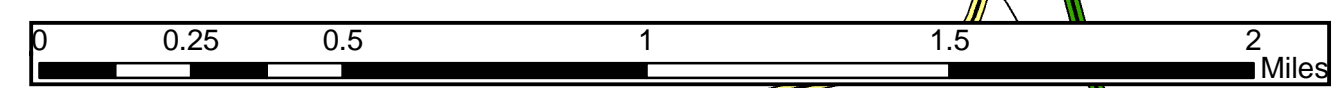
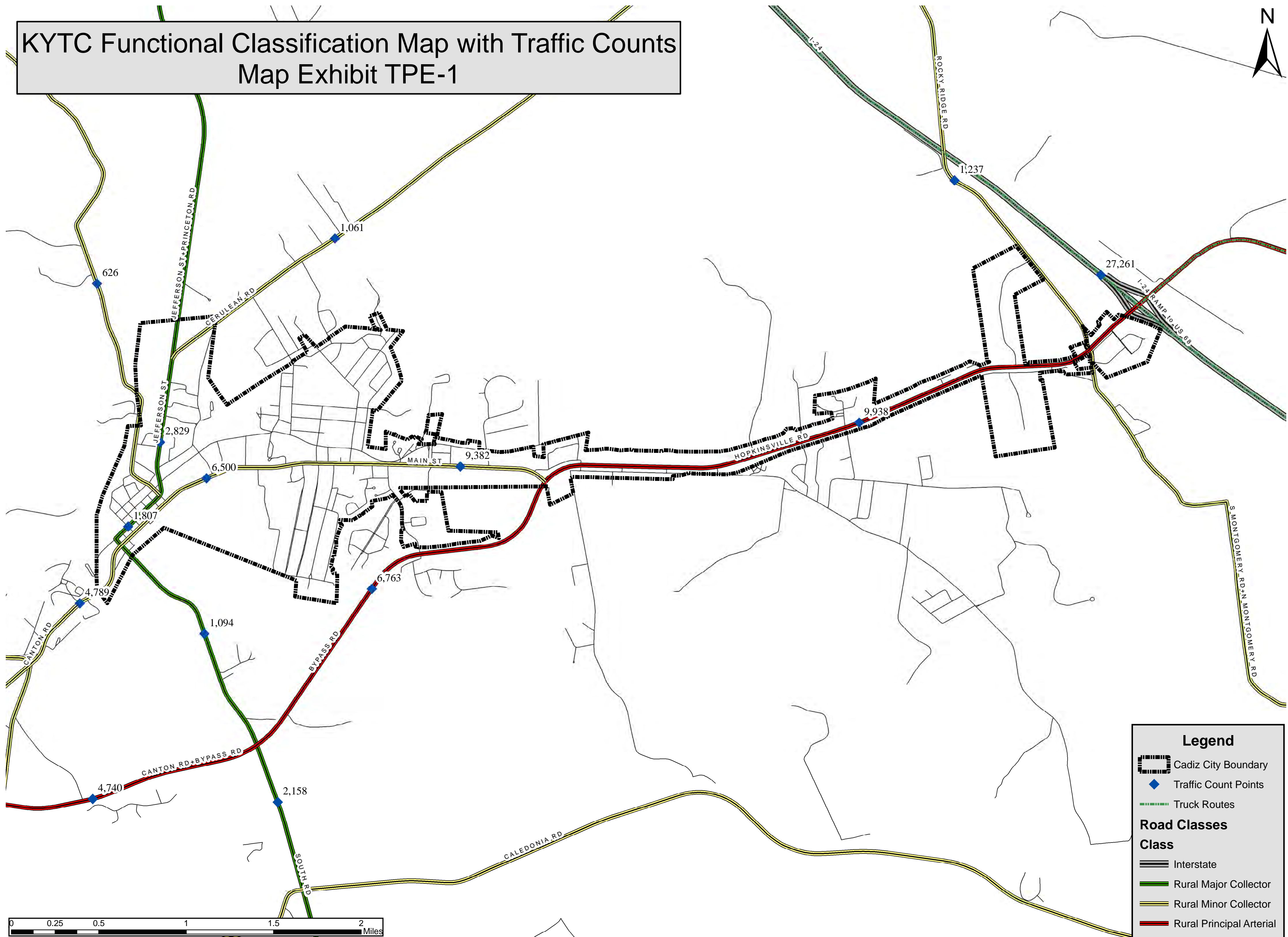
Traffic counts and KYTC functional classifications for the area's roads are illustrated on Map TPE-1. Exhibits TPE-2, TPE-3, and TPE-4 below provide current and historical traffic counts.



In 2019, traffic counts on Interstate 24 near Cadiz were 27,261. Since 1993, Average Annual Daily Traffic (AADT) on this section of I-24 has increased by 243%. In 2018, approximately 4,200 vehicles exited Interstate 24 onto US 68 daily. Despite the increase in Interstate traffic, a report issued by Kentucky Transportation Cabinet (KYTC) in 2014 suggests the level of service on Interstate 24 should remain at an LOS of B or higher through the year 2040.

# KYTC Functional Classification Map with Traffic Counts

## Map Exhibit TPE-1



**Legend**

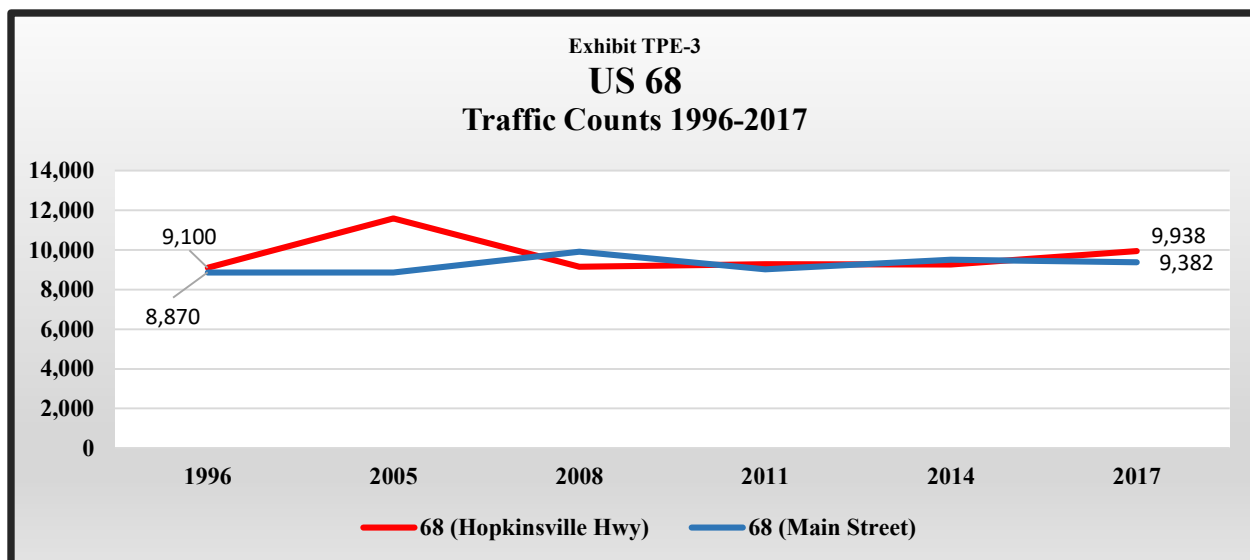
- Cadiz City Boundary
- Traffic Count Points
- Truck Routes

**Road Classes**

**Class**

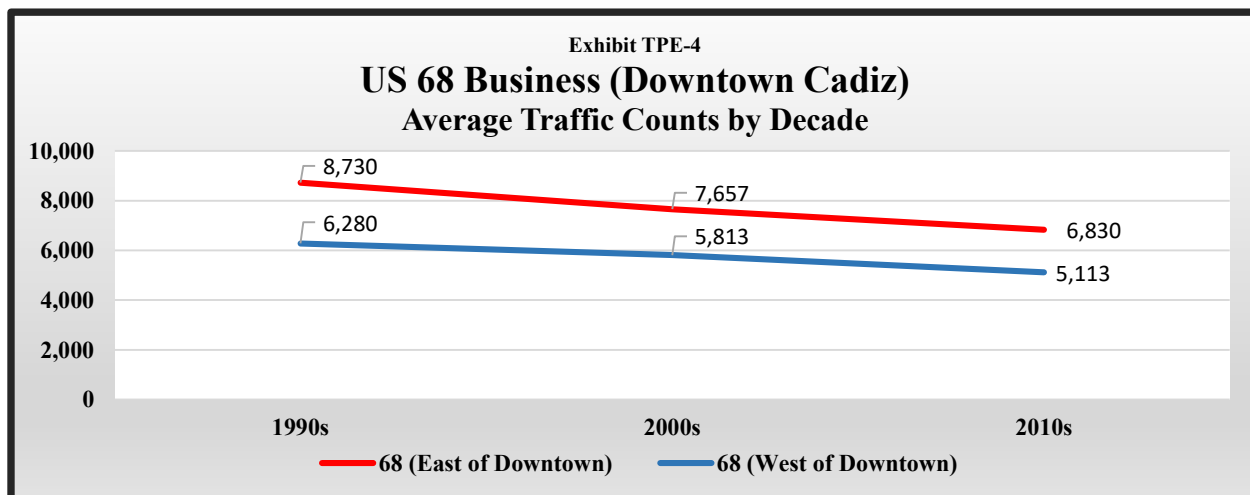
- Interstate
- Rural Major Collector
- Rural Minor Collector
- Rural Principal Arterial





Traffic counts on US 68 (Hopkinsville Road) and the eastern portion of Main Street have remained fairly stable over the past twenty years. Two qualifications to this statement are noteworthy. The KYTC traffic count station on the Hopkinsville Road is located approximately two miles west of the I-24/US 68 interchange and may not fully capture traffic volume increases on the Hopkinsville Road adjacent to the interstate. Second, approximately 6,000 vehicles daily use the Cadiz Bypass (US 68), many as an alternate to Main Street (US 68 Business). The stability of traffic counts along the eastern portion of Main Street suggests the growth of internally generated traffic or traffic originating off of the US 68 mainline.

The construction of the bypass in the early 1990s and its recent upgrade to a four-lane segment have undoubtedly impacted traffic counts on US 68 Business near the city's downtown. The chart below provides a decadal average AADT for sections of US 68 immediately east and west of the downtown.

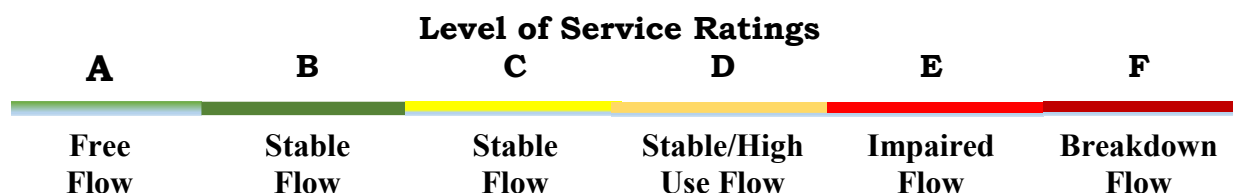


In 2019, traffic counts immediately west of the city's downtown were 6,500 AADT. Traffic counts in the late 1980s were approximately 10,000 AADT.

Historical traffic counts (decadal averages) for Cadiz's collector streets are provided in the following chart.

<b>Exhibit TPE-5</b> <b>Decadal Traffic County Averages</b> <b>Cadiz's Collector Streets</b>					
Street	1990s Average Count	2000s Average Count	2010s Average Count	Range	Volume
<b>KY 124</b>	1,176	1,420	1,124	997 – 1,590	↓
<b>KY 139 (Princeton Road)</b>	2,567	2,351	2,332	1,840 – 2,810	↓
<b>KY 139 (South Road)</b>	2,330	1,450	1,004	944 – 2,330	↓
<b>KY 139 (Jefferson Street @ Marion)</b>	3,320	3,423	1,783	1,682 – 5,970	↓
<b>KY 276</b>	608	841	1,209	608 – 1,249	↑
<b>KY 1585</b>		124	174	101 - 201	↑
<b>KY 3468</b>		587	911	288 - 965	↑
<b>Source: KYTC, 2020</b>					

The Level of Service (LOS) for Cadiz's streets is good. The state does not rate level of service for roads within Kentucky's rural communities and design capacity data is unavailable; however, based on a review of traffic counts and typical roadway capacities, the Level of Service for Cadiz's streets would generally be rated as LOS A to LOS B.



Despite this, points of congestion on the city's streets exist, primarily during peak hour flow. This is most noted on Main Street and streets adjacent to the Trigg County schools. Also, the level of service is periodically impacted by closures or flow interruptions on I-24, resulting in traffic using US 68-80 and KY 139 as a detour or alternate route. Although infrequent, these occurrences provide a significant disruption to in-city traffic patterns.

