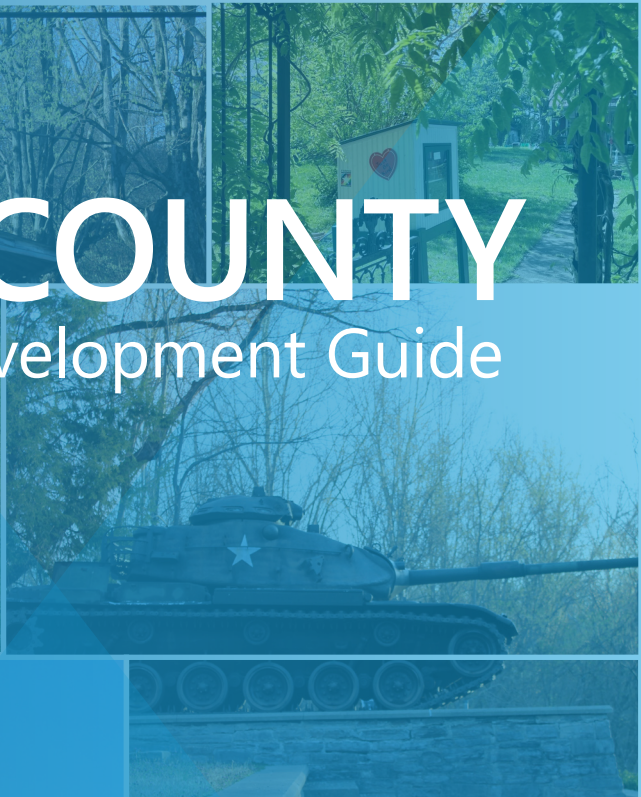




HARDIN COUNTY

Comprehensive Development Guide



Comprehensive Development
Guide 2024

ADOPTED MARCH 2024

**Hardin County Fiscal Court
Resolution No. 2024-054**

WHEREAS, KRS 100.183 requires as part of the Comprehensive Planning Process that the local Planning Commission prepare written Goals and Objectives for the Comprehensive Plan.

WHEREAS, the Planning Commission has been working diligently and receiving public and community input into updating Hardin County’s Comprehensive Plan;

WHEREAS, on March 5, 2024, the Planning Commission held a public hearing and as a result adopted recommended Goals and Objectives for the Comprehensive Plan in Resolution 2024-006;

WHEREAS, the Planning Commission having provided Hardin County Fiscal Court with its recommended Goals and Objectives of the Plan;

WHEREAS, KRS 100.193 provides for the process by which Fiscal Court may approve/adopt or reject the Planning Commission’s recommended Goals and Objectives of the Comprehensive Plan:

BE IT THEREFORE RESOLVED, that the recommended Goals and Objectives of the Hardin County Planning Commission be made a part of this Resolution and be hereby adopted and approved by Hardin County Fiscal Court.

ADOPTED, by the Hardin County Fiscal Court in its regular meeting on the 12 day of March, 2024.



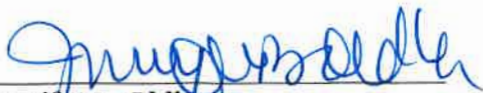
Keith L. Taul
Hardin County Judge/Executive

ATTEST:



Brian D. Smith
Hardin County Clerk

PREPARED:



Jennifer B. Oldham
Hardin County Attorney

RESOLUTION 2024-006

A Resolution of the Hardin County Planning & Development Commission
Adopting the *Comprehensive Development Guide, 2024*
A Comprehensive Plan
for unincorporated Hardin County, KY

WHEREAS, KRS 100.193 sets forth the procedures for the adoption of the Statement of Goals and Objectives which were last updated on July 23, 1996 to act as a guide in the preparation of the necessary elements in the implementation of a Comprehensive Plan;

WHEREAS, KRS 100.197 sets forth the procedure for periodic review, update, amendment and adoption of the Comprehensive Plan elements and their research basis;

WHEREAS, it is the desire of the Hardin County Planning Commission to keep the provisions of Hardin County's Comprehensive Development Guide current and in compliance with both state law and the Commission's Statement of Goals & Objectives;

WHEREAS, the cities of Elizabethtown and Radcliff have recently updated their Comprehensive Plans according to the provisions of Chapter 100 of the Kentucky Revised Statutes;

WHEREAS, the Planning Commission, its staff and Taylor Siefker Williams Design Group have conducted considerable research with a multifaceted public engagement process, which included public workshops and open houses throughout the county including Elizabethtown, Cecilia, Rineyville, Glendale and Radcliff, an online survey, a Comprehensive Plan specific website, steering committee meetings, focus group meetings and a formal public hearing to gain input from the citizens of the community;

NOW, THEREFORE, BE IT RESOLVED BY THE HARDIN COUNTY PLANNING AND DEVELOPMENT COMMISSION:

- That this Planning Commission hereby adopts the Future Land Use Map and the Planning Area Map of the 2024 *Comprehensive Development Guide*, Comprehensive Plan for Hardin County showing future recommended land uses, including the supporting documents presented on this date and the modified text recommended by the staff. The Comprehensive Plan incorporates all actions taken by the Commission which change the maps, text or documents presented by the staff and consultants in the course of this hearing. The maps, supporting documents and modified text are incorporated herein by reference.
- That this Resolution with the attached documentation, modified text and the maps adopted herein shall be referred to as the *Comprehensive Development Guide, 2024* for the unincorporated area of Hardin County and includes the Goals and Objectives, Recommended Future Land Use Plan, Chapters on: Agriculture, Quality of Life and the Built Environment, Community Facilities and Utilities and Transportation. Also including appendices on Demographics and Market Analysis, Existing Conditions Analysis and Public Engagement.
- That the 2024 Comprehensive Plan shall supersede and replace all prior Comprehensive Plans and any and all of their various elements previously adopted by this Planning Commission. All prior plans, elements, maps, and materials shall no longer have any force

and effect, and shall not be relied on by any party from date of passage of this Resolution.

- It is the intent of this Planning Commission that the Zoning Ordinance, Zoning Map and Subdivision Regulations currently in effect on the date of passage of this Resolution shall remain in full force and effect until duly amended.
- The Director of the Hardin County Planning Commission is directed to forward this Resolution and the statement of Goals and Objectives included within the ***Comprehensive Development Guide, 2024*** to the Hardin County Fiscal Court for its adoption in accordance with KRS 100.193.
- That ***Comprehensive Development Guide, 2024*** and its statement of Goals and Objectives shall become effective upon approval of the statement of Goals and Objectives by the Hardin County Fiscal Court.

ADOPTED ON THIS 5th DAY OF MARCH 2024.



Hardin County Planning Commission
Mark Hinton - Chairman



Hardin County Planning Commission
Adam C. King, AICP - Director

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ACKNOWLEDGEMENTS

Elected Officials

Keith Taul, Hardin County Judge-Executive
Hardin County Fiscal Court

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Mark Hinton, Chairman
Greg Lowe, Vice-Chairman
Steve Steck, Secretary
Charles Nall, Member
Mark Nelson, Member

Board of Adjustments

Robert A. Krausman, Chairman
Greg Youngblood, Vice-Chairman
Steve Steck, Secretary

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Mike Billings, Engineering Design Group
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Phillip Tabb, Hodges Auction
Keith Taul, Hardin County Judge-Executive
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Consultant Team



Housing Subcommittee

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Mike Billings
Steven Brandenburg
Mike Brantingham
Paul Brantingham
David Butler
Brian Cardin
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Scott Curtsinger
Blake Duggins
Jeff Farmer
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Tracy Helm
Eric Jackson
Greg Lowe
Trina Martin
Charles Nall
Aaron Pennington
Jasmine Rugama
Clay Smith
Mike Thomas
Glenn Turner
Dusty Ward

Glendale Subcommittee

Caleb Bland
Mike Bell
Jason Buckles
Brian Cardin
Josh Cooper
John DeRamos
Ranetta DeRamos
Houston Howlett
Larry Jagers II
Jeff Key
Gerald Lush
Ray Allen Mackey
Forrest Pollock
EG Thompson
Sheree Vance
Shaun Youravich

Ft. Knox Subcommittee

Ryan Brus
Jim Bradford
Rodney Manson
Dan Musel
Mike Robinson

Agriculture Subcommittee

Matt Adams
Jason Buckles
Daniel Carpenter
Rod Grusy
Paul Hayes
Zack Heibert
Nathan Highbaugh
Houston Howlett
Larry Jagers II
Greg Lowe
David Mackey
Ray Allen Mackey
Kevin Mobley
Kyle Mobley
Charles Nall
Byron Nelson
David Taul
Mark Thomas
Rick Thomas
Vincent Thompson
Steve Wooden



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Comprehensive Development
Guide 2024

EXECUTIVE SUMMARY



INTRODUCTION

A comprehensive plan is a strategic document that presents a detailed framework for the long-term growth and development of a community. Kentucky Revised Statutes (KRS) 100.187 requires all governmental units prepare a comprehensive plan; each plan shall include elements including a list of goals and objectives, a land use plan, transportation plan, a community facilities plan, and a plan for accommodating military installations greater than 300 acres. Additionally, comprehensive plans may include other plan elements, which include, but are not limited to housing, flood control, pollution, and historic preservation.

A comprehensive plan involves the active participation of a diverse group of stakeholders, which include residents, policy makers, and business and community leaders. Engaging a diverse group of stakeholders across the county allows a unique set of priorities to be crafted that are tailored to each community. Comprehensive plans can serve as a guide to responsible and equitable development by promoting the health and welfare of the community, and is a crucial tool for promoting inclusive development while achieving a community's long-term vision.