### Pedestrian Facilities

Downtown Cadiz has wide, accessible sidewalks and pedestrian crosswalks along Main Street. Sidewalks are also present (or partially present) along Montgomery Street, Madison Street, Court Street, Marion Street, Brown Street, and Jefferson Street. Outside of the downtown, sidewalks are present along Main Street to the Trigg County Hospital and along Jefferson Street (KY 139) to Cerulean Road. Sidewalks are also present along portions of Lafayette, Perry, and Marion streets.

The city contains a significant pedestrian facility, the Cadiz Railroad Trail. This multi-purpose path extends from near the city's downtown (Jefferson Street) to Fortner Drive. This trail provides pedestrians east to west connectivity to much of the city including direct access to the Trigg County schools.

### **Alternate Transportation Facilities**

Until 1987, rail service to the city was provided by the Cadiz Railroad Company. This short-line rail provided transport for agricultural products to Gracey, Kentucky. Presently, the city has no rail service and the rails of the old Cadiz Railroad Company have been removed. A portion of the abandoned rail-line's right-of-way was converted to the Cadiz Railroad Trail.

The area is served by the Lake Barkley State Resort Airport (1M9). This unmanned airport contains one, 4,600-foot lighted runway. Commercial air service is available at the Barkley Regional Airport (PAH) near Paducah, Kentucky. National/international air-service is available at the Nashville International Airport (BNA).

The city does not contain a regional or national bus service. Greyhound bus stations are located in Paducah and Clarksville, Tennessee.

# Analysis and Needs

## Previous Plans and Identified Projects

As part of the city's 2002 Comprehensive Plan as well as planning efforts through the KYTC, several transportation projects have been identified, and in some cases completed, within the Cadiz area. A summary of these projects is provided below.

### Projects Identified in the 2002 Comprehensive Plan (KYTC Six-Year Plan)

The following projects were identified in the previous comprehensive plan and were included in KYTC's Six Year Plan.

**Project 1:** An extension of the four-lane section of US 68 from Cadiz to the City of Aurora and two bridge replacements. **Status:** Four lane sections were completed immediately south of Cadiz and through the Land Between the Lakes. The four-lane section from Old Dover Road to Lake Barkley is currently under construction.

**Project 2:** Bridge replacement on KY 139 at Muddy Branch Fork. **Status:** Completed in 2004

**Project 3:** Bridge replacement on KY 272 at the Little River. **Status:** Completed in 2009

### Projects Identified in 2002 Comprehensive Plan

The following projects were identified in the previous comprehensive plan and are currently unfunded. Map Exhibit TPE-2 identifies the location of these projects.

**Project 1:** Little River Bridge Connector with Coyote Ridge Road. This project would reestablish a historical connection and alternative east/west route into downtown Cadiz. **Status:** Incomplete and unfunded

**Project 2:** In-town north-south connectors. This concept would extend currently terminating streets in the northern portion of the city to KY 124. **Status:** Incomplete and unfunded

**Project 3:** Main Street/Bypass Connector. This project would establish a north/south connector between US 68 (Main Street) and US 68 (Bypass) east of Lakota Drive. **Status:** Incomplete and unfunded

**Project 4:** US 68 Main Street/Bypass Intersection. This project included providing a signal at the Main Street and US 68 Bypass intersection. **Status:** Complete

**Project 5:** Northern Bypass. This project would establish a northern bypass from US 68 (Hopkinsville Road) to KY 124, KY 139, and KY 778. **Status:** Incomplete and unfunded

**Project 6:** US 68/Old Hopkinsville Road Connector. This project would create a new road connecting US 68 (Hopkinsville Road) with the Old Hopkinsville Road east of Oliver Road. **Status:** Incomplete and unfunded

**Project 7:** US 68/Interstate 24 Area Improvements. This project (not detailed in the 2002 plan) would implement improvements near the I-24 interchange including the adjacent side and service roads. **Status:** Unknown/Traffic signal installed at Broadbent Boulevard.

### Project Identified in SHIFT 2020

The *Strategic Highway Investment Formula for Tomorrow* (SHIFT) is the state's program for identifying and prioritizing projects for potential inclusion in the enacted State Highway Plan (Six-Year Highway Plan). Projects for Trigg County are submitted to the Pennyriple Area Development District (PADD) for review and sponsorship. Sponsored projects are then submitted to KYTC for scoring with local input points assigned for each of Kentucky's regions. Top scoring regional projects and statewide priority projects are identified for inclusion in the recommended State Highway Plan. The Kentucky General Assembly is responsible for reviewing and ultimately adopting the plan. The enacted plan includes two years of funded projects and identifies spending priorities for the following four years. More information on the state's SHIFT program can be obtained at <https://transportation.ky.gov/SHIFT>.

Projects in Trigg County submitted through the PADD during the 2020 SHIFT process include:

1. Widening KY 1489 from US 68 to Lake Barkley State Park Entrance;
2. Address safety concerns on Kings Chapel Road from KY 272 to US 68/80;
3. Address safety concerns on Glenwood Road from KY 272 to US 68/80;
4. Widen KY 139 from the intersection of KY 124 north of Cadiz to the I-24 interchange in Caldwell County; and
5. New northeast connector from US 68 approximately 2.5 miles west of I-24 to KY 778 north of Cadiz (also identified in the 2002 Comprehensive Plan).

The above projects were not included in the adopted Six Year Plan; however, two projects in Trigg County were identified by KYTC for funding. These projects included a bridge project over Dyers Creek at CR-1380 and the realignment of the intersection at KY 124 (Cerulean Road) and KY 139 (Jefferson Street/Princeton Road).

### **Transportation Needs/Projects**

From a review of Cadiz's transportation system, KYTC's Six Year Plan, the City of Cadiz Comprehensive Plan, 2002, the city's existing regulatory structure (zoning, subdivision regulations, etc.), and this plan's Goals and Objectives, the following needs were identified:

***Need 1: Upgrade and improve pedestrian access and facilities.*** The city's downtown benefits from wide and accessible sidewalks. Outside of the immediate downtown, sidewalks are infrequent or are incomplete. The placement of sidewalks on all city streets would be prohibitive due to costs, available rights-of-way, and varying levels of public support; nevertheless, strategic areas can be identified for priority consideration and placement. These areas include (but are not limited to): 1) extensions along Hamilton and Jefferson street to provide pedestrian access to West Cadiz Park (with crosswalks); 2) completion of missing sections of sidewalk within the downtown, specifically along Jefferson Street; 3) extension/upgrades of sidewalks along Lafayette Street; and 4) extensions to sidewalks for residential streets that connect to Main Street east of the Trigg County schools. All sidewalk placements should be evaluated for accessibility, lighting, and the need for cross-walks.

Recent improvements to the US 68-80 corridor, extending from the Cadiz Bypass (western terminus) to the Land Between the Lakes, include a multi-purpose path. This path terminates approximately two miles southwest of the city. The potential exists to extend this pedestrian/bicycle trail from its existing terminus to the city's downtown, with possible connection to the Cadiz Railroad Trail. This trail extension would 1) provide an alternate means of transportation; 2) increase recreation opportunities; and 3) enhance the visibility of the city and promote tourism. This project would require participation and coordination by multiple stakeholders including the city and county, the Kentucky Transportation Cabinet, and property owners along the trail's route.

***Need 2: Upgrade the area's intersections to improve functionality and safety.*** In the main, intersections within Cadiz function in a safe and efficient manner. There are a few intersections where further evaluation is warranted. These include 1) the intersection at KY 124 and KY 139 (realignment – now funded in KYTC's Six-Year Plan); 2) the five-point intersection created by Lafayette Street, Lincoln Avenue, and McNichols Drive (monitor for possible realignment); 3) the intersection of Lafayette Street and Jefferson Street (sight distance); 4) the intersection of Lakota Drive and US 68 Bypass (lighting and monitor for signalization); 5) the intersection of South Road (KY 139) and US 68 Bypass (identified by KYTC for a J-turn or superstreet improvement); and 6) the intersection of South Road/Hamilton Street and Main Street (lighting, crosswalks, sidewalks, and accessibility).

***Need 3: Improve/upgrade the state's collector roads that provide access into the city.*** KYTC maintained roads entering the city should be evaluated for potential upgrade and/or widening. In general, these collector roads, including KY 124, 139, 276, 778, and 1585, have narrow travel lanes and limited shoulders. Lower cost upgrades could include the installation of a safety edge and/or rumble strips. Where available right-of-way and funding exists, improvements could include the installation of paved shoulders and improved ditching.

***Need 4: Develop plans to provide enhanced east to west and north to south connections within and to the city.*** Several projects to improve connectivity were identified in the 2002 Comprehensive Plan (see above and Map Exhibit TPE-2). Connections from residential streets in the northern part of the city to KY 124 and possibly KY 139 could be accomplished in cooperation or partnership with private development. The same is true of a Main Street/Bypass connector. Where feasible, these connections should be pursued.

Projects such as the Hopkinsville Road connector, the northern bypass, and the Little River Bridge connector (Coyote Road) would enhance connectivity and create alternate transportation routes. New routes could also be a stimulus for economic development. These projects are costly and will require funding through the state. Existing traffic counts and patterns do not presently justify estimated expenses; nevertheless, the viability of these projects should be continuously examined with possible funding consideration through future SHIFT (or other) processes.

## Complete Streets

The city's streets, whether owned locally or by the state, require a tremendous investment of public resources in their maintenance and upkeep. Often-times considerable resources are spent in upgrading or retrofitting streets to address inadequacies in pedestrian facilities and/or to address safety concerns.

Streets are more than just the paved travel lanes. The creation of new streets or the upgrade of existing streets should address the needs of all potential users (including motorists, cyclists, and pedestrians) while balancing the initial costs of implementation versus the long term public costs associated with the potentially foreseeable need for upgrades and retrofitting.

To address these concerns, many communities have adopted complete street policies. These policies often encourage or, in some cases, require that street design incorporate:

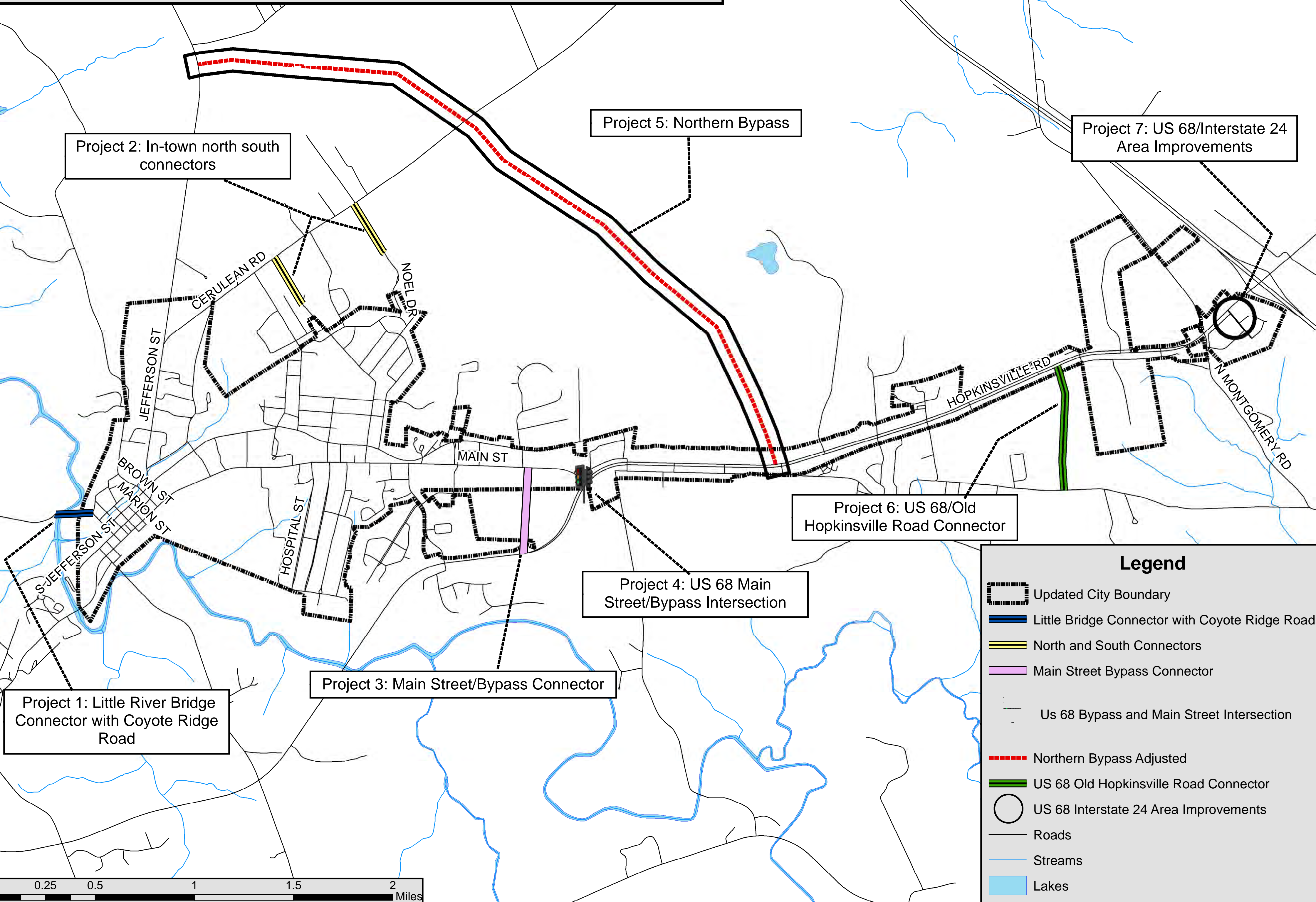
- Sidewalks;
- Bike lanes;
- Cross-walks and pedestrian refuges;
- Street and pedestrian lighting;
- Enhanced ADA accessibility;
- Connectivity;
- Pedestrian amenities (such as benches);
- Traffic calming; and
- ROW widths necessary to accommodate existing and future transportation needs.