PLAN ORGANIZATION

Chapter 1: Goals and Objectives: This chapter provides all of the goals and objectives for the county over the next 20 years.

Chapter 2: Recommended Future Land Use Plan: This includes the future land use plan and supporting maps. The recommended future land use element outlines a unique three-step process for the development of property in the county. Step 1 includes an initial evaluation to determine if a proposed development complies with community-wide development policies. Step 2 breaks the county into six future land use groups and provides general guidance for development within each specific group. Step 3 then divides the six future land use groups into 29 planning areas that provide more specific direction for development based on the local issues and conditions.

Chapters 3 – 6: These chapters provide more detail and direction on the plan’s ten goals and supporting objectives. The existing conditions for each topic are highlighted in these chapters and more direction is provided for each of the goals and objectives. Recommendations and action steps that the Planning Commission should lead, or play a larger support role, are also included for each goal.

Chapter 3: Agriculture – Focuses on conservation of the environment and productive farmland throughout the county as well as mineral extraction.

Chapter 4: Quality of Life and the Built Environment – Focuses on land use, housing, economic development, character, and government.

Chapter 5: Community Facilities & Utilities – Focuses on parks, recreation, utilities, and public services.

Chapter 6: Transportation – Focuses on all modes of transportation, including automobile, bicycle, pedestrian, freight, and air.

Appendix A – C: The appendices provide detailed information, statistics, and data that support and were used to develop the comprehensive plan. While a highlight of this information is included in Chapters 3 - 6, these appendices provide specific data and maps that were used in creating the plan’s goals, objectives, future land use plan, and recommendations.

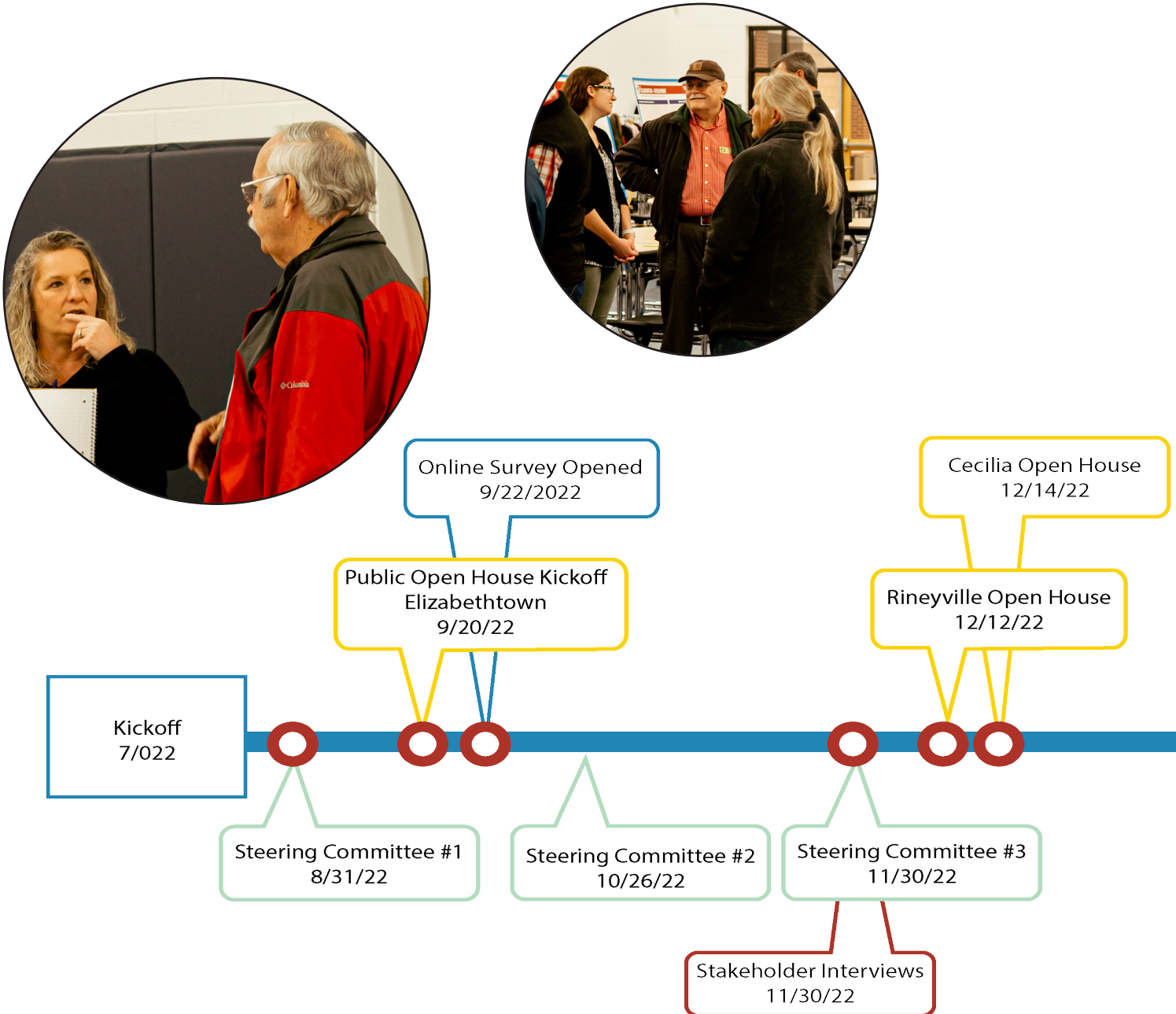
Appendix A: Demographic and Market Analysis – This appendix provides detailed data on the current and historical demographic conditions and trends, such as population, education, housing, race, and similar. It also provides an analysis of the current economy with statistics on employment, employers, and industries.

Appendix B: Existing Conditions Analysis – This appendix includes more detailed evaluation, analysis, and data for the physical conditions within the county for natural areas, environmental features (such as soils and source water protection areas), Fort Knox, community facilities, utilities, public services, and transportation.

Appendix C: Public Engagement – This appendix provides details on all public engagement opportunities and input received throughout the planning process for this comprehensive plan..

PLANNING PROCESS

The comprehensive plan update process started in July 2022 and was completed in July 2023. This process used the goals and objectives from the 2019 comprehensive plan as a starting point and focused on updating the plan to reflect the current conditions in Hardin County.

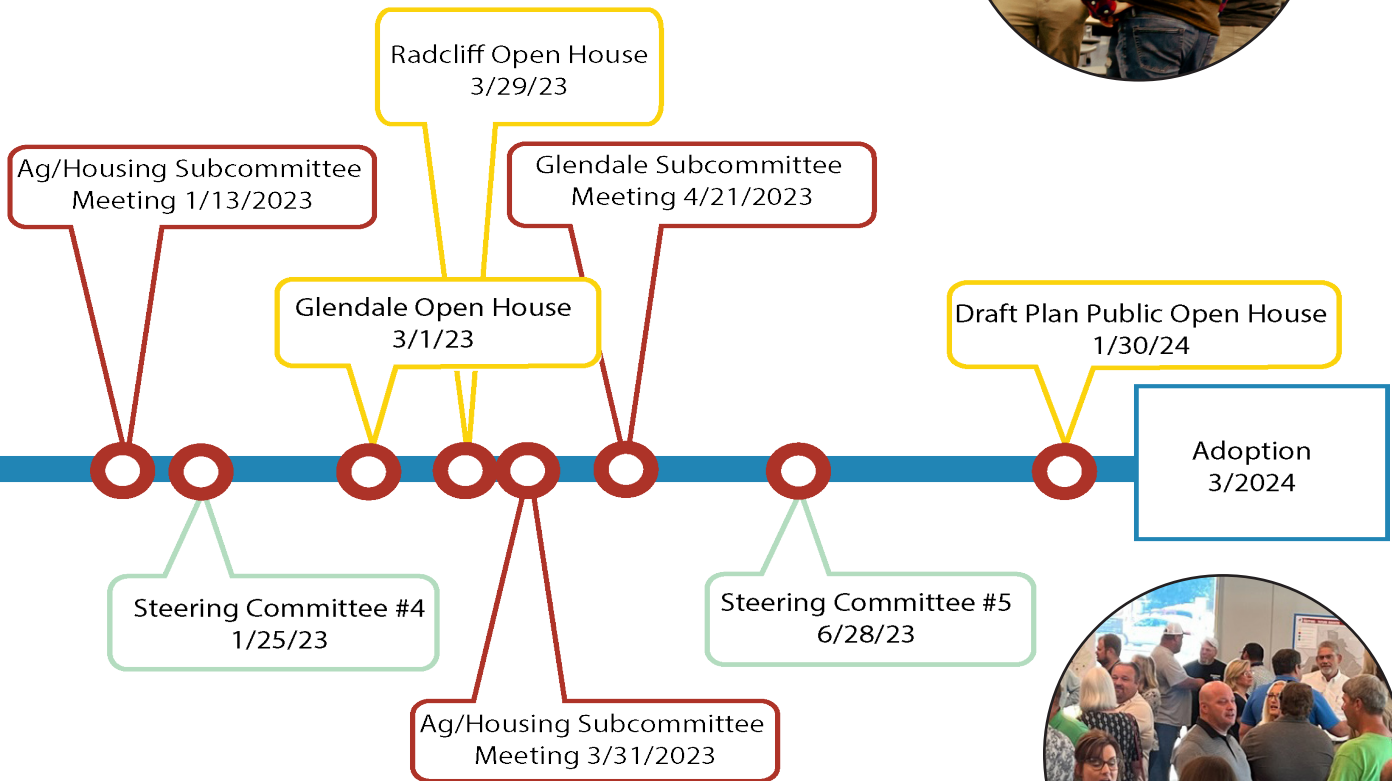


PUBLIC ENGAGEMENT HIGHLIGHTS

Throughout the planning process, there were hundreds of engagements with people through 26 public events and an online survey. The following provides a highlight of these events and specific details on the content of each event and input received can be found in Appendix C: Public Engagement.

Public Open Houses (Identify Issues and Ideas)

Over the course of the project, multiple public open houses were held across Hardin County. The purpose of these meetings was to provide an overview of the comprehensive plan process and allow people to provide input on issues facing the county today as well as ideas for the future. Participants were asked to provide input on current conditions, services and infrastructure, ideas for the future, and thoughts on development in Hardin County. Attendees were also asked to identify areas where new residential, commercial, and industrial development should be located as well as areas where new community facilities are needed. The following public open houses were held:



Elizabethtown: On September 20, 2022 a community open house was held at the State Theater in downtown Elizabethtown. The event saw a good turnout with over 100 members of the community in attendance.

Rineyville: An open house was held on December 12, 2022 at the Rineyville Elementary School. Approximately 20 people attended.

Cecilia: This open house was held on December 14, 2022 at Cecilia Valley Elementary School and about 35 people attended.

Glendale: An open house was held on March 1, 2023 at the old East Hardin Middle School in Glendale. Over 200 people attended.

Radcliff: On March 29, 2023 an open house was held at the Woodland Elementary School in Radcliff, and over 20 people attended.

Public Open House (Draft Plan): On Tuesday, January 30, 2024, a public open house was held on the second floor of the Hardin County Government Center at 150 N. Provident Way in Elizabethtown. Over 80 people were in attendance. Boards were set up that displayed highlights from the draft plan. Staff and the consultant team were available to discuss the draft plan elements and topics. The stations included existing conditions, future land use map, planning area map, goals and objectives, and an overview of the new agriculture chapter.

"I know we need to grow, just don't forget about protecting the rural character of the area."



"We need increased investment in a municipal sewer system to allow for increased development in outlying communities."

"Truly blessed to live and work in this diverse community!"

Online Survey

A survey was conducted from September 20, 2022 through January 13, 2023, and 432 people completed the survey. The survey consisted of nine questions that focused on demographics, what people love about Hardin County, and how Hardin County could become a better place to live, work, and raise a family. The survey respondents were equally distributed between the incorporated and unincorporated areas of Hardin County. About 54% (232 respondents) of the respondents lived within one of the incorporated areas, 41% (177 respondents) lived in the unincorporated areas, and 5% of the respondents lived outside of Hardin County (23 respondents). The overwhelming majority of survey respondents recognize the significant growth that is on the horizon for Hardin County, and supporting that growth by adequately expanding the necessary infrastructure is the number one issue facing the county in the next 10 years. Housing affordability and the cost of living were also recognized as very important issues that need to be addressed, as well as limiting the sprawl and protecting the county's farmland. These issues are likely being intensified because of the BlueOval SK Battery Park project.

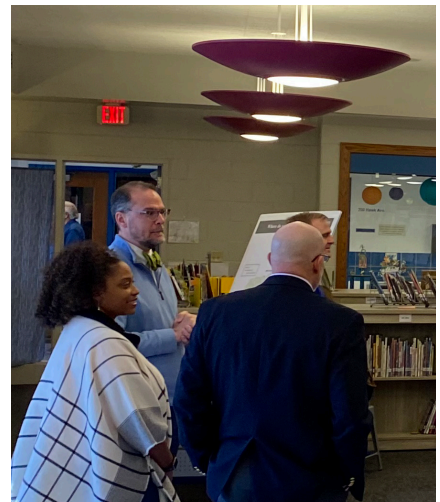
The survey also included a question about the different types of development respondents would like to see in the future in Hardin County. Entertainment options (76.5%), retail and dining options (69%), and more single-family housing (59%) were the three types of development respondents said they wanted to see more of going forward. Other notable types of development residents wanted to see more of were increased healthcare options (43%), multi-family housing options (30%) and remote/co-working spaces (25%).

Steering Committee

A steering committee was formed to provide more detailed feedback and insight from the various partners, residents, and businesses throughout the county. This group met a total of five times over the course of the process. Comprised of approximately 25 members, the members represented various stakeholders in Hardin County, including representatives from Fort Knox, the Elizabethtown-Hardin County Industrial Foundation, Hardin County Farm Bureau, Magnolia Bank, LGE-KU, Kentucky Transportation Cabinet (KYTC), the City of Elizabethtown, Nolin RECC, Hardin County Chamber of Commerce, Lincoln Trail Homebuilders Association, Heart of Kentucky Realtors Association, Kentucky Community and Technical College System (KCTCS), Hardin County Water District No. 2, and Hardin County Schools. Members of the steering committee also volunteered their time serving on various subcommittees, including the agricultural subcommittee, housing subcommittee, and the Glendale subcommittee.



"We absolutely need sidewalks and places to bring money and jobs for the future growth. Radcliff really needs a facelift and to catch up to Elizabethtown. We can't just let Radcliff go. Fort Knox brings us so much opportunity and it's going to waste by not using Radcliff wisely."





Focus Committees

Four focus sub-committees were also formed to provide input on specific topics: Agriculture (including Farm Bureau), Fort Knox, Housing and Development (including Lincoln Trail Home Builders Association, Heart of Kentucky Association of Realtors, and Chamber of Commerce), and Glendale. These sub-committees met twice throughout the planning process to give insight on issues and recommendations for the future.

Planning Commission Presentations

In addition to the formal public engagement events, the planning commission staff made numerous presentations to groups, organizations, and those interested in the comprehensive plan. These included 14 presentations to the Hardin County Planning and Development Commission, Elizabethtown Planning Commission, Fort Knox, Lincoln Trail ADD, Rotary Club, Cecilia Ruritan Club, Lincoln Trail Home Builders Association, Heart of Kentucky Association of Realtors, Semonin Realtors, and the Hardin County Chamber of Commerce Young Professionals Network.

Website

A website, www.hardincountyplan.org, was developed to provide information to the public throughout the development of this plan. It included an overview of the plan contents, input events, findings, and draft recommendations, as well as links to the online survey and draft plan document.



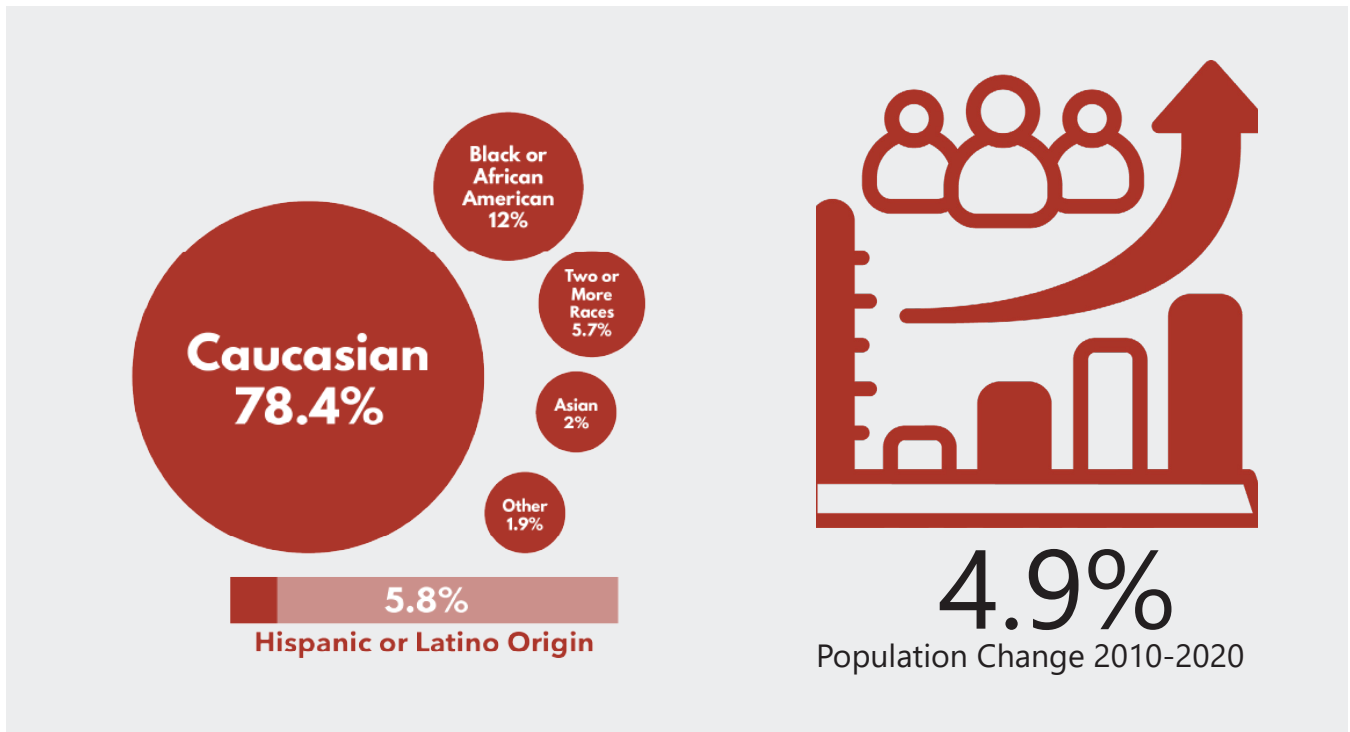
Credit: Arnold O'Neil



Credit: Kentucky Tourism

"The announcement by Ford and SK On and the development of the BlueOvalSK Battery Park in Glendale has highlighted the need to reevaluate our priorities for future growth in Hardin County. We have an opportunity to capture large amounts of new development and need a supporting document which helps concisely guide us through the next decade. We want to challenge residents to be active in the County's future and attend this upcoming workshop, as we believe that everyone should be part of the process and share their ideas for the future."