The city (and planning commission through the subdivision regulations) should consider implementing complete street design standards for new developments. In addition, the city should incorporate or (in the case of KYTC) encourage the implementation of complete street principals in the design and upgrade of existing streets.

This plan does not advocate a one-size fits all approach to street design. Variations in design standards and requirements may be warranted based on surrounding and planned densities, connectivity needs, design capacity, available rights-of-way, and the proximity (or remoteness) of commercial and public or semi-public uses.

# Previously Identified Transportation Needs - City of Cadiz

## Map Exhibit TPE-2

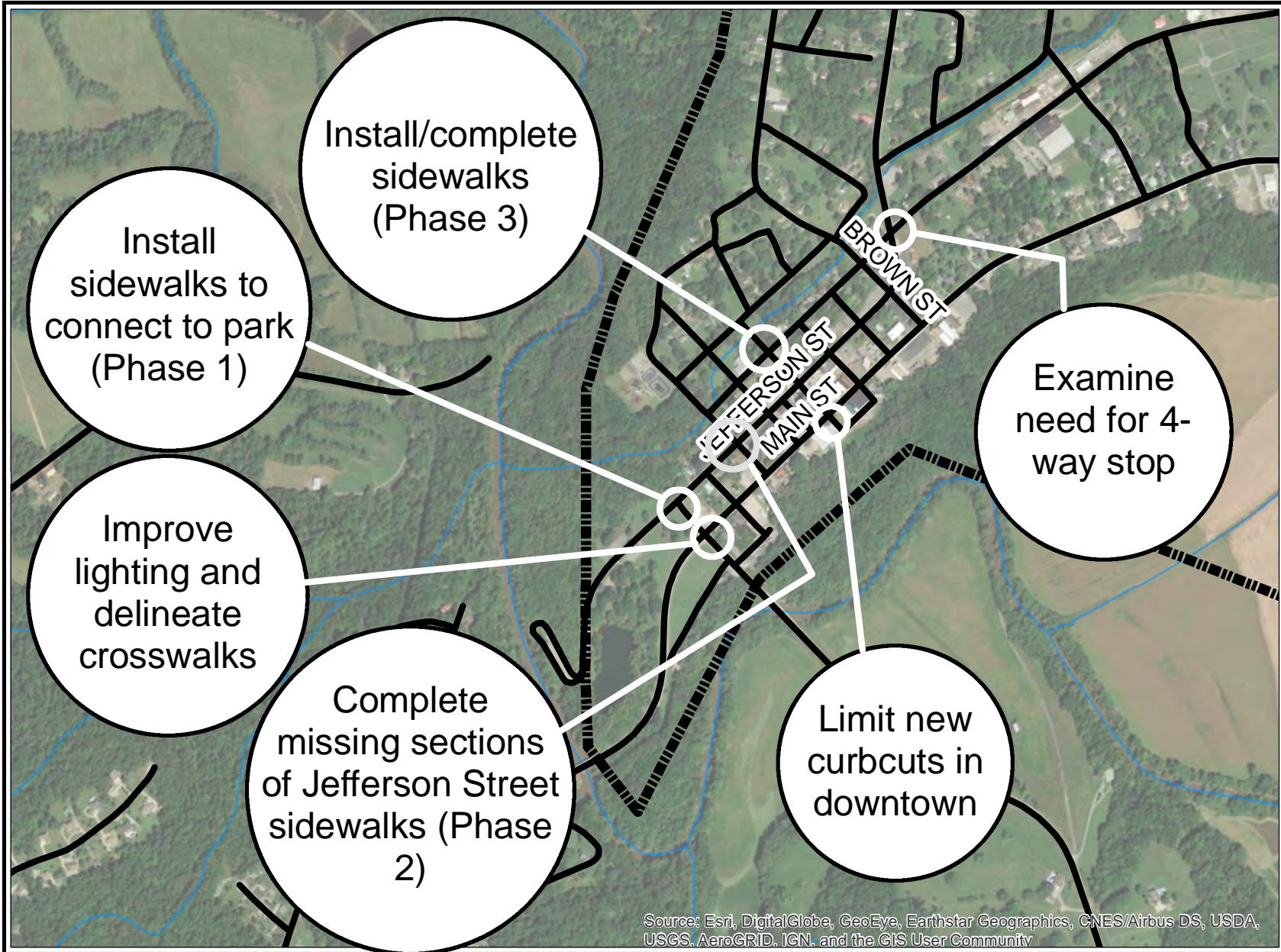


# Cadiz Transportation Needs and Remedial Projects

## Map Exhibit TPE-3



### Downtown Cadiz Transportation Callouts



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

***Need 5: Maintain the functionality and aesthetics of the downtown.*** As detailed in the Land Use Plan Element, the city benefits tremendously from its historic and well maintained downtown. Transportation infrastructure in the downtown includes wide travel lanes, on-street parking, wide decorative sidewalks, and decorative lighting. It is important that the functional and aesthetic characteristics of this section of Main Street be preserved.

From a transportation standpoint, potential threats to the downtown's functional and aesthetic qualities include the placement of additional (and uncoordinated) curb cuts/driveway aprons and the proliferation of off-street parking immediately adjacent to the sidewalk. From a regulatory standpoint, consideration should be given (in coordination with KYTC) to limiting the placement of new driveway aprons and establishing reasonable setbacks for new parking lots abutting the sidewalk. In addition, the city's zoning ordinance may provide reduced parking requirements in situations where on-street or remote parking is, or can be, provided.

***Need 6: Review and refine standards for new street and sidewalk placements.*** The city's subdivision regulations contain standards for street construction and sidewalk placements. These standards should be retained and refined as needed. At a minimum, two areas within the city's existing standards should be evaluated. First, the subdivision regulations provide an exception or waiver to the requirement for sidewalks. It is recognized that a one-size-fits-all approach to public improvement standards may, in some cases, be unwarranted (see Complete Streets insert). The regulations may continue to provide for this variation in certain instances. Specific criteria for such variations (density, scope of improvement, and/or the potential for connectivity) should be developed.

Second, existing standards exempt subdivisions from providing sidewalk (and other requirements) when located in the county. This exemption should be re-evaluated for subdivisions that rely on city water or sewer services and/or where annexation is anticipated.

Finally, the city should consider adopting public improvement specifications to address transportation improvements outside of traditional subdivisions. Moreover, zoning and/or public improvements standards should address driveway apron placement and the accompanying repair/replacement of sidewalks occurring as part of the development process.

***Need 7: Develop policies that encourage or advocate a multi-user approach to the upgrade of existing streets.*** The city should consider implementing policies that encourage (both locally and as part of KYTC projects) that the design of proposed street improvements considers and, where appropriate, includes the placement of sidewalks, crosswalks, street lighting, and pedestrian amenities.

***Need 8: Maintain the capacity and functionality of US 68/80 (Hopkinsville Road).*** The level of service on US 68 (Hopkinsville Road) is high (LOS A to B). The long-term viability of this corridor is essential to maintaining the ease of access to the downtown and US 68 Business. Moreover, the Hopkinsville Road is the gateway to Cadiz and the Land Between the Lakes. In many cases, the Hopkinsville Road provides visitors with their "first impression" of Cadiz.

Consideration should be given to implementing, as part of the zoning ordinance and subdivision regulations, corridor standards which address functionality as well as aesthetics. Standards could be developed that address the distancing, location, and width of driveways and cross-overs; lighting for intersections created by new streets and major access drives; landscaping; setbacks for off-street parking; signage; and the installation of deceleration/turn lanes and signalization where necessitated by large or high traffic generating developments (see also the Land Use Plan Element).

Map Exhibits TPE-2 and TPE-3 illustrate areas for potential improvements to the city's transportation network (see also the Transportation Needs discussion above). In implementing needed transportation

improvements, two important constraints or considerations are noteworthy. First, most of the improvements identified are located on streets owned and maintained by the Kentucky Transportation Cabinet. The implementation of improvements will require a high level of coordination with KYTC. In addition, many of the improvements identified can only be performed by the state.

Second, transportation improvements are often costly. Several improvements and potential projects identified by this plan exceed the short to mid-term budgetary limitations of the city, county, and state. As such, large scale improvements should be viewed as long-term (10 to 20 years).

Despite these limitations, opportunities exist for addressing near-term needs or actively planning for longer-term projects. A listing of activities in furtherance of projects identified in this element is contained in the Implementation Element of this plan.

# Community Facilities Element



## Introduction

Community facilities directly impact the quality of life of residents. These facilities include infrastructure such as water, sewer and wastewater treatment, and other utilities. Community facilities also include essential services such as police, fire, medical, recreational, library and cultural resources, and schools and educational facilities. The planning and coordination of these services aid in economic development, growth, and population retention. Together, these resources are an important asset to the city and for the livelihood and well-being of its residents.

The Kentucky Revised Statutes recognizes the importance of these vital services by requiring that comprehensive plans include a community facilities plan element. This element is designed to meet the statutory requirements of KRS Chapter 100 by providing an overview of existing community facilities and an analysis of needs. Finally, the Implementation Element provides a listing of activities to be undertaken in the upcoming years in furtherance of this plan's Goals and Objectives.

## Inventory of Services and Facilities

### Municipal Structure

The City of Cadiz was incorporated in 1822 and operates under a mayor-council form of government. The mayor is elected to a four-year term. Residents elect six council members who serve two-year, non-staggered terms. Elections are nonpartisan and members are selected at-large. The city's executive authority is vested with the mayor and all legislative functions are vested with the council.

### Municipal Services and Facilities

The city provides a wide range of services including police and fire protection, public works, and water and sewer. In fiscal year 2019-2020, the city operated under a budget of \$10,067,000 and employed a staff of approximately 40. A description of city services is provided below.

**Administration.** The legislative and executive/administrative functions of city government are conducted in the Cadiz City Hall located at 63 Main Street. The city's administrative staff consist of a city clerk, an assistant city clerk, a tax clerk, and utility clerk. Administrative staff provide support to the mayor and council and are responsible for the daily functions of city government including business licensing, building/zoning permits, tax billing/collection, utility accounts and billing, and addressing resident inquiries. In addition, the city's Main Street Renaissance Program is administered from city hall.

**Public Works.** The city's public works division oversees the daily operations of the street department, water treatment plant, water distribution, and wastewater plant. Departmental equipment includes nine pickups, two tractors, three dump trucks, six mowers, two bushhogs, four snow plows, a chipper, a leaf vacuum, a street sweeper, and two backhoes.

- **Street Department:** The Cadiz Street Department is located at 55 Nunn Boulevard. The department employs a staff of seven. The street department is responsible for 1) the maintenance of city streets and rights-of-way (including mowing, snow removal, and street sweeping); 2) leaf, limb, and junk pickup; 3) vehicle maintenance; and 4) maintenance of the cemetery.

- *Water and sewer:* City residents are provided water by the Cadiz Water Department. The city's system serves approximately 1,600 residential and 250 commercial and industrial customers. There are approximately 63 miles of water lines that service the city and its immediate vicinity. The water system includes a water pump located on Albert Street, three water towers, three booster stations, and a recently constructed water treatment plant.

The new water treatment plant is a state-of-the-art facility that uses membrane filtration. This new facility's construction spanned two years with a cost of over \$9 million. The water treatment plant is intended to replace the Albert Street facility that was constructed in 1963. The new facility features 12,000 square feet of floor area and is built on five acres to allow for future expansion if it becomes necessary. The new facility more than doubles the city's current water capacity, increasing it to 1.5 million gallons per day (GPD).