Adam King - Director, Hardin County Planning and Development Commission



DEMOGRAPHIC HIGHLIGHTS

Population Growth

In 2020, Hardin County had a total population of 110,702 people, of which 47,486 people lived in the unincorporated areas and Fort Knox (outside of Elizabethtown, Radcliff, Upton, Sonora, West Point, and Vine Grove). Hardin County has not had the population growth that some of its peer counties experienced over the last decade. From 2010 to 2020, Hardin County had a population growth of 4.9% (1.7% growth within the unincorporated areas), which was less than Daviess County (6.9%), Shelby County (14.2%), Warren County (18.2%), and Elizabethtown (10%). In 2020, Kentucky saw a 3.8% increase in population.

The Kentucky State Data Center projects the population of Hardin County in 2040 will be 125,394 people, inclusive of all incorporated areas and military installations. However, this projection does not account for the current development of the BlueOval SK Battery Park in Glendale. With 5,000 jobs being located on that site alone, population growth is expected to vastly outpace the projections. However, it is expected that the majority of this growth will occur within the cities unless utilities and infrastructure are available in other portions of the county.

The median age of the residents of Hardin County is 37 years of age, which represents an almost 5% increase from 2010. The median age is younger than the state (39 years), nation (38.2 years), Daviess County (38.9 years), and Shelby County (39.3 years) but older than Warren County (32.9 years) and Elizabethtown (36.7 years). About 27% of the population in Hardin County is under the age of 20, and 14.1% of the population is over 65 years old. Both of these population groups tend to need additional services such as schools, transportation, and specialized healthcare. Individuals between 25 and 44 years old comprise about 26.5% of the population in the county.



\$57,101
Median Household Income



91.7%
Population with at least a High School Diploma

Educational Attainment

Almost 92% of the residents of Hardin County have a high school degree or greater, which is higher than the nation (88.5%), state (87.2%), and peer counties, and the same as Elizabethtown. About 22% of Hardin County residents (over the age of 25) hold a bachelor's degree and 9.3% have a graduate degree, which is lower than the nation, state, peer counties, and the City of Elizabethtown. This indicates that many residents of unincorporated Hardin County are likely either entering the workforce or a trade following high school.

Racial and Ethnic Breakdown

About 78% of the population of Hardin County is Caucasian, 12% is African American, 2% is Asian, and 2.8% is two or more races. Additionally, 5.8% of the population is of Hispanic ethnicity. Hardin County is slightly less diverse than the nation; however, it has a more diverse population than Kentucky and the peer counties.

Livability

The median household income of Hardin County is \$57,101. This represents a 20% increase from 2010. This figure is higher when compared to the state (\$52,238) and Elizabethtown (\$47,270), but about 14% lower than the nation (\$64,994). Among the peer counties, Hardin County does well with higher household incomes than Daviess (\$54,881) and Warren counties (\$54,325). The St. Louis Federal Reserve calculated the unemployment rate in August 2022 for Hardin County at about 3.8%, showing that employment in the county has recovered from the peak of the COVID-19 pandemic.

Housing

There are 46,970 housing units in Hardin County, which includes 14,338 units in Elizabethtown. There are 4,911 vacant units in Hardin County (1,299 of those are within Elizabethtown), for a vacancy rate of about 10.5%. The 2020 vacancy rate represents a 3.2% reduction from 2010 to 2020. Owner-occupied units increased by 4.1% (1,011 units) from 2010 to 2020. The number of renter-occupied units increased dramatically with a 28.4% increase, or 3,622 new renter-occupied units, from 2010 to 2020.

The median home value in 2020 was \$157,000 in Hardin County, which is about 19.6% higher than the median home value in 2010; however, data from the Kentucky Building Code Program of Hardin County Planning & Development shows the average reported construction cost of newly built homes in the county was \$201,402 in 2020 and \$248,073 in 2021, representing 311 new single-family homes built in this two-year period (see Appendix A for additional maps). The housing market faced many challenges in 2020 and 2021, including the rise of inflation and supply chain issues during the COVID-19 pandemic. The 2020 median home value in Hardin County is higher than the state (\$147,100) and Daviess County (\$143,500); however it is lower than the nation (\$229,800), Shelby County (\$202,000), Warren County (\$180,000), and Elizabethtown (\$175,400). In 2020, the median contract rent within Hardin County was \$811 per month. This is higher than the median rent for the state (\$783) and Elizabethtown (\$765), and similar to the peer counties.

Commuting

In 2020, 92.7% of the Hardin County workforce commuted to work in a car, truck, or van, with 82.7% commuting alone. About 79% of the workforce lived and worked in Hardin County in 2020, with an average commute time of about 22 minutes. This commute time was similar to the peer counties, state, and nation.

Industrial Profile

Hardin County has historically had a strong manufacturing presence, as well as a strong goods production, information sector, and leisure and hospitality sector. The T.J. Patterson Industrial Park is located in Elizabethtown and offers shovel ready sites from two acres to over 180 acres that are fully serviced by utilities with proximity to the interstate, rail lines, and the Louisville Muhammad Ali International Airport. Hardin County's manufacturing and goods producing sectors will likely see continued growth over the next decade, with growth within the current industrial park, the development of the BlueOval SK Battery Park, and the ancillary operations that will be needed to support the new plant.



22.3

Average Commute Time
in minutes



\$157,000

Median Home Value



58.2%

Hardin County Labor Force

Regional Concentration

Regional concentration of employment and industry is tracked by the Bureau of Labor Statistics (BLS). To analyze how a single industry is distributed geographically across the nation, BLS uses a measure called location quotient. Location quotients can determine the share or concentration of a particular industry within one community compared to the United States. If the location quotient is greater than 1.0, employment within that industry is more concentrated locally than the nation. Alternatively, if the location quotient is less than 1.0, the specific industry is less concentrated than the nation. It is anticipated that when the BlueOval SK Battery Park is operational, the automotive sector will also be more concentrated here than the national average.

Employment Trends and Comparisons

Hardin County's labor force includes about 54,375 people (63.3%), which is a similar percentage as peer communities, and higher than the state (59.5%). There were 44,811 jobs located in Hardin County in 2020, and 79% of those jobs (roughly 35,400 positions) were filled by residents of Hardin County. About 19% of the Hardin County population (over the age of 16) works outside of the county and 1.5% works outside of Kentucky. With almost 22,000 people living in Hardin County and leaving the county each day for work, residents are more likely to shop and spend money outside of the county.

Industry Overview

The BLS provides industry profiles that include the number of business establishments, the annual average employment, and the average wages per employee. Some of the larger industries within Hardin County include goods-producing and manufacturing, information and financial activities, as well as leisure and hospitality businesses. In 2020, goods producing and manufacturing businesses offered an average of 14,411 jobs in Hardin County, with an average wage of \$61,545 per year. Other noteworthy industries include the Information industry, which had 920 jobs across 53 businesses in 2020 and an average salary of \$53,760. Additionally, the construction industry, which employed 1,282 people at 215 companies in 2020, had an average salary of \$50,308 per year.

Largest Industries

The three industries with the largest employment in Hardin County are the manufacturing, goods-producing, and trade and transportation sectors, with a combined 22,123 jobs. Some of the area's larger employers within these sectors include Altec Industries, Metalsa, and Quest Industries.



BlueOval SK Battery Park

In September of 2021, officials announced that Ford Motor Company and SK Innovation would begin construction on a 1,551-acre campus to develop electric vehicle batteries in Glendale, called the BlueOval SK Battery Park. This \$5.8 billion investment is the largest economic development project in Kentucky's history, and will transform the employment landscape in Hardin County. The "Battery Park" will eventually employ over 5,000 people, not including the ancillary businesses that will support the operation. The facility expects to be operational by 2025. This project will present some potential challenges for Hardin County, specifically with regards to temporary and workforce housing, which will have to be addressed to ensure a smooth rollout of the development.

The campus will include two plants and will supply locally assembled batteries to Ford's North American plants. The complex will construct a 42,000 square foot training center in partnership with Elizabethtown Community and Technical College that will be utilized as the training center for workers at the battery park. This facility will train employees on technical, quality, and manufacturing processes through different training methods, such as a virtual reality lab, work simulation labs, and classrooms for ergonomics techniques. More information on the battery park can be found in Appendix B: Existing Conditions Analysis.





BlueOval **SK**

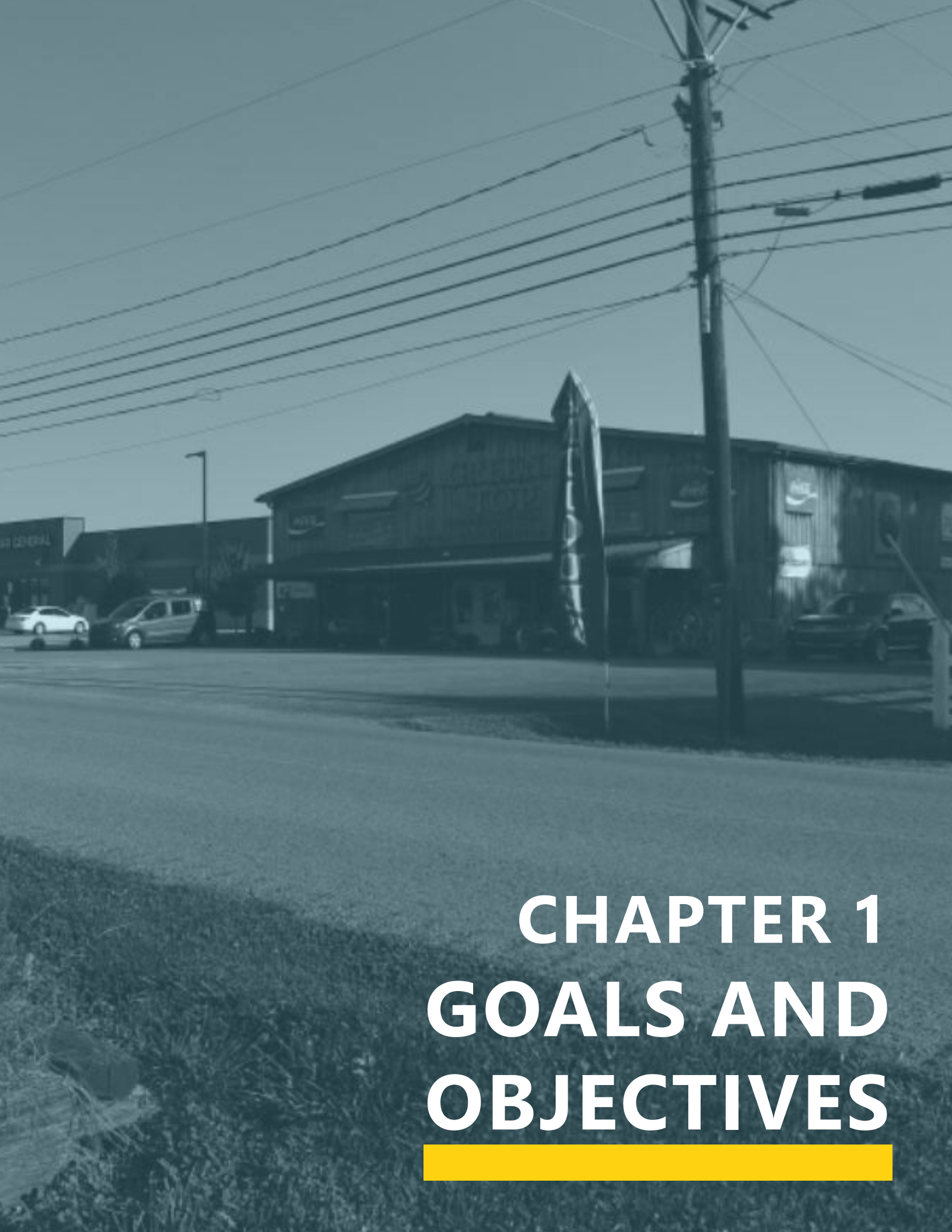
Battery Park
Kentucky

- *\$5.8 Billion Investment*
- *1,551 Acre Site*
- *5,000+ Employees*
- *86 GWh/Year*
- *7,900 Tons of Structural Steel*
- *66,000 Cubic Yards of Concrete*
- *7,000,000 Square Feet*



**WELCOME
TO
GLENDALE**

CROSSING FESTIVAL
3rd Saturday in October



CHAPTER 1 GOALS AND OBJECTIVES



INTRODUCTION

Goals and objectives are essential components of a comprehensive plan. Goals are broad statements that describe what a community wants to achieve in the long term, while objectives are specific, measurable targets that support the goals. Goals and objectives provide a clear direction for the community's growth and development. They can help guide the decision-making process and prioritize actions based on the communities' values, needs, and desired outcomes.

COMPREHENSIVE PLAN GOALS

GOAL 1: HOUSING

GOAL 2: PARKS & RECREATION

GOAL 3: UTILITIES AND SERVICES

GOAL 4: CONSERVATION & ENVIRONMENT

GOAL 5: ECONOMIC DEVELOPMENT

GOAL 6: CHARACTER

GOAL 7: TRANSPORTATION

GOAL 8: LAND USE

GOAL 9: GOOD GOVERNMENT

Credit: Katherine Leonard



GOAL 1: HOUSING

Promote Hardin County as a place to live.

Housing Objectives:

- 1.1. Promote a variety of housing types to accommodate all ages, abilities, family types, and incomes.
- 1.2. Promote high quality residential development, including temporary workforce housing and multi-family residential developments.
- 1.3. Support rehabilitation programs that preserve the existing housing stock and encourage the adaptive reuse of existing buildings.
- 1.4. Support a supply of housing that responds to population and employment growth.
- 1.5. Allow for affordable housing options that are compatible with adjacent uses, such as accessory dwelling units, manufactured homes, and mobile home parks.
- 1.6. Enforce a system of contemporary building codes that enable energy efficiency and the creative design of buildings.
- 1.7. Encourage the preservation of existing neighborhoods and rural villages through enhanced development standards and compatible uses.

GOAL 2: PARKS & RECREATION

Provide adequate recreational facilities and open spaces that improve the quality of life.

Parks & Recreation Objectives

- 2.1. Develop a parks and recreation master plan for the county that identifies recreational needs for residents, appropriate recreational spaces within land uses, and the capital improvements and programming needed to adequately serve the growing population.
- 2.2. Promote open space requirements for new residential developments that provide recreational amenities.
- 2.3. Encourage development of facilities that provide diverse recreational opportunities with both low-cost and affordable passive facilities, such as open spaces and nature trails, as well as higher intensity facilities, such as playgrounds and athletic facilities, that offer opportunities to the widest range of residents.
- 2.4. Encourage, work with, and build upon partnerships and collaborations with community groups, schools, cities, governments, and subdivision developments to capitalize upon interest in and support of recreational facilities that promote healthy lifestyles for all residents.
- 2.5. Encourage coordination of open space preservation along natural features, new and existing conservation easements, and adjoining residential developments, especially with the potential for connecting trails or pathways and places of historical significance.
- 2.6. Maintain, improve, and expand current facilities in coordination with any recreational master plan.
- 2.7. Promote recreational opportunities that utilize the various creeks, Nolin River, Ohio River, Rolling Fork River, and Salt River, and capitalize on the natural features and nature preserves of the county.

GOAL 3: UTILITIES & SERVICES

Provide adequate capacity and efficient use of public services, resources, and community facilities.

Utilities and Services Objectives

- 3.1. Encourage growth that aligns with current and planned water, sewer, electric, and broadband infrastructure and capacity.
- 3.2. Coordinate new development with public services, such as emergency response, schools, and medical facilities, to ensure adequate resources and response times can be provided.
- 3.3. Support easily accessible and high-quality medical emergency services and facilities that serve all residents, including specialized care, mental health services, and emergency health.
- 3.4. Provide an adequate and environmentally-safe solid waste management system that includes resource recovery, recycling, landfilling, and reuse.
- 3.5. Promote a development pattern that is orderly and which maximizes the efficient capabilities of community services and facilities.
- 3.6. Require all developments to have adequate emergency services, including adequate water supply and pressure for fire protection.

GOAL 4: CONSERVATION & ENVIRONMENT

Encourage development that is sensitive to the environment, non-renewable resources, prime farmland, and natural areas that reinforces the county's rural character and promotes the utilization of existing community resources.

Conservation & Environment Objectives

- 4.1. Promote development that protects environmentally sensitive areas and natural features.
- 4.2. Encourage the preservation of productive agricultural land and protection of prime farmland and existing agricultural operations as new development occurs.
- 4.3. Encourage development to complement the physical surroundings while avoiding activities which would alter natural systems.
- 4.4. Balance the need for mineral extraction with the potential impacts to adjacent properties and the natural environment.
- 4.5. Protect "Source Water Protection Areas" by restricting encroachment and considering additional land use regulations around these essential resources.
- 4.6. Encourage the implementation of conservation subdivisions that would provide flexibility to developers and promote the protection of open space.
- 4.7. Encourage programs, such as conservation easements, and adopt policies such as new subdivision types or open space requirements that preserve natural resources and provide open space or parks.
- 4.8. Discourage and restrict development in the floodplain to protect existing waterways, minimize the loss of property, and protect the well-being of the community.

GOAL 5: ECONOMIC DEVELOPMENT

Create opportunities for commerce and industry that support a broad range of workforce opportunities, increase the quality of life, and capitalize on the region's lower cost of living.

Economic Development Objectives

- 5.1. Promote high-wage businesses and targeted industries to locate or expand within Hardin County.
- 5.2. Work with partners to identify and attract targeted businesses that diversify the local economy and capitalize on local economic assets.
- 5.3. Continue to support the Ft. Knox Military Reservation through coordination and planned growth.
- 5.4. Provide adequate space for the proper location of commercial and industrial land.
- 5.5. Align educational opportunities with current and future employment needs within the county.
- 5.6. Support the viability of agricultural businesses within the county.
- 5.7. Support the continued operation of the Elizabethtown Regional Airport.
- 5.8. Encourage small-scale businesses to locate within the rural villages with a focus on redevelopment of vacant buildings and sites.
- 5.9. Promote the expansion of existing businesses and industries within Hardin County.
- 5.10. Support small business development and entrepreneurship within Hardin County.
- 5.11. Continue coordination and cooperation with key partners including the Elizabethtown-Hardin County Industrial Foundation and the Hardin County Chamber of Commerce.
- 5.12. Promote the expansion of employment and investment opportunities in Hardin County.
- 5.13. Promote the development and prosperity of small businesses, and promote the expansion of existing businesses and industry in Hardin County.