Cadiz's new water treatment plant (nearing completion)

The city's sewer system serves approximately 1,000 residential and 180 commercial and industrial customers. The city's wastewater plant is located on Franklin Street. This facility has a capacity of 594,000 GPD. Current average daily flow is 299,000 GPD or approximately 50% of design capacity. The City of Cadiz is served by approximately 41 miles of sewer lines, comprised of 2 to 12-inch diameter pipes. Connection to sewer is available throughout the city. The location of the city's water and sewer lines/facilities are illustrated on maps CF-1 and CF-2.

**Police.** The Cadiz Police Department is located in the downtown, behind city hall, at 11 Marion Street. The department consists of ten full-time officers (chief, major, sergeant, five patrol officers, and two SROs – school resource officers) and one full-time administrative support staff. The department is complemented with eleven patrol vehicles.

The department's officers undergo rigorous training and hold several certifications. Certifications and specialized training currently held by the city's officers include: 1) Police Officer Professional Standards Certification (POPS); 2) Academy of Police Supervision (APS); 3) Criminal Justice Executives Development Course (CJED); 4) Certified Law-Enforcement Instructor; 5) Certified Firearms Instructor; 6) Less Lethal Instructor (Taser, Baton, Pepper Spray, etc); 7) Police Training Officer (PTO/FTO); 8) TI Simulator Operator; and 9) CPR/First Aid/Tactical Trauma Combat Course.

**Fire.** The Cadiz Fire Department is located at 1880 Main Street. The department's facility is a three-bay, 6,000 square foot fire station. The department consist of 24 paid-per-call firefighters. Equipment

includes a ladder truck, two pumper trucks, and a pull behind generator/light tower. The city has a fire ISO rating of 6.

## Other Services and Facilities

A number of community services and facilities are provided in or near Cadiz that do not fall under the direct purview of city government or are provided jointly with others. A description of these services and facilities is provided below:

**County Services.** Trigg County’s administrative/ executive, legislative, and judicial facilities are located in downtown Cadiz. County facilities include two buildings on Main Street.

The Cadiz Judicial Center building was completed in 2009 at a cost of over \$12 million. This 39,600 square foot facility houses the Trigg County Circuit Court, District Court, and Family Court. The building also houses the Circuit Court Clerk’s office.

The Trigg County Courthouse-Annex is located across Main Street from the Judicial Center. This facility houses the office of the county judge-executive and provides meeting area for the fiscal court. The county’s general administrative offices including the property valuation administrator and county clerk are also located in this building. Services of the clerk include the recording of deeds and other documents, administering tax sales, and motor vehicle and other licensing.



Trigg County Judicial Center

The Trigg County Sheriff’s Office is located at 134 Commerce Court in Cadiz. The sheriff’s department is responsible for law enforcement (with principal duty in the unincorporated areas of the county), tax collection, election duty, and security for the county’s courts.

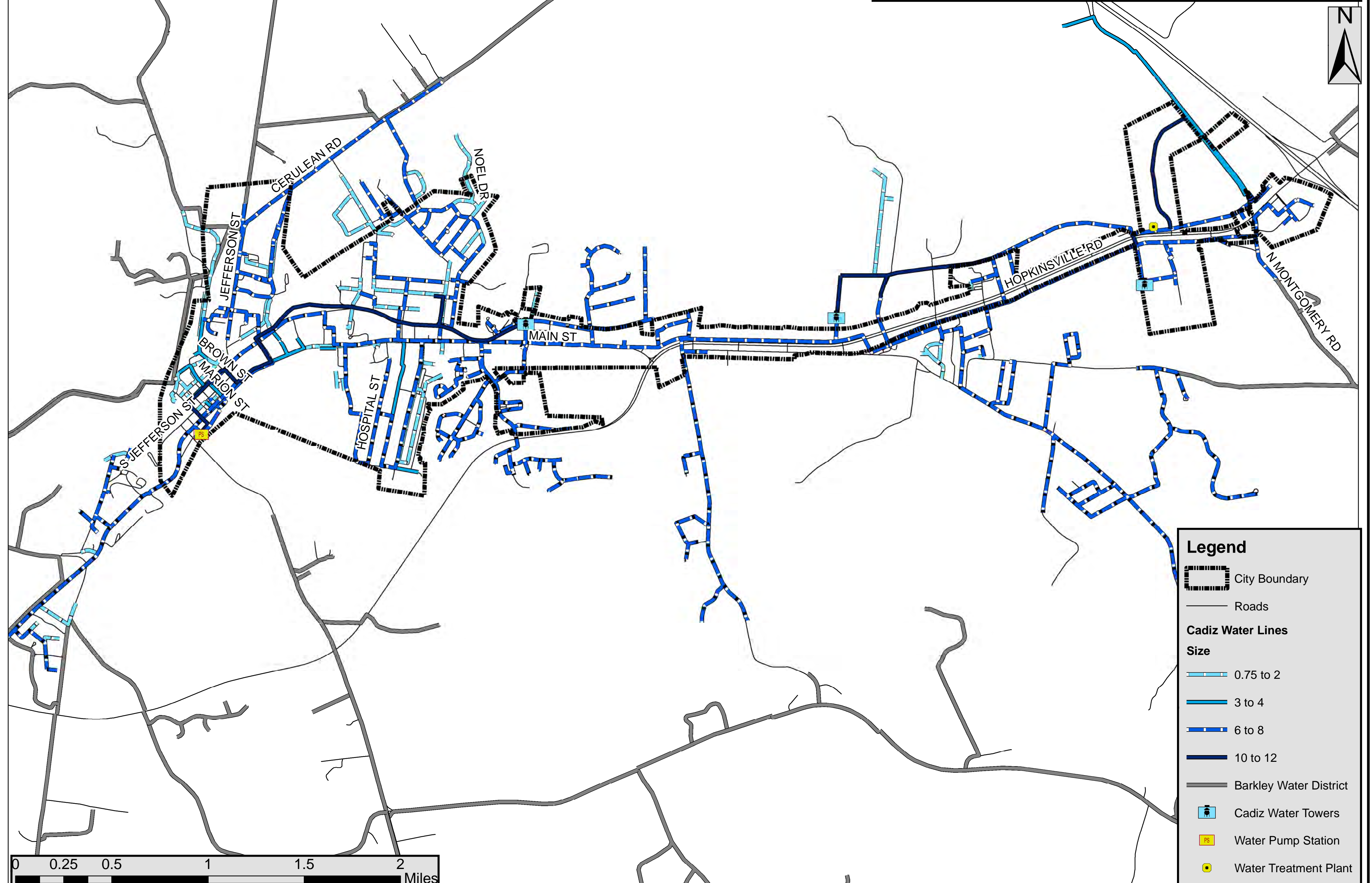
The Trigg County Road Department is located at 2759 Hopkinsville Road in Cadiz. The department is responsible for a wide range of services. This includes right-of-way mowing, snow removal, chip and seal recoating, and other road maintenance. In addition to road and right-of-way maintenance, the department also operates the recycling center and is responsible for the transport of recyclables. The department’s facility adjoins the Trigg County Recycling Center.

**Utilities.** Aside from water and sewer, utilities are provided by nongovernmental entities or cooperatives, some under municipal franchise agreements. These include:

- *Electric Service:* Pennyrile Electric provides electric service within the City of Cadiz. Pennyrile Electric serves more than 48,000 members in nine counties including Trigg, Christian, Logan, Todd, Muhlenberg, Lyon, Butler, Caldwell, and Simpson. Pennyrile Electric maintains 5,146 miles of distribution lines which are supported by nearly 100,000 poles. The cooperative is one of many providers that purchase electricity from the Tennessee Valley Authority (TVA). For the City of Cadiz, electric power is provided through two substations, the Cadiz Station (on Main Street) and the Canton Station (2.5 miles southwest of the city on 68-80).

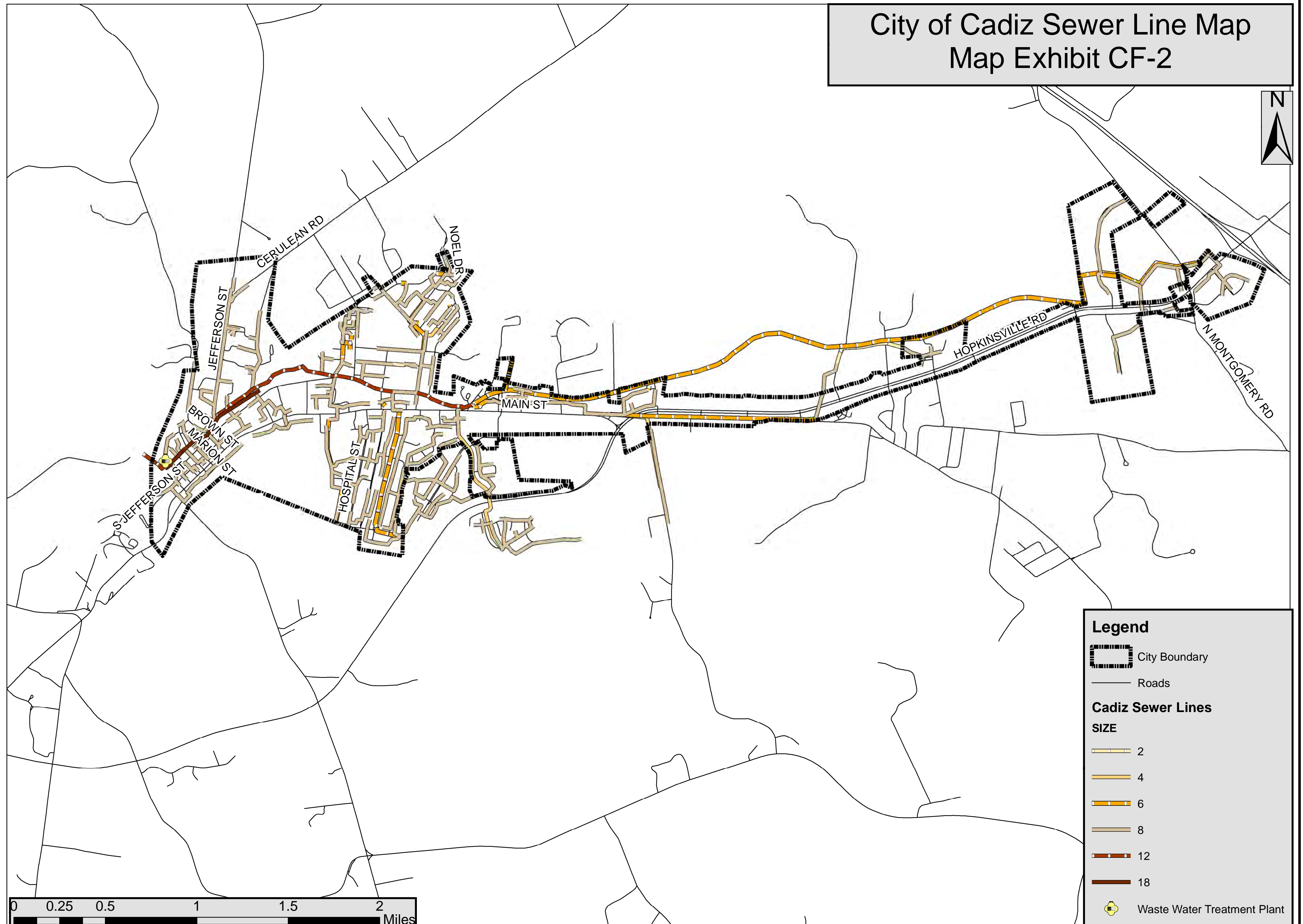
# City of Cadiz Water Line Map

## Map Exhibit CF-1



# City of Cadiz Sewer Line Map

## Map Exhibit CF-2



0 0.25 0.5 1 1.5 2 Miles



**Pennyrile Electric's office on Main Street in Cadiz**

Pennyrile Electric's staff consists of 113 employees who work from either the main office in Hopkinsville or at branch offices in Russellville, Elkton, or Cadiz. The Cadiz office of Pennyrile Electric is located at 2441 E. Main Street.

- *Natural Gas.* Atmos Energy provides natural gas within the City of Cadiz.
- *Waste Collection.* WCA Waste Corporation provides residential and commercial trash/garbage collection.
- *Water Service:* Water service for unincorporated Trigg County, including areas immediately adjacent to the city, is provided by the Barkley Lake Water District. The district maintains approximately 493 miles of water lines, nine tanks with a storage capacity of 3.25 million gallons, and a water treatment plant with a capacity of 4.0 MGD. The district's excess capacity allows it to furnish water to other providers.

The system serves approximately 6,000 households in Trigg County. Collectively with the city's system, approximately 98% of households in Trigg County have access to public water.