GOAL 6: CHARACTER

Preserve Hardin County's history and culture through the recognition and preservation of its historic sites, rural character, and natural surroundings.

Character Objectives

- 6.1. Recognize the significance of historic sites within Hardin County that are designated or eligible to be designated as Historic Sites in Kentucky and/or the National Register of Historic Places.
- 6.2. Preserve and protect the rural villages, historic towns, and agricultural landscape in Hardin County, and encourage appropriate redevelopment opportunities that protect the rural and historic character.
- 6.3. Encourage the adaptive reuse of historic structures and sites in a way which is compatible with their historic character.
- 6.4. Promote and support public libraries, museums, and cultural activities.
- 6.5. Promote the development of standards and guidelines for commercial developments, including site and building design criteria and enhanced landscaping requirements.

GOAL 7: TRANSPORTATION

Improve the transportation network so people can safely and easily move throughout the county using a variety of modes of travel.

Transportation Objectives

- 7.1. Prioritize and implement road improvements in coordination with Transportation Master Plan that maintains and improves the flow of traffic, increases pedestrian and vehicular safety, and provides routes for the efficient movement of people and goods.
- 7.2. Evaluate and adopt access management regulations that preserve the capacity of public roads and improve safety.
- 7.3. Expand and enhance the existing sidewalk, trail, and road networks to provide connectivity between neighborhoods and destinations within the county.
- 7.4. Encourage appropriate development that supports responsible growth along major transportation corridors including Interstate 65, Western Kentucky Parkway, and Bluegrass Parkway.
- 7.5. Support and encourage the development of Ohio River facilities that would serve to enhance the marketability for a riverport.
- 7.6. Evaluate and close streets or streets of record and rights-of-way which are not being used, have not been constructed, or are unnecessary.
- 7.7. Promote and encourage the implementation of a limited-service public transportation option.
- 7.8. Promote the importance of rail in Hardin County, and coordinate with the railroads to support rail operations in the county.

GOAL 8: LAND USE

Proactively plan for quality development that is compatible with surrounding land uses and responds to market demands.

Land Use Objectives

- 8.1. Ensure that new development and redevelopment complies with the county's future land use map.
- 8.2. Define areas within the county for the highest and best use for residential, commercial, industrial, and agricultural that make effective use of existing and proposed services and facilities.
- 8.3. Evaluate and revise the Hardin County Zoning Ordinance and Subdivision Regulations to align with the goals, objectives, and policies of the Comprehensive Plan.
- 8.4. Coordinate industrial growth with the Elizabethtown-Hardin County Industrial Foundation, City of Elizabethtown, and other entities.
- 8.5. Ensure that the location of future large-scale utilities is compatible with surrounding land uses.
- 8.6. Adopt design standards for specific elements, such as signs, to reinforce Hardin County's character and image.
- 8.7. Restrict noise-sensitive land uses (such as housing) near major noise generators, including major highways, railroads, firing ranges, loud industry, and the Fort Knox Military Reservation.
- 8.8. Encourage that all land uses are developed in a manner compatible with surrounding land uses.
- 8.9. Facilitate a good transition between land uses of a variety of types and densities, such as screening, landscaping, and transitional or form-based zoning.

GOAL 9: GOOD GOVERNMENT

Foster a culture of coordination and collaboration with residents, regional partners, and local governments.

Good Government Objectives

- 9.1. Establish effective coordination between the various city and county governments as development occurs, including coordinating annexation.
- 9.2. Create an open and accessible platform for citizen participation to ensure input is equitable, non-discriminatory, and responsive.
- 9.3. Continue collaboration with key partners (such as Fort Knox, Lincoln Trail ADD, Lincoln Trail Health Department, Hardin County Schools, KYTC, water districts, utility companies, and others) to support long-range planning efforts and regional collaboration.
- 9.4. Coordinate development operations with other departments of county government, public boards including the Planning Commission and Board of Adjustments, and the Hardin County Fiscal Court.





**CHAPTER 2
RECOMMENDED
FUTURE LAND USE
PLAN**



INTRODUCTION

The Recommended Future Land Use Plan is primarily used to assess future development in the county and to assist the Planning Commission with map amendment zone change decisions; it provides the criteria and guidelines to evaluate a development's compatibility and compliance through a series of three steps. This includes a series of guidelines, recommended future land use map, and a planning areas map.

If a site is found to be in noncompliance with any of the policies based on this section, the development proposal for that site should address the particular deficiency for a finding of compliance with the comprehensive plan to be made.

HOW TO USE THE RECOMMENDED LAND USE PLAN

As development proposals are considered, the three steps in this land use plan should be used to determine if it complies with the comprehensive plan. This process can be used independently by property owners and developers to determine the appropriateness of a development idea and also to identify the expectations that will be placed on any development proposal submitted to the Hardin County Planning Commission. In addition to outlining the three-step process, a series of terms that are used throughout the land use plan are also included in this chapter.

Step 1: Compliance with Community-Wide Development Policies

This step includes a checklist of broad development policies and criteria that are applicable to all types of development within the county. These policies and criteria should be met prior to development occurring.

Step 2: Compliance with the Recommended Future Land Use Patterns

This step is intended to give guidance on the types of development that should occur throughout the county. It includes a map that includes seven general types of development patterns as well as corresponding criteria that relate to the compatible land uses, recommended densities, and recommended intensities of those uses. Additional guidance and criteria are listed to provide guidelines for future development within each of the planning areas of the county.

Step 3: Compliance with the Planning Area Guidelines

This step provides more definition to each geographic area of the county through 29 planning areas. Within each planning area, specific development issues or constraints are outlined and guidelines for development that are specific to each area are included.

DEFINED TERMS

Certain defined terms are used in this land use plan to outline or describe development patterns and land uses in Hardin County. These definitions should be used with this plan to determine the suitability of a project for a proposed area.

Urban Residential: This land use category is intended for high-density development of single-family dwellings, located only on roads that have adequate right-of-way, pavement width, and utility service capacity. They are in locations where approved water supply is available, and sewage treatment is permitted by the Hardin County Health Department or sewer service is available through Hardin County Water Districts No. 1 or No. 2. All proposed water infrastructure which is to be installed within the Elizabethtown portion of the Urban Growth Area shall be constructed as per the appropriate standards determined by Hardin County Water District No. 2.

Rural Villages: The Rural Villages are actually individual unincorporated communities which “grew up” as a result of their location next to railroad lines throughout the county. These communities have an identified boundary with additional guidance for future development. They are characterized by a cluster of single-family housing units with limited commercial activity, mostly service-oriented, that occurs at various points throughout the village. Each of the rural villages are also served by varying institutional and assembly uses, including places of worship, schools, and fire stations. The rural villages are the largest concentrated pockets of development existing outside of the municipalities.

Rural Residential: This land use category is intended for low-density development of single-family dwellings on larger, rural parcels. Residential lots may be located where private or public water supply is available and on-site sewage treatment is permitted by the Hardin County Health Department. Agricultural and other related activities are permitted and prevalent.

Residential Estate: This category is intended for very low-density development of single-family dwellings with a minimum lot size of ten (10) acres. Residential lots may be located where private or public water supply is available and on-site sewage treatment is permitted by the Hardin County Health Department. Agricultural and other related activities are permitted.

Neighborhood Commercial: This land use category is intended to provide for small scale retailing of commodities and personal services characterized by low volume direct daily customers. These land use activities shall be one single commercial use per property. The residential or rural character of the neighborhood should be maintained. The hours of operation shall be limited as well as the days of the week. The land use activity shall be conducted in a limited area or space. The land use must not generate more traffic or noise than the uses in the same neighborhood.

Convenience Commercial: This land use category is intended to provide for selected retail shopping, personal service uses and office space to serve the needs of the nearby residential areas. This type of commercial land use is intended to be located at strategic sites in relation to population centers and transportation networks.

General Commercial: This land use category is to provide sufficient space in appropriate locations for a variety of business, commercial and service activities. This is intended to be located at strategic locations along major highways and substantial intersections where there are adequate utilities to serve the more intense development activities.

Interstate Commercial: This land use category is to provide sufficient space adjacent to the interchange of an interstate highway or Kentucky parkway for appropriate business, commercial, and service activities to serve the needs of the traveler and to promote tourism.

Tourism and Convenience Commercial: This land use category is to provide sufficient space for selected retail shopping, personal service uses and office space to serve the needs of the nearby residential areas and promote tourism. This category shall also allow for a mixture of uses, including residential uses, and generally promote the “new urbanist” style of development.

Light Industrial: This land use category is to provide for certain types of business and industry characterized by light manufacturing, fabricating, warehousing and wholesale distribution, which are relatively free from offense and which, with proper landscaping, will not detract from residential desirability of adjacent properties. It is intended that this land use category be located with access to major thoroughfares and/or railroads.

Heavy Industrial: This land use category is to permit industrial development within an assigned area given the existence of the appropriate government services and utilities. The development shall be sited and designed so as to avoid neighborhoods and residential development in light of the potential nuisances or other hazards. Locations for heavy industrial development should be located near other industrial uses and located along active rail lines, state highways, I-65, Western Kentucky Parkway, the Bluegrass Parkway.

Industrial Holding: This land use category is to provide for the expansion of Municipal Industrial Parks in Elizabethtown and Radcliff, and to earmark areas of the county which have the appropriate utilities and infrastructure needed to support industrial development. The district in question shall reserve portions of the county for the development of certain types of business and industry, characterized by manufacturing, fabricating, warehousing and wholesale distribution, which are relatively free from offense and which, with proper landscaping, will not detract from residential desirability of adjacent properties. A map amendment to either an I-1 or I-2, as appropriate, shall be a prerequisite to development.

Flood Plain, Wet Lands, Karst, Wellhead, and Landfill: This land use category is to protect fragile environmental features, surface and/or ground water resources from unnecessary risk of pollution and persons and property from the predictable destructive forces of nature.

Historical and/or Archaeological Sites: This land use category is to protect any listing on the Kentucky Archaeological Survey maintained by the State Archaeologist at the University of Kentucky and any listing on the survey of Historic sites in Kentucky or the National Register of Historic places.

Transition Areas: Transition areas are places that fall between two different land use patterns that may or may not fully align with either land use pattern. These areas should be reviewed in close detail and interpreted in a way that protects the health, safety, and well-being of the community. Effective screening is important in transition areas, along with other transitional zoning techniques.



STEP 1: COMPLIANCE WITH COMMUNITY-WIDE DEVELOPMENT POLICIES

The first step in the evaluation process determines the proposal's compliance with community-wide development policies that are applicable to all development in the county's jurisdiction. These policies are not specific to one type of development or one specific geographic area.

The following policies are applicable to all development, including new construction, infill development, and redevelopment. They should be used as the initial test or threshold in determining whether a property is ready for development.

General Policies:

- Development should incorporate the protection of historic and natural resources to preserve the character of the county and protect the natural environment.
- Development within the floodplain should be avoided.
- Development in areas adjacent to urban or rural villages should be encouraged, rather than sprawling development throughout the county.
- Cultural and historical assets, when present, should be preserved and incorporated into the development.
- The size and scale of all development should reflect and/or be compatible with the character, density, land uses, and style of surrounding uses.
- Development should occur in areas where it will not conflict with ongoing agricultural operations.
- Development should incorporate agricultural uses through various techniques where appropriate, such as clustering and conservation easements. The Hardin County Right to Farm Ordinance adopted by Fiscal Court in 1994 should be referenced as a tool to address potential conflicts.
- New development should follow current and anticipated growth trends within the county in order to adequately respond to the needs of current and future residents and businesses.

Utility and Infrastructure Policies:

- New development should be encouraged in areas where public water service is available and can accommodate additional customers (including hydraulic analysis report or wellhead protection).
- Where the expansion of public utilities is required, this should be the responsibility of developers with public agency participation where increased demand for services is anticipated.
- Subdivision design and infrastructure construction should be of the highest quality to benefit the quality of life in Hardin County, including underground utilities, sidewalks, and green space, among other desirable amenities. The Planning Commission should take steps to ensure that design criteria and infrastructure requirements meet the needs and desires of the community.
- The use of public sewer systems should be encouraged and required as outlined within the zoning ordinance.
- Development should comply with all requirements for on-site sewage disposal, if applicable, and use effective, environmentally sound practices when implemented.
- Alternative or decentralized septic systems in Hardin County should only be used as outlined in the April 2007 Interlocal Agreement on alternative wastewater facilities.

Public Services Policies:

- New development should be encouraged in areas where adequate fire protection services and fire hydrants are available or can be located.
- Residential development should be adequately served by public schools.
- Development should be adequately served by emergency response and police protection.

Road and Access Policies:

- Development should reduce the impacts with minimal access points to public roadways and by providing connectivity within all developments.
- Development should provide safe access to a public road, including avoiding road hazards, exceeding road capacity, and substantially impacting road function.
- Individual lots, particularly residential lots, should have limited access points onto arterial and collector roads. Other existing county roadways should be assessed to determine the need for additional access controls.
- New development should be allowed only where roadways meet minimum standards or will be improved to meet such standards before completion of the development as outlined in the Zoning Ordinance and Subdivision Regulations.

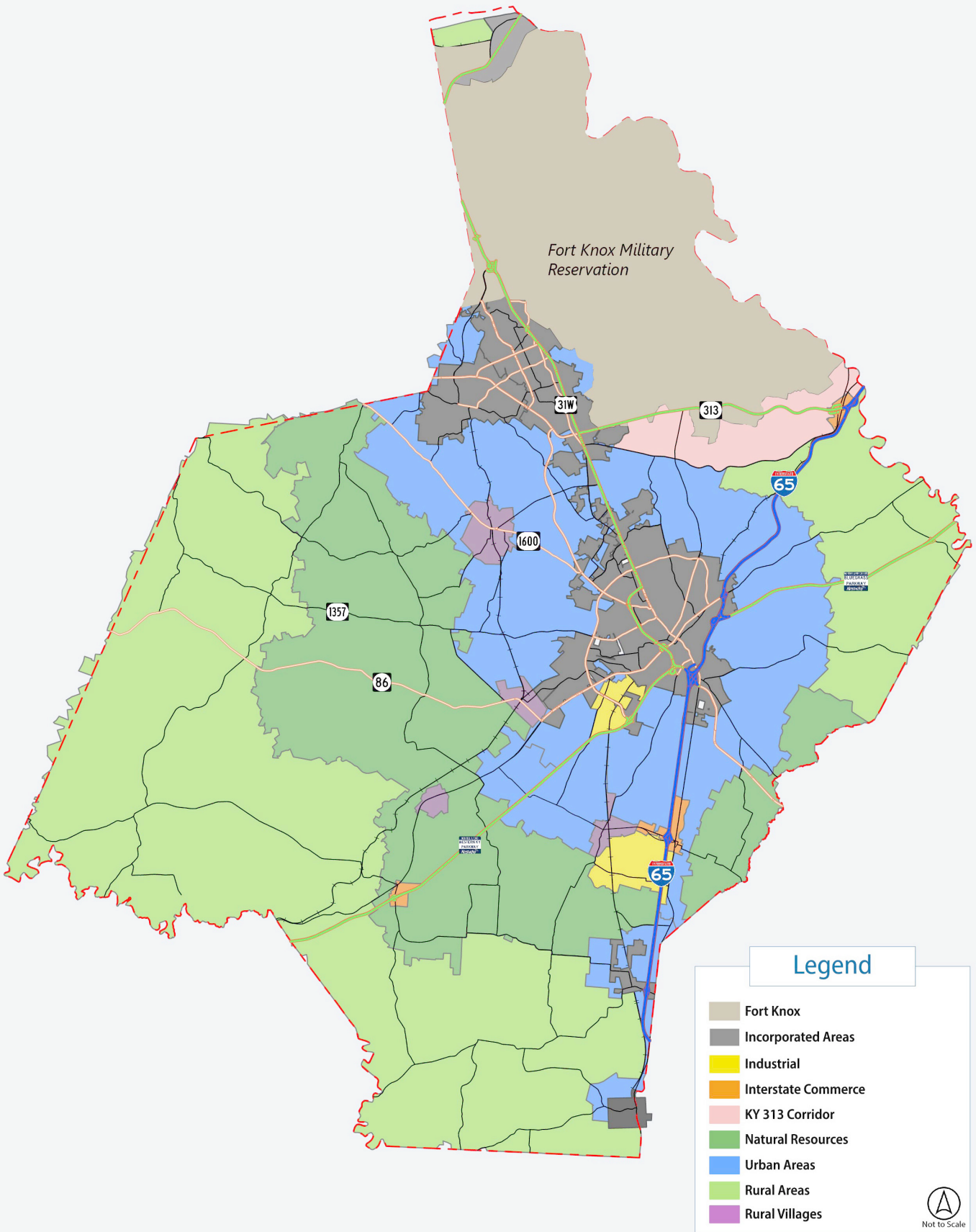


Figure 2-1: Future Land Use Map



STEP 2: COMPLIANCE WITH RECOMMENDED FUTURE LAND USE PATTERNS

The Future Land Use Map is included in Figure 2-1. This map illustrates the recommended land use patterns based on the current land use and anticipated growth and development activities. For each future land use pattern, a general range of acceptable land uses and densities is outlined as well as development criteria unique to the particular land use groups. A development proposal must comply with both the recommended land use pattern and corresponding criteria. Step 3 further defines these groups in various planning areas for more detailed analysis and recommendations.

Urban Areas

Introduction: The urban areas are intended to be the highest intensity and most dense future land use category in Hardin County, and the majority of growth should occur in these areas. These areas have the highest level of services and amenities (such as infrastructure and utilities), a more substantial road network, and have better access to the incorporated cities.

The urban areas are adjacent to existing, more dense development within the county. The largest sections of this area are located surrounding and between the cities of Radcliff, Vine Grove, and Elizabethtown, with smaller areas of the county identified as urban adjacent to Cecilia, Rineyville, Glendale, Sonora, and Upton. Urban areas also face annexation pressure as Elizabethtown and Radcliff continue to grow, which can present difficulties for future planning efforts if it is not coordinated.

Natural Features: Generally, the urban areas are flat to gently rolling, relatively unaffected by poor soils, and are not subject to flooding. Some areas may be impacted by karst topography. Overall, the urban areas are better suited for development, but specific site considerations should still be reviewed.

Existing Land Use: The urban areas include those portions of the county that are currently the most densely developed. Along the state highways and arterial or collector roads in the county, there is a mix of commercial and high-density residential uses, as well as some light industrial uses. The area also includes numerous single-family houses and subdivisions that range from a suburban scale to a rural character. There is a sizeable amount of farmland and undeveloped property located in the urban areas that is anticipated to transition as development continues. Land uses sensitive to noise and vibration should be discouraged in close proximity to Fort Knox.