- *Communications.* Communications services encompasses a wide variety of mediums including cable, telegraph, phone, and internet. These services, provided by private companies, are primarily regulated by the federal government. States and local governments have the ability, albeit restricted, to have input in the siting of facilities. In addition, cable providers locating within the city's rights-of-way are subject to franchise agreements.

Internet service in the city is provided by the Hopkinsville Electric System (HES), Mediacom, and AT&T. Cable television is provided under a franchise agreement with Mediacom.

In recent years, cellular and internet service have become essential not only to commerce but are now considered important for resident recruitment and retention. These services have improved in recent years due to the expansion of facilities; however, gaps in service still remain. Exhibit CF-1 provides a listing of registered communications towers in the vicinity of Cadiz.

<b>Exhibit CF-1</b> <b>Registered Communication Towers</b> <b>Cadiz and Vicinity, 2020</b>		
<b>Owner</b>	<b>Location</b>	<b>Height Above Grade (in Meters)</b>
Ham Broadcasting Co. Inc (WKDZ)	Will Jackson Road	92.9
Ford Communications	US 68	60.7
CTI Tower Assets II, LLC	US 68	77.7
SBA Towers II, LLC	US 68	104.8
SBA Towers II, LLC	North Montgomery Road	87.2
Crown Castle GT Company, LLC	North Tanyard Road	92.9
Crown Communication Inc.	Adams Mill Road	85.3
AT&T Mobility Spectrum, LLC	Bush Road	86.6
City of Cadiz	Main Street (Cadiz Fire Department)	85.3
Cellco Partnership	Old Hopkinsville Road	68.6
American Towers LLC	Old Dover Road	79.2
Tillman Infrastructure, LLC	Casey Creek Road	96.6
Tillman Infrastructure, LLC	Will Jackson Road	80.8
Uniti Towers, LLC	South Road	97.5
<b>Source: Federal Communications Commission, 2020</b>		

**Educational Services.** Public schools within the City of Cadiz fall under the auspices of the Trigg County Board of Education. The public schools within Cadiz are centralized in a single location between Main and Lafayette streets. Trigg County public schools includes a primary school (grades Pre-K through 2), intermediary school (grades 3 through 5), middle school (grades 6 through 8), and high school (grades 9 through 12). In addition, sports facilities are provided onsite and include gymnasiums and a football and track field.

Exhibit CF-2 provides a summary of the Trigg County School District's enrollment.

<b>Exhibit CF-2</b> <b>Trigg County Public Schools</b>						
<b>School</b>	<b>Total Count</b>	<b>Pre-K</b>	<b>Kinder- garten</b>	<b>Grade 1</b>	<b>Grade 2</b>	
Primary School	536	95	146	150	145	
	<b>Total Count</b>	<b>Grade 3</b>	<b>Grade 4</b>	<b>Grade 5</b>		
Intermediary School	479	158	160	161		
	<b>Total Count</b>	<b>Grade 6</b>	<b>Grade 7</b>	<b>Grade 8</b>		
Middle School	514	159	171	184		
	<b>Total Count</b>	<b>Grade 9</b>	<b>Grade 10</b>	<b>Grade 11</b>	<b>Grade 12</b>	<b>Grade 14</b>
High School	633	165	164	162	141	1
<b>Source: Kentucky Department of Education, School Report Card Summary, 2018-2019</b>						

Trigg County's public schools have approximately 300 employees, of which 120 are full-time certified teachers. The student ratio is 16:1 which is comparable to the Kentucky average. Graduation rates have

held steady over the past 5-years with an average graduation rate of 95.1%. The school system performs on par with most metrics when compared to state averages.

In 2019, plans for the renovation of the primary and intermediary schools were approved and construction as of 2020 was underway. The current plan includes improvements to aging classroom facilities as well as a new gymnasium facility. The old gym facility will be repurposed for classrooms and a vestibule area.

The City of Cadiz does not contain a post-secondary facility, but three institutions are within a convenient drive. These include Hopkinsville Community College (30 miles), Murray State University (Hopkinsville Campus - 30 miles), and Murray State University (Main Campus – 36 miles).

**Library and Cultural Resources.** The John L. Street Library is located at 244 Main Street and has been at its current site since the early 1970s. The facility underwent renovations in 1995. The library's resources include 36,000 books, 86 magazines, 6 newspapers, DVDs, CDs, Children's CDs, bound versions of The Cadiz Record, and several databases available for public use. The facility includes 6 internet accessible computers, 4 children's computers, 12 laptops, a computer with genealogy software, and charging stations for electronics. The library also boasts an impressive microfilm collection with materials dating from the 1820s. The library maintains not only publication and data resources but also provides programmatic resources and meeting rooms. During the school year, the library hosts story time and various school and after-school programs.



The John L. Street Library

The historic Fairholme House is located at 89 Main Street. The home was built in 1885 by Edward R. Street and Mary Grinter Street and remained in the Street family until the 1970s. The home was acquired again by John L. Street Jr. in 1984 and was restored in the spirit of the Victorian Era. After restoration, John L. Street Jr. named it "Fairholme." The home is a significant contributing structure to the Cadiz Main Street Residential District which is listed on the National Register of Historic Places.

When John L. Street Jr. passed away in 2000, the Fairholme House was donated to the John L. Street Library. The home is rich in history and architectural beauty. The home is available for tours and is an ideal venue for weddings, receptions, reunions, and other events.



The Janice Mason Museum

The Janice Mason Museum is located at 71 Main Street and is managed by the Cadiz Community Arts Center, a 501(c)(3) nonprofit, that, in addition to the museum, operates the Southern Kentucky Independent Theatre. The museum features eight to ten exhibits each year as part of its programming. Other programming includes theatrical production, classes, and workshops. Museum renovations are set to begin in 2020 with the goal of improving ADA accessibility.

The Renaissance Conference Center is located on Jefferson Street in downtown Cadiz. The center is owned by the city and hosts the Cadiz-Trigg County Planning Commission and the city's building inspection office. The center is also available for public rental as a venue for events and conferences. The center offers a large meeting or banquet space as well as a smaller meeting room. The facility also contains a full kitchen.

**Medical Services.** Cadiz's residents are served by the *Trigg County Hospital*. The hospital is located on Main Street and is a 25-bed critical access facility. The hospital began its operation in 1952 and is the primary medical care provider for the area.

Trigg County Hospital employs approximately 270 including 7 Licensed Practical or Vocational Nurses and 17 Registered Professional Nurses. The hospital provides residents with a range of services including inpatient and out-patient surgical services. Trigg County Hospital also provides emergency medical services as well as emergency and non-emergency medical transport.

In recent years, the hospital has expanded its services and has worked to update its facilities. Recent service upgrades include: 1) the addition of two new ambulances; 2) renovations to interior hospital areas to improve patient comfort; 3) extended clinic hours; 4) the addition of a general surgeon and expanded ambulatory surgery; 5) the addition of an otolaryngologist (ENT); 6) initiating the NP-Hospitalist program; and 7) streamlining the financial assistance process (*Trigg County Hospital Community Health Needs Assessment, 2019*).

The Trigg County Health Department is located at 196 Main Street. This facility offers family, adult, and teen services to include vaccinations, health screening and testing, and health education/counseling.

The area is also served by a primary care clinic located on Main Street (across from the school). In addition, two dental and two optometrist offices are located within Cadiz.

**Recreation.** In 2017, the Cadiz-Trigg County Parks and Recreation Department was formed through a collaborative effort by the City of Cadiz, Trigg County Fiscal Court, and Cadiz-Trigg County Tourism Commission. This department is responsible for overseeing recreational activities and programming in the community.

The Trigg County Convention Center and Recreation Complex is located three miles north of the city off of Princeton Road (on Complex Road). This large recreational complex includes an 8,000 square foot indoor facility that can accommodate events and gatherings. The facility also includes a high school soccer field, seven baseball/softball fields, two covered pavilions, a tractor pull track, a multi-use indoor practice facility, two livestock arenas (one covered), a playground, and concessions. This facility is owned and maintained by Trigg County.

West Cadiz Park is a 98-acre site located off of Hamilton Street (KY 139) and Main Street (US 68). This park was developed and is managed by the US Army Corp of Engineers (Cadiz Recreation Area, Site No. 130). Approximately 41 acres of this site are leased to the City of Cadiz. The park includes a group picnic shelter, playground equipment, 18 picnic sites, a single lane boat ramp, a kayak ramp, and 4 parking lots. The park is moderately to heavily



used by fisherman, walkers, and sightseers and is the site for several local recreational and cultural events (USACE Lake Barkley Master Plan, 2017).

Lake Barkley State Resort Park is a 3,700-acre state park located nine miles west of the city on the eastern shore of Lake Barkley (Cumberland River). The park contains a lodge, campsites, walking and bike trails, a marina and launch ramp, swimming pool, beach area, fitness center, tennis courts, game room, gift shop, golf course, and airport.

The Land Between the Lakes (LBL) is a 170,000-acre Natural Recreation Area that encompasses portions of Trigg and Lyon counties in Kentucky and Stewart County in Tennessee. Located approximately 12 miles west of Cadiz, LBL offers 300 miles of undeveloped shoreline, 500 miles of trails, numerous campsites and picnic areas, an archery range, wildlife observation areas including an elk and bison prairie, nature center, planetarium/observatory, and the Homeplace- an 1850s working farm and living history museum. LBL is managed by the United States Department of Agriculture's Forest Service and is open year-round.

The city contains smaller park areas including a park adjacent to the Cadiz Railroad Trail near Jefferson Street (between Depot and Lafayette streets). This four-acre park contains basketball courts and open space. The Juanita Oats Community Park, located at the corner of Line and Hayden streets, provides a playground area for younger children. Finally, the Cadiz Railroad Trail is an improved, 2.5-mile linear park/trail which extends from Jefferson Street to Fortner Drive. Unlike the preceding parks/recreational areas, these three park areas are maintained and managed exclusively by the City of Cadiz.

## Analysis and Needs

This section of the Community Facilities Plan Element will examine needs within the City of Cadiz. This section will primarily discuss community facility needs that fall within the purview of city government or are impacted by the city's regulatory or administrative structure.

### Municipal Service Needs

The city's departments were asked to identify needs affecting their operations and services. Exhibit CF-3 provides a listing of needs identified:

Exhibit CF-3 Departmental Needs	
Department	Identified Needs
Administration	<ul style="list-style-type: none"> <li>• Wi-Fi in the downtown</li> </ul>
Public Works	<ul style="list-style-type: none"> <li>• Equipment replacement</li> <li>• Replacement of aging infrastructure</li> </ul>
Police Department	<ul style="list-style-type: none"> <li>• Recruitment and Retention of Qualified Officers</li> <li>• Mobile Data Terminals (MDT) and CIS Licenses to complete MDT program</li> <li>• Long-term need for new police department building/facility to include: 1) centralized location; 2) training facility; 3) vehicle maintenance area; 4) interview room; 5) evidence processing/property room; and 5) sufficient office space with breakroom.</li> </ul>
Fire Department	<ul style="list-style-type: none"> <li>• Updated equipment</li> </ul>

- **Water and Sewer.** An identified need, which is common for many cities, is the replacement/upgrade of aging infrastructure. For the City of Cadiz, this medium-to-long-term need is most evident in the water and sewer system. Two of the city's water tanks are over 50 years old (IGA Tank – 1962 and Hoover Tank – 1965). Approximately 92.2% of the city's water lines, primarily iron, are over 60 years old.

Sewer infrastructure is younger, albeit slightly. Approximately 90% of the city's sewer lines were constructed in the 1960s using a combination of PVC, cast iron, and clay tile. The city's wastewater treatment plant was constructed in 1963.

The service life of water lines can range from 50 to 100 years depending on soils and the type of materials used. Clay tile sewer lines have an average lifespan of 50 to 60 years, with longer lifespans documented in rare cases. Wastewater treatment plants, without substantial upgrade, have an expected service life of 50 years. Although the city's water and sewer infrastructure currently function at or above acceptable standards, a high percentage of the city's system will be at or approaching the end of its anticipated service life over the next decade. Without replacements, higher maintenance costs and service interruptions may occur.

Cadiz Water Lines by Decade of Construction		
Decade of Construction	Material	% of Total System
1950s	Cast Iron	92.2
1960s		
1970s		
1980s	PVC	1.5
1990s	PVC	5.0
2000s	PVC	1.3
Source: Kentucky Infrastructure Authority		

The mid-to-long-term replacement and upgrade of the city's water and sewer systems will require a combination of local, state, and federal funds. Nearer term projects identified by the city, for which funding has been sought, are provided in Exhibit CF-4 below:

Exhibit CF-4 Water and Sewer Improvements/Projects		
Project	Description	Estimated Costs
Water - IGA Water Tank Replacement	Replace existing 325,000 gallon IGA tank with new 500,000 gallon elevated tank near existing site. Existing tank to be dismantled and removed	\$957,000
Water - Water Line Replacement -Will Jackson Road	Replace approximately 8,000 LF of undersized and outdated line to improve flow and provide fire protection	\$962,500
Water - Cadiz Water Treatment Plant	Construct new 1.5 MGD water treatment plant with new ADA compliant operations and laboratory building – <b>Funded and nearing completion</b>	\$6,033,000
Sewer – Main Replacement	Replace and upgrade approximately 7,000 LF of 10" sewer main with new 20" PVC sewer main from near Trigg County schools to the sewer treatment plant	\$900,000
Source: Kentucky Infrastructure Authority, September 2020.		

- **Utility Extensions.** A correlated need is to ensure that new water and sewer infrastructure is built to high standards and appropriately sized lines are installed. In addition, easements should be secured during the platting and development process. The city, through its planning commission, partially addresses this need through its implementation and enforcement of the city's subdivision regulations. Supplementing these standards through the adoption of public improvement specifications may be warranted (see the Transportation and Implementation elements).
- **Police Department.** A long-term need identified was a new police station with larger/improved work space. As of this plan's preparation, the potential location of a new station and funding have not been identified. Siting considerations for a new station should include: 1) proximity to an arterial street; 2) proximity to populations served; 3) proximity to complementary services such as fire and EMS; 4) distance from sensitive areas (such as residential occupancies); and 5) the availability of land. Historically, it is common for the police department to locate in a city's downtown. As population and increased traffic volumes shift away from the downtown, alternate locations may warrant evaluation.
- **Stormwater Utility.** The city's public works department is responsible for the maintenance of the city's drainage ways. This activity is performed without a dedicated funding source. As noted in the Goals and Objectives and elsewhere in this plan, the city should investigate the creation of a stormwater utility to address recurrent drainage and flooding issues. The creation of a utility should be considered in conjunction with consideration of a stormwater management ordinance and update of the city's flood damage prevention ordinance (see also the Land Use and Implementation elements).

- **Capital Improvements Program.** A need identified in the city's 2002 comprehensive plan is the development of a capital improvements program which links capital budgeting to improvements and projects (See KRS 100.311).

### Other Utility Service Needs

Aside from water and sewer, many of the city's utilities are provided by private entities and, in the case of electric, by a rural cooperative. As of this plan's preparation, no large planned service expansions within the city were identified.

The city and the planning commission play important roles in ensuring the provision and expansion of needed services. These roles include, but are not limited to: 1) ensuring the needed extension of services and coordination between providers as part of the development review process; 2) requiring the provision of easements to accommodate service line placements as part of the subdivision process (planning commission); 3) regulating the location and permitting of cellular communication towers (planning commission); and 4) in some instances, by granting and monitoring the performance of service providers as part of franchise agreements (city).

The responsibilities of the city and planning commission in the subdivision and development process are discussed elsewhere in this plan (see the Land Use, Transportation, and Implementation elements). In addition, two areas of need were identified:

First, the city's water service boundaries abut or conjoin those of the Barkley Lake Water District. As annexations occur, it is likely that newly annexed areas will include lands within the water district's service area. It is preferable that all properties within the city are serviced by municipal water and the transition of service area, upon annexation, is desirable. This will require active communication and the coordination of service line expansions and service area boundaries between the city and the water district.

Second, as noted in the Goals and Objectives and elsewhere in this plan, there is need for improved high speed internet and Wi-Fi service within the city. The planning commission plays an active role in regulating the siting of cellular towers and communications antenna (see also discussion in the Land Use Element). These facilities are not only important for traditional phone service but are essential to internet and Wi-Fi communications. As this utility expands with the proliferation of 5G, small cell, or other technologies, it is important that the city's (and planning commission's) regulatory requirements reflect the needs of this changing industry.

### Parks and Recreation Needs

City and county residents benefit tremendously from the availability of quality recreation and natural areas within and in proximity to Cadiz. Within the city, an estimated 59.4 acres are devoted to recreational uses, with a large portion of this acreage attributable to the West Cadiz Park. Based on population projections, an additional 6 to 12 additional acres of park land will be needed over the next 20 years (see the Land Use Element).

The US Army Corp of Engineers, as part of its *Lake Barkley Master Plan, 2017* identified several needs for the West Cadiz Park. These include: 1) adding additional picnic sites and shelters; 2) installing recreation courts (in partnership with the city); 3) constructing additional parking; and 4) partnering to install a disc golf course. Planned recreational facilities (new or substantial upgrades to existing facilities), excluding those identified by the US Army Corp of Engineers and the Trigg County School District (see below), were not identified by this plan.

From analysis, three observations are noteworthy. First, areas in the western portion of the city (specifically in or near the downtown) have walkable access to park areas. Residential areas in the eastern portions of

the city do not. This plan does not advocate, or foreclose, the development of a multi-acre park in the eastern portions of the city. This notwithstanding, consideration should be given to the development of small scale, neighborhood parks (passive parks or playgrounds) as part of existing and planned residential development. The city's zoning ordinance should permit and encourage park uses in all areas of the city including residential areas, subject to compatibility standards (see also the Land Use Element).

Second, the city benefits from outdoor recreational amenities; however, aside from school district facilities, the city lacks an indoor sports or multipurpose facility (gymnasium). The costs for these facilities can be a challenge for small communities. Further analysis, which gauges need, public support, and the availability of funding, should be conducted.

Finally, the city and county's partnership in providing recreation is significant. The city, county, and tourism commission jointly partner to provide recreational programming. The community's primary, active recreational park (with sports fields) is owned and managed by the county and is located three miles outside of the city. The city's reliance on the county's facility will require continued coordination.

### **Medical Facility Needs**

Since 1952, the community has been served by the Trigg County Hospital. Over the years, the hospital has refined and expanded its services to the benefit of county residents. Needs identified by the hospital's administration include 1) the conversion of all patient rooms into private patient rooms; 2) the creation of new hospital rooms; and 3) the renovation of existing space including patient rooms, service areas, and a new nurses station. The hospital has recently received grant funds to begin renovations on the rear portions of the hospital.

This plan's Goals and Objectives recognize the importance of the hospital and its associated medical services to the community. The Goals and Objectives also recognize the importance of recruiting doctors and other medical professionals to locate their practices within Cadiz. In realizing this goal, the city plays an important role not only in providing essential services, but in providing the necessary regulatory framework to allow for the placement and expansion of medical facilities and services.

The city's current zoning ordinance does not clearly delineate the zoning districts in which medical uses can locate (aside from hospitals as a conditional use in the residential districts). Following the adoption of this plan, the city and planning commission should consider amendments to the zoning ordinance to clearly define the districts and standards under which these uses are permitted (see also the Land Use and Implementation elements). The city and planning commission may also consider, if available land and interest warrants, the creation of hospital/medical office zoning district.

### **Educational Facility Needs**

The Trigg County School District has a substantial presence within the city. School district services and facilities fall outside the direct purview of city government and state law excludes school districts from compliance with certain city ordinances, such as zoning. The city does provide essential service such as water, sewer, fire, and police protection; as such, coordination between the city and school district is needed. This plan's Goals and Objectives encourage this coordination as well as the school district's general conformance with the city's land development regulations.

Exhibit CF-5 lists the school district's short-to-mid-term facility needs as identified in their 2019 facilities plan:

Exhibit CF-5		
Trigg County Schools District Facilities Plan Projects		
Capital Construction Projects (after 2020-2022 Biennium)		
Facility	Project Type	Estimated Costs
Trigg County Vocational School	Major renovation	\$5,787,512
Trigg County High School	Major renovation	\$4,786,823
Gymnasium Building – High School	Major renovation	\$4,222,033
Gymnasium Building – High School	Construction – locker room and restroom addition with vestibule	\$1,398,941
Gymnasium Building – High School	Construction – administrative suite addition and secure entry	\$764,172
Trigg County Middle School	Major renovation	\$4,432,600
Trigg County High School and Vocation School	ADA improvements	\$450,000
Capital Construction Projects (Regardless of Schedule)(Management Support Areas)		
Facility	Project Type	Estimated Costs
Central Office	Major renovation	\$1,413,514
Central Office	Construction – board room and offices	\$3,150,405
Bus Garage	Major renovation	\$1,776,250
District Needs (Discretionary Construction Projects)		
Facility	Project Type	Estimated Costs
Trigg County High School (Football Field)	Construction – restrooms and concessionary	\$1,235,294
Trigg County Schools	Audio enhancement system	\$150,000
Trigg County Schools	Walkway cover replacement	\$824,850
Trigg County Schools	Construction – multipurpose facility	\$1,909,412
Trigg County Schools	Construction – multipurpose facility	\$3,144,120
Trigg County Middle School	Construction – cafeteria expansion	\$1,172,352
Source: Kentucky Department of Education, Office of Finance and Operations – <i>Trigg County Schools District Facility Plan</i> (August 2019)		

An important consideration (or potential need) involves the dispersion versus continued clustering of district facilities within the city (see the Goals and Objectives). Presently all of the district's schools are located on Main Street at a single site. The clustering of facilities has several advantages including the ability to share or cooperatively use facilities between schools (such as parking and recreational facilities) and in reduced transportation, facility, and administrative costs. The disadvantage to clustering is the loss of the entire system in the event of a natural disaster or catastrophe. Also, the clustering of facilities has the potential to strain infrastructure (such as adjacent streets, water, sewer, etc).

This plan's goals and objectives provides generalized guidance in the placement of new school facilities if dispersion is ever pursued by the school district. Site selection should consider (but not be limited to) transportation access, compatibility with adjoining uses, existing and planned infrastructure (water and sewer) and proximity to essential services (police and fire), and the availability of land.

School facilities require moderate to substantial acreage to effectively site, typically: elementary schools (7 to 14 acres); junior high schools (18 to 26 acres); and high schools (32 to 42 acres). If alternate school locations are pursued in the future, it may include lands that are currently outside of the city. It is preferable that if a new school is built it be located within the corporate limits. Annexation should be pursued if needed.

## **Summary of Community Facility Needs/Projects**

From a review of the City of Cadiz Comprehensive Plan, 2002, the city's existing community facilities, and this plan's Goals and Objectives, the following needs were identified:

- Maintain and update the city's subdivision regulations and other regulatory tools which require the extension of services as part of new development.
- Continue and formalize the process for reviewing/permitting large developments to ensure the adequacy of community facilities.
- Coordinate existing and planned facilities with zoning.
- Update the city's water and sewer infrastructure and continue to pursue grant funding.
- Plan for the long-term relocation/construction of a new facility for the police department.
- Investigate the creation of a stormwater utility.
- Develop and maintain a capital improvements program.
- Investigate the creation of an indoor multipurpose recreational facility.
- Provide for the placement of parks and recreational uses, medical and hospital facilities, governmental offices and other public semi-public uses, and utility uses.
- Continue dialogue and coordination with the county, school district, water district, and other facility providers.

A listing of activities to be undertaken in addressing these needs is provided in the Implementation Element of this plan.

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# Fort Campbell Element

## Introduction

KRS 100.187(5) requires a local planning unit, containing or adjacent to certain military installations, to include in its comprehensive plan provisions which address compatibility and the accommodation of military activities. Specifically, the statute requires:

*(a) Provisions for the accommodation of all military installations greater than or equal in area to three hundred (300) acres that are: 1. Contained wholly or partially within the planning unit's boundaries; 2. Abutting the planning unit's boundaries; or 3. Contained within or abutting any county that contains a planning unit.*

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

This element is designed to meet the requirements of KRS 100.187 by promoting the long-term viability of Fort Campbell's operational needs and encouraging compatibility with adjoining land uses.

## Fort Campbell

Fort Campbell is located in southwestern Kentucky and northwestern Tennessee and includes portions of four counties: Christian County, Kentucky; Trigg County, Kentucky; Montgomery County, Tennessee; and Stewart County, Tennessee. The installation encompasses 105,000 acres (164 square miles) with 37,000 acres in Kentucky and 68,000 acres in Tennessee. The base's 15,000-acre cantonment area is located in Christian and Montgomery counties. Fort Campbell's lands in Trigg and Stewart counties are used predominantly as the base's training and maneuvering areas.

Named in honor of former Tennessee Governor and Brigadier General William B. Campbell, Camp Campbell was established in the early 1940s. During WWII, Camp Campbell served as a training and mobilization center for the U.S. Army's armor divisions. In 1950, Camp Campbell became a permanent Army installation and was renamed Fort Campbell. Over the last 70 years, Fort Campbell's mission has grown and its operations adjusted to meet the nation's defense needs. Major events in Fort Campbell's history include:

- Late 1940s – 1965 – The Armed Forces Special Weapons Project and the Atomic Energy Commission jointly operated the “Clarksville Base.” This base, interior to Fort Campbell, was used as a top secret nuclear weapons and storage facility. This facility was closed in 1965 and the land transferred to the Army in 1969.
- 1950s – The Air Force relinquished control of Campbell Airfield to the Army. The airfield was expanded and by 1959 it had become the Army's largest single airfield.
- 1956 – The 101<sup>st</sup> Airborne Division was relocated from Fort Jackson to Fort Campbell.
- 1967 – 1972 – Fort Campbell served as United States Army Training Center where soldiers received basic and advanced infantry training.

- 1980s – The 5<sup>th</sup> Special Forces Group (Airborne) and the 160<sup>th</sup> Special Operations Aviation Regiment (Airborne) were assigned to Fort Campbell.
- 1980s – Major facilities added (hospital, hangars, simulator).
- 1990s – Large deployments to support Desert Storm/Desert Shield, humanitarian relief efforts in Rwanda and Somalia, and peacekeeping missions in Bosnia, Haiti, and Kosovo.
- 2000s – 2010s – Continued deployments to Iraq and Afghanistan.

Presently, Fort Campbell's major units include the 101<sup>st</sup> Airborne Division (Air Assault), 160<sup>th</sup> Special Operations Aviation Regiment (Airborne), 5<sup>th</sup> Special Forces Group (Airborne), 52<sup>nd</sup> Explosive Ordnance Disposal (EOD), 531<sup>st</sup> Hospital Center, U.S. Army Medical Activity Blanchfield Army Hospital, 716<sup>th</sup> Military Police Battalion, 902<sup>nd</sup> Counterintelligence Field Office, 502<sup>nd</sup> Military Police Battalion (CID), 4-18<sup>th</sup> Weather Squadron, and the U.S. Army Garrison Fort Campbell. The fort's total supported population is approximately 250,000. This includes approximately 26,587 active duty military personnel, 50,812 family members, 6,476 civilians, 2,224 contract employees, and 163,481 retirees and family members. In 2019, Fort Campbell's annual impact on the regional economy was estimated to be \$4.5 billion (United States Army Garrison-Fort Campbell, October 2020).

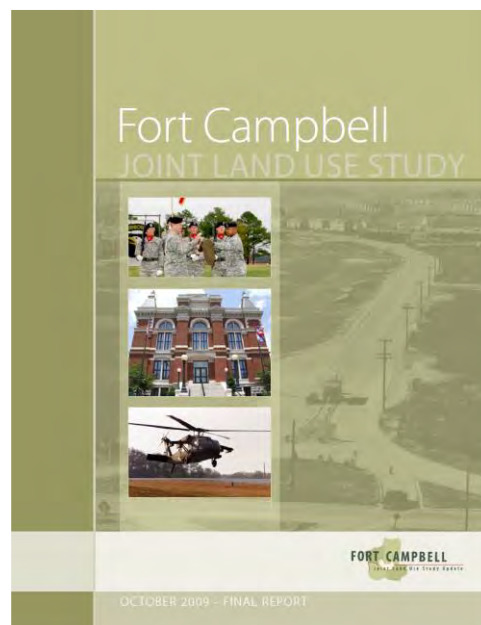
## Joint Land Use Study

The Joint Land Use Study (JLUS) program was initiated in the mid-1980s with the objectives of encouraging “cooperative land use planning between military installations and the surrounding communities” and to “seek ways to reduce the operation impacts of military installations on adjacent lands.” Fort Campbell's first JLUS Study was conducted in 1996 and the most recent was completed in late 2009.

As part of the JLUS development process, a committee comprised of city and county leaders and Fort Campbell Garrison leadership was established. Trigg County and the City of Cadiz participated in this process. The committee was tasked with 1) identifying potential land use impacts and threats to the operations of the installation and viability of the surrounding communities; 2) identifying areas deemed critical to military operations and those areas off-post likely to be impacted; and 3) developing strategies and activities to be implemented by the participating jurisdictions to mitigate potential impacts.

In total, twelve potential compatibility issues were identified. These included:

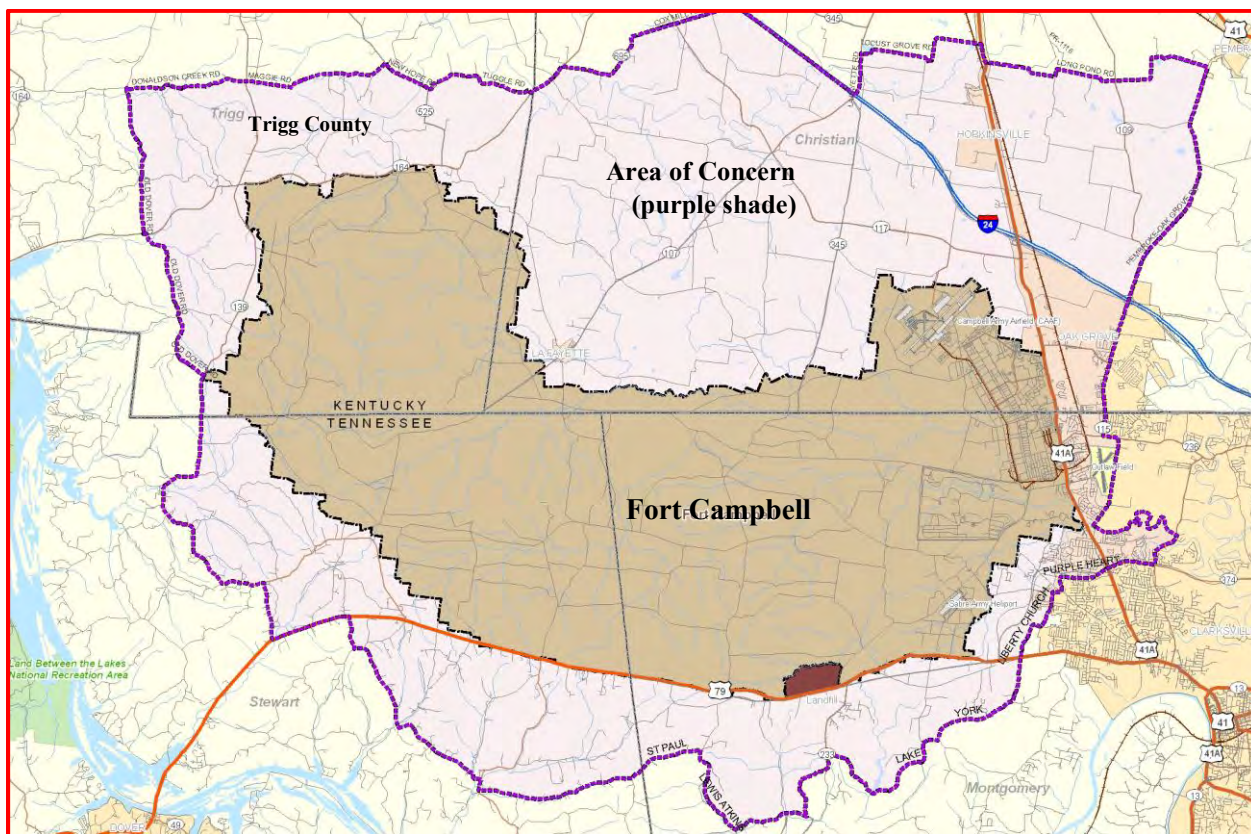
- Noise from aircraft operations;
- Noise associated from large arms training;
- Vibration and dust from training activities;
- Smoke from prescribed burns;
- Risks from aircraft accidents;
- Height of structures and airspace;
- Competition for the use of the electromagnetic spectrum;
- Outdoor lighting and interference with flight operations and night vision training;
- Land uses that attract large bird populations;
- Activities that release smoke or other substances into the air;
- The loss of threatened or endangered species, agricultural lands, or sensitive resources;
- Civilian radio frequency devices and their interference with electronic and communications equipment; and



■ Transportation impacts on area roads.

From a review of the above, the primary issues identified were 1) exposure of residents to noise from aviation operations; 2) risks to residents and businesses from aircraft accidents; and 3) visual interference with night vision due to exterior lighting.

The Fort Campbell “area of concern” is illustrated below. This area includes 255,425 acres outside of Fort Campbell. An estimated 46,471 of these acres are within Trigg County or approximately 15% of the county’s total geographic area. It is important to note that the City of Cadiz is outside the “area of concern”. The city, at its closest point, is approximately seven miles north of this area.



Source: Fort Campbell Joint Land Use Study, 2009.

The JLUS contains several recommendations for further action by Trigg County to promote land use compatibility; however, no recommendations specific to the City of Cadiz were identified in the plan. This is primarily due to the distance of the city from the identified area of concern.

## Future Compatibility and Accommodation

Fort Campbell has a tremendous economic and social impact on the area. Retaining Fort Campbell’s presence and supporting the Army’s operational needs are essential. Although the city was not identified in the JLUS for specific actions or issues of compatibility, the mission and operations of Fort Campbell have expanded over the years. It is conceivable that as the city grows or as Army operations change, issues of compatibility will arise. The city should maintain an active dialogue with the garrison’s planning and command staff and continue its participation in future Joint Land Use Study planning activities.

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# Implementation Element



## Introduction

The implementation of this plan's policies and recommendations will require a concerted effort by the city's staff, planning commission, city council, and residents. Many of this plan's Goals and Objectives involve activities which are continuous in nature, are designed to assist the planning commission in the review of applications (such as zoning map amendments), or are designed to provide general policy guidance as issues are brought to the attention of the commission or council.

Conversely, several of this plan's Goals and Objectives, including recommendations within the individual elements, will require proactive and meaningful action to be fully realized. An implementation element is not specifically required by KRS 100 as part of a comprehensive plan; however, for a comprehensive plan to be substantive, an implementation element, to include an implementation schedule, is warranted.

This element is designed to highlight needed activities identified in this plan's preceding elements. For each implementation activity the following is provided: 1) a summary of the needed activity; 2) the project or activity initiator; 3) the expected duration of the activity; and 4) a cross reference to applicable Goals and Objectives and/or the affected element.

Finally, this element's implementation schedule should not be considered all inclusive. The omission of an activity or initiative does not preclude action by the planning commission, city council, or administration in furtherance of this plan. Also, as with all elements of the comprehensive plan, this element's implementation schedule should be periodically reviewed and updated as activities are completed or the need for new initiatives becomes known.

## Implementation Activities

### Implementation Activities

Exhibit IE-1 provides a listing of implementation activities that may be undertaken over the next five years in furtherance of this plan.

Exhibit IE-1 Implementation Schedule		
Element(s) & Activity	Description	Goals & Objectives*
<b>COMMUNITY FACILITIES</b>  <b><i>Capital Improvement Program</i></b>	The city, working through the planning commission, should develop a capital improvements program to identify priority community facility projects, develop cost estimates, and identify and schedule funding for implementation. Prioritized facilities may include, but are not limited to: water and sewer upgrades/replacements, new public buildings (e.g. new police station), and transportation and park improvements (see the Community Facilities and Transportation elements). <b>Initiator:</b> City Administration, Planning Commission, and Council <b>Duration:</b> 12 to 18 months; Annual	Physical – Government Administration, Goal 1

Exhibit IE-1  
Implementation Schedule

Element(s) & Activity	Description	Goals & Objectives*
<p>COMMUNITY FACILITIES &amp; LAND USE</p> <p><b><i>Annexation Policy</i></b></p>	<p>The city should periodically review its policies and administrative procedures affecting annexation. Coordination between the city, county, utility providers, and the commission should continue to ensure that new developments adjacent to the corporate limits are annexed and timed with platting and utility extensions. <b>Initiator:</b> City Administration and Planning Commission <b>Duration:</b> Ongoing</p> <p>The city should require, prior to the connection or extension of water and/or sewer outside of the corporate limits, that property owners execute “consent to annexation” agreements. <b>Initiator:</b> City Administration and Planning Commission <b>Duration:</b> Ongoing</p> <p>The city should continue dialogue with the Barkley Lake Water District to ensure that properties are transitioned to the city’s service area upon annexation and/or the extension of municipal water/sewer. <b>Initiator:</b> City Administration <b>Duration:</b> Ongoing</p>	<p>Social-Population, Goal 3</p> <p>Physical-Water/Sewer, Goals 1 and 2</p>
<p>COMMUNITY FACILITIES, LAND USE, &amp; TRANSPORTATION</p> <p><b><i>Flooding &amp; Drainage</i></b></p>	<p><i>Flood Damage Prevention.</i> The city should maintain its participation in the National Flood Insurance Program and refine, as needed, the city’s accompanying flood damage prevention standards. The city should encourage FEMA (at the time of the next map update) to consider detailed studies in order to provide mapping that delineates the floodway and base flood elevations. The city’s flood overlay districts (zoning ordinance) should be reviewed for consistency. <b>Initiator:</b> City Council and Administration <b>Duration:</b> Ongoing</p> <p><i>Stormwater Management.</i> The city should investigate (and, if warranted, pursue) the development of a stormwater management ordinance to address the impacts of stormwater runoff from commercial, industrial, and residential developments and subdivisions. The regulations may be designed to exempt small developments and non-contributing land uses. <b>Initiator:</b> City Council, Administration, and Planning Commission. <b>Duration:</b> 6 to 12 months</p>	<p>Social-Housing, Goals 2 and 7</p> <p>Social-Education/Educational Facilities, Goal 2</p> <p>Social-Recreation/Open Space/Parks, Goal 3</p> <p>Environmental-General, Goal 1</p> <p>Environmental-Land Use, Goal 1</p>

Exhibit IE-1  
**Implementation Schedule**

Element(s) & Activity	Description	Goals & Objectives*
<p>COMMUNITY FACILITIES, LAND USE, &amp; TRANSPORTATION</p> <hr/> <p><b><i>Flooding &amp; Drainage</i></b></p>	<p><i>Stormwater Utility.</i> The city should investigate (and, if warranted, pursue) the creation of a storm water utility. The purposes of the utility could include 1) the identification and prioritization of needed drainage improvements; 2) providing through fees, assessments, or grants a mechanism to fund improvements; 3) providing an entity to assist in the oversight and management of stormwater projects; and 4) assisting the city in the administration of stormwater and flood prevention regulations. <b>Initiator:</b> City Council and Administration <b>Duration:</b> 18 to 36 months</p>	<p>Environmental-General, Goal 1</p>
<p>COMMUNITY FACILITIES &amp; LAND USE</p> <hr/> <p><b><i>Community Facilities Placement</i></b></p>	<p>The city and planning commission should ensure that community facilities, specifically parks, medical facilities, and other cultural and semi-public uses are clearly listed within the city's zoning ordinance (see regulatory discussion below). <b>Initiator:</b> Planning Commission <b>Duration:</b> 12 to 18 months</p>	<p>Social – Medical Care/ Medical Facilities, Goal 2</p> <p>Social – Recreation/Open Space/Parks, Goals 3 and 4</p> <p>Economic – General, Goal 2</p>
<p>LAND USE</p> <hr/> <p><b><i>Downtown Aesthetics</i></b></p>	<p>The city should review (and update as needed) the historic downtown and Main Street guidelines. The review/update should consider, but not be limited to, items identified in the <i>Land Use &amp; Needs Analysis - Regulatory Requirements</i> section of this plan. In addition, the city may consider providing administrative review and approval for minor improvement projects. <b>Initiator:</b> City Administration and Council <b>Duration:</b> 12 to 18 months</p>	<p>Environmental-Urban Sensitive Areas, Goal 2</p>
<p>LAND USE</p> <hr/> <p><b><i>Housing Choice and Standards</i></b></p>	<p>The city's housing stock is an essential component for population growth and retention. In addition to (and in concert with) implementation activities related to the update of the zoning ordinance, the following activities should be undertaken:</p> <p><i>Zoning Standards.</i> Zoning standards should be reviewed and updated to provide housing placement opportunities, with appropriate densities, throughout most of the city (including the downtown). Standards should address planned unit developments, zero-lot-line, and other innovative housing options (see also below) <b>Initiator:</b> Planning Commission <b>Duration:</b> 12 to 18 months</p>	<p>Social – Population, Goals 1 and 2</p> <p>Social – Housing, Goals 1 through 7</p>

Exhibit IE-1  
Implementation Schedule

Element(s) & Activity	Description	Goals & Objectives*
<p style="text-align: center;">LAND USE</p> <hr/> <p style="text-align: center;"><b><i>Housing Choice and Standards</i></b></p>	<p><i>Property Maintenance.</i> Property maintenance standards, the use of the code enforcement board to address violations of standards, and the staffing of the code enforcement officer position should continue. <b>Duration:</b> Ongoing <b>Initiator:</b> City Administration and Council</p>	<p>Environmental – Urban Sensitive Areas, Goal 2</p> <p>Physical – Governmental Administration, Goal 2</p>
<p style="text-align: center;">LAND USE, TRANSPORTATION, &amp; COMMUNITY FACILITIES</p> <hr/> <p style="text-align: center;"><b>Regulatory Review/Update – Subdivision Regulations &amp; Zoning Ordinance</b></p>	<p><i>Subdivision Regulations.</i> Following the adoption of the comprehensive plan, the planning commission in coordination with the city and county should undertake a review and update of the subdivision regulations. The update should consider, but not be limited to, items identified in the <i>Land Use &amp; Needs Analysis - Regulatory Requirements</i> section of this plan. In addition, the review and update should consider/address subdivisions and developments in areas adjacent to the city (extraterritorial) in order to provide uniform standards and ensure conformity in the event of annexation. <b>Initiator:</b> Planning Commission <b>Duration:</b> 12 to 18 months</p> <p><i>Zoning Ordinance.</i> Following the adoption of the comprehensive plan, the planning commission in conjunction with the city should undertake a review and update of the zoning ordinance. The update should consider, but not be limited to, items identified in the <i>Land Use &amp; Needs Analysis - Regulatory Requirements</i> section of this plan. <b>Initiator:</b> Planning Commission <b>Duration:</b> 12 to 18 months</p>	<p>Social-Housing, Goals 1, 3, 4, 5, 6, and 7</p> <p>Social-Recreation/ Open Space, Goals 3 and 4</p> <p>Environmental – General, Goals 1, 2, and 4</p> <p>Environmental-Land Use, Goals 1, 2, 3, and 4</p> <p>Environmental-Urban Sensitive Areas, Goals 1 and 2</p> <p>Economic-General, Goal 1</p> <p>Physical-Transportation and Water/Sewer – all Goals</p>
<p style="text-align: center;">LAND USE</p> <hr/> <p style="text-align: center;"><b>Regulatory Review/Update -Cell Tower Regulations</b></p>	<p>The planning commission should review regulations for the placement of cell towers within the city (and county). Emphasis should be placed on updating the existing ordinance and policies to address new technologies, including small cell. <b>Initiator:</b> Planning Commission <b>Duration:</b> 6 to 9 months</p>	<p>Economic-Commercial, Goal 1</p>

Exhibit IE-1  
Implementation Schedule

Element(s) & Activity	Description	Goals & Objectives*
<p>TRANSPORTATION &amp; LAND USE</p> <p><b>Aesthetics and Functionality</b></p>	<p><i>Corridor Standards.</i> The city should consider adopting corridor standards for US 68 (Hopkinsville Highway). These standards would supplement existing zoning provisions. Emphasis should be placed on enhancing access and cross-over standards (in coordination with KYTC) and considering special setback, signage, and landscaping requirements (see also the Land Use Plan Element).</p> <p><i>Parking Standards.</i> Parking standards contained within the zoning ordinance should be reviewed by the planning commission following the adoption of this plan. For the downtown, consideration should be given to requiring (when practicable) that new off-street parking lots be located to the rear or sides of buildings. Also, the zoning ordinance may provide for a reduction in required parking when on-street parking is available. Consideration should be given to permitting off-site (remote) or shared parking for downtown businesses.</p> <p>For areas outside of the downtown, consideration should be given to incorporating landscaping requirements and minimum setback and access standards for off-street parking. <b>Initiator:</b> Planning Commission <b>Duration:</b> 18 to 36 months</p>	<p>Physical-Transportation, Goals 1, 2, and 3</p>
<p>TRANSPORTATION, COMMUNITY FACILITIES, &amp; LAND USE</p> <p><b>Pedestrian Improvements</b></p>	<p>Pedestrian improvement needs (sidewalks, crosswalks, etc.) should be examined and prioritized (see Map TPE-3). Consideration should first be given to areas within and adjacent to the downtown and West Cadiz Park where sidewalks are incomplete. Residential areas (where there is public support) should also be considered. Coordination with KYTC will be required and alternate funding sources (such as STBG/TA funding) should be explored. <b>Initiator:</b> City Administration <b>Duration:</b> Ongoing</p>	<p>Physical-Transportation, Goals 1, 2, and 3</p> <p>Physical-Governmental Administration, Goal 1</p>
<p>TRANSPORTATION</p> <p><b>Transportation Planning and Coordination</b></p>	<p>The city, in concert with the county, should continue active dialogue with KYTC and the Pennyryle Area Development District to ensure that the area's transportation needs/projects are considered in the state's Long-Range Transportation Plan (LRTP) and Six-Year Transportation Improvement Program processes. <b>Initiator:</b> City and County Government <b>Duration:</b> Ongoing and Continuous</p>	<p>Physical-Transportation, Goals 1, 2, and 3</p> <p>Physical-Governmental Administration, Goal 1</p>

Exhibit IE-1  
Implementation Schedule

Element(s) & Activity	Description	Goals & Objectives*
<p style="text-align: center;">TRANSPORTATION, COMMUNITY FACILITIES, &amp; LAND USE</p> <hr style="width: 20%; margin: 10px auto;"/> <p style="text-align: center;"><i><b>New Streets and Infrastructure</b></i></p>	<p><i>Subdivision Regulations.</i> The city's subdivision regulations should be reviewed by the planning commission following the adoption of the comprehensive plan. The review should include refining standards for street construction including right-of-way width, composition standard, alignment and sight distance, utility and drainage standards, and standards for sidewalk placement (see also the Complete Streets insert). Standards should provide reasonably specific criteria for determining whether sidewalks are required as part of new street creation. In addition, exceptions from placement requirements for subdivisions in the county should be examined and potentially revised in cases where city services (i.e. water or sewer) are extended and/or annexation is imminent. <b>Initiator:</b> Planning Commission <b>Duration:</b> 18 to 36 months</p> <p>In addition to the standards contained in the subdivision regulations, the city should consider the development of public improvement specifications. These standards would supplement the requirements of the subdivision regulations and could address street and right-of-way improvements undertaken in the absence of traditional subdivision development. Standards should address street construction (including incorporating elements of complete street design such as sidewalks, bike lanes, and other improvements) and the installation of drainage, lighting, and utility infrastructure. The standards should also specify surety, inspection, and acceptance protocols. <b>Initiator:</b> City Council and Administration <b>Duration:</b> 18 to 36 months</p>	<p>Physical-Transportation, Goals 1, 2, and 3</p> <p>Economic-General, Goal 1</p>

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## Conclusion

The adoption of this plan fulfills the requirements of the KRS 100.183. Although significant, the *City of Cadiz, Kentucky Comprehensive Plan, 2021-2026* represents only a first step in planning. An effective planning program requires the continuous evaluation of programs, projects, and regulations to ensure the thoughtful and wise use of community resources in keeping with this comprehensive plan.

This plan outlines several implementation activities. Identified projects, including ordinance revisions, should be undertaken in the upcoming years; however, this plan is not intended as a straitjacket to policymakers. Inevitably, challenges and issues will occur that were unforeseen by this plan. Also, future policymakers may face limitations in available resources or competing priorities may arise. In these instances, guidance from this plan's Goals and Objectives should be sought and priorities and projects identified in the individual elements should be viewed in consideration of the plan as a whole.

Finally, the city and the planning commission should continually review and monitor this plan. State law requires the review and update of this plan no less than once every five years. Within the five-year mandatory review, the statutes do not limit the frequency whereby the planning commission and city (goals and objectives) can make changes when needed. As new opportunities or challenges arise, this plan should be evaluated and, when deemed appropriate, amended to provide needed guidance.

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## Notes

- LU-1. The land use survey found 908 single-family detached dwelling units within the City of Cadiz. The parcel count for this use is 983. Approximately 70 detached single-family dwellings appeared to be situated on more than one lot. For the existing land use map, residential and other uses that occupied multiple lots were illustrated as that use. In cases where multiple lot ownership was present but the single-family dwelling appeared to be confined to an individual parcel, the unused parcel(s) was classified as vacant.
- LU-2. The projection of future land use needs (acreage) is based on anticipated population growth. Growth factors contained in the Community Profile were used to project the future need. Gross acreage assumes that approximately 10% of needed land will be used for additional rights-of-way, easements, stormwater basins, and other development supporting infrastructure.
- TPE-1. Traffic counts for Exhibits TPE 1, 2, 3, 4, and 5 are from the Kentucky Transportation Cabinet.
- TPE-2. For Exhibit TPE 4 and 5, the availability of traffic counts by year and station varied. The traffic counts provided are the average of all traffic counts available for individual stations during the decades illustrated (1990-1999, 2000-2009, and 2010-2019).
- TPE-3. Trigg County projects consider regionally during the 2020 SHIFT process were provided by the Pennyriple Area Development District.

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2021 -  
2026

# City of Cadiz Comprehensive Plan