Recommended Land Use and Development Criteria: The following criteria are intended to guide development decisions within the urban areas and should supplement the more site-specific guidelines outlined for each planning area (see Step 3).

Recommended Land Uses

- Convenience and general commercial uses are appropriate along state highways and at major intersections.
- Land uses sensitive to noise and vibration should be discouraged in close proximity to Fort Knox.
- Future growth should be directed to the urban areas to prioritize infill and maximize the available levels of service and utilities.
- Lower intensity uses that serve a smaller geographic area, including neighborhood commercial and convenience commercial, may be appropriate as development occurs further away from major and minor arterials.
- Residential should be limited to urban residential at the highest density that can be supported by the infrastructure available.
- Residential subdivisions with internal public streets are encouraged along state highways and county roads that meet the minimum required standards.
- Multi-family housing may be appropriate in areas with adequate access, utilities, and services at strategic intersections and along major corridors.
- Where sewer is available, development should be permitted at the highest density that can be accommodated by the site and necessary infrastructure.
- Light industrial development may be appropriate in areas with adequate access to roads (state highways and at strategic intersections), utilities, and services if the impacts from the industrial use on surrounding properties and public roads can be adequately mitigated.
- Existing industrial uses within the urban areas that can adequately mitigate impacts should also be considered.

Access Criteria

- Developments that connect to a collector or arterial road should consider shared driveways, shared entrances, frontage roads, and/or other appropriate access management techniques to limit congestion.
- Large residential subdivisions should include multiple entrances and allow for future connectivity between developments.

Utility Criteria

- Higher density development should occur where public water and sewer are available.

Character Criteria

- All development should adhere to higher design criteria that requires sidewalks (along the road and connecting to the development), streetlights, monument-style signs, durable and higher-quality building materials, and landscaping.

Rural Village

Introduction: Rural villages, scattered throughout Hardin County, are small communities that have a particular identity and name. They are typically located at intersections of crossroads or along the railroad lines. Historically, they would have been identified by places where people gather, such as schools and churches, have a “downtown” feel, and serve the surrounding rural areas. The rural villages typically have some small convenience commercial uses, such as a general store, and they typically have an area of more dense residential development at the center of the village.

Natural Features: Rural villages often have a natural stream or other sources of water, and therefore, could have some areas within the floodplain. They usually have relatively flat terrain but can have more drastic changes in topography right outside of the village.

Existing Land Use: Rural villages often have traditional development patterns that resemble a small downtown, including small convenience commercial uses and moderately dense residential uses that surround a civic use, and usually have a community park located towards the center of the village. Additionally, rural villages will often have community facilities that are a sense of identity, such as schools, churches, and the Post Office that people can rally around.



Recommended Land Use Pattern and Development Criteria: The following criteria are intended to guide development decisions within the rural villages and should supplement the more site-specific guidelines outlined for each planning area (see Step 3).

Recommended Land Uses

- Convenience and neighborhood commercial uses are encouraged in order to preserve the area's identity and serve daily needs.
- More dense residential development is encouraged within and adjacent to the rural villages. Higher density residential should be allowed if the needed infrastructure is available, but it should be compatible with existing development patterns.
- Community facilities, such as schools and churches, that serve as a gathering place and/or identity are encouraged.
- All development activities should preserve and reinforce the existing rural character of this area.
- Light industrial uses may be appropriate along the railroad lines with adequate screening and buffering when adjacent to residential uses.

Access Criteria

- Access points to roads should be consolidated, and shared driveways should be prioritized and encouraged.

Utility Criteria

- Because sewer service is not anticipated in all of the rural villages within the next 20 years, utility infrastructure with long-term management, operation, and maintenance, such as decentralized sewage disposal systems, should be provided where feasible and practical.
- In rural villages with access to sewer, higher density development should occur where public water and sewer are available.

Character Criteria

- As these areas are culturally significant to the county, sign controls that recognize and enhance the cultural, historic, and aesthetic nature of the community are encouraged.
- New development and the redevelopment of existing properties in these rural villages should follow a unifying theme for building aesthetics, landscaping, lighting, high quality building materials, and other site development standards that maintain the unique character of these areas.
- Commercial development should follow a higher design criteria that includes sidewalks, streetlights, monument-style signage, parks, public art, and setbacks / site design that reflects the "downtown" character of the area.
- Emphasis should be placed on creating quality of life amenities in the rural villages, such as public art installations and accessible parks.

Rural Areas

Introduction: Rural areas are located at the outer limits of the county, generally at points farthest away from more intense development. These areas generally lack the necessary level of infrastructure, such as utilities, roads, and public water in some locations, to support more intense development. The road network consists of rural county roads that, in some cases, lack sufficient pavement width that is needed for development.

Natural Features: These areas generally include rolling to flat terrain with some natural limitations to development. Soils are generally good for agricultural uses, but some areas include steep slopes and soils that are not adequate for the installation of septic. Portions of the rural areas are also within the 100-year floodplain. There are multiple locations throughout the rural areas of Hardin County, especially in the southern and western parts of the county, that contain Source Water Protection Areas where the county's drinking water supply originates.

Existing Land Use: Rural areas are characterized by low density residential development, agricultural uses, and some Source Water Protection Areas. Some community facilities are also scattered within the rural areas, such as churches and schools.



Recommended Land Use Pattern and Development Criteria: The following criteria are intended to guide development decisions within the rural areas and should supplement the more site-specific guidelines outlined for each planning area (see Step 3).

Recommended Land Uses

- Agricultural land and agricultural operations should be protected, preserved, and encouraged through techniques such as residential clustering, conservation easements, and right to farm regulations.
- Residential development should be limited to low-density residential, such as farmsteads, rural residential and estate-type development; residential densities may be increased in areas that are adequately served by sewers.
- Commercial development, particularly neighborhood and convenience commercial, within these areas should be limited to state highways, at major crossroads, and should serve the immediate area rather than the region.
- Industrial uses are acceptable, provided they are accessory to existing agricultural operations or are expansions of existing uses.
- Community facilities, such as schools and churches, that serve as a gathering place and/or identity are encouraged in appropriate locations.
- All development activities should preserve and reinforce the existing rural character of this area.

Access Criteria

- Development should have access to roads with adequate pavement width to safely allow people and emergency services to access the site.

KY 313 Corridor

Introduction: The Fort Knox Military Reservation encompasses 109,000 acres in three Kentucky counties (Bullitt, Meade, and Hardin). It is located in northern Hardin County, it is an important asset to the nation, state, region, and county community, and it is the county's largest employer and landowner. The military reservation, due to its mission, has its own unique land use pattern and impacts related to that land use. Although local county government has no control over land use within Fort Knox, it must address the impacts that the reservation has on the remainder of the community outside of the post gates generally, and specifically, the impact that land uses in surrounding areas have on the mission of Fort Knox and the impact that Fort Knox's mission has on adjacent properties. The Kentucky 313 Corridor identified by this plan and in local regulations is just such an area. It is located along Kentucky 313 just south of the Fort Knox military reservation and extends south to the north side of Battle Training Road (KY 434). The area also spans from I-65 west to the city limits of Radcliff.

Fort Knox's daytime workweek population is about 26,000 – 11,250 service members, 10,150 Department of Defense civilians and contract employees, as well as 4,600 dependents living on post. The installation also supports about 59,000 retirees and their dependents who live within a 40-mile radius. Its annual estimated economic influence is about \$4.8 billion, with \$1.3 billion in payroll and entitlements. Home to nine general officer commands, Fort Knox plays a central role in recruiting, training and supporting the warfighter. To promote cooperative land use and preserve Fort Knox's missions and capabilities, a Compatible Use Plan with implementation measures was created and published by the Lincoln Trail Area Development District in January 2022.

Natural Features: The KY 313 Corridor has areas that are relatively flat to gently or even severely sloped. Some areas are heavily wooded and portions are impacted by the floodplain along the Rolling Fork River, Mill Creek, Cedar Creek, and Mud Creek.

Existing Land Use: The existing land use pattern in this area is primarily split between forest and agriculture. It is highlighted by sparse single-family residential uses at a very low density as well as some nonresidential uses. There are a few more densely developed residential areas in the form of subdivisions toward the southern portion of this area that were approved prior to the adoption of zoning in 1995. Since the adoption of zoning in July of 1995, the residential zone for this area of the County is the Residential Estate (R-3) Zone where there is a 10-acre minimum lot size. There are also a few scattered pre-existing/non-conforming mobile home parks within the area.

At the adoption of this plan there were 5 parcels zoned Commercial (C-1 & C-2), 12 parcels zoned Industrial (I-1 and I-2), 9 parcels zoned Planned Unit Development (PD-1) for residential projects that did not meet the residential lot criteria based on road frontage or the width-to-length ratio and lastly 745 parcels zoned Residential Estate (R-3).

Existing non-residential land uses include: land north of the existing Vulcan Rock Quarry, land east of the Vulcan Rock Quarry previously used for asphalt manufacturing, the former Goodin Concrete operation on Battle Training Road, the former McMillen Mechanical site at the corner of Sycamore Road and Shepherdsville Road, and a future RV Park at Masters Lane and Joe Prather Highway. The intersection of Battle Training Road (KY 434) and Shepherdsville Road (KY 251) is the major intersection within the area and KYTC has slated to construct a roundabout there in the very near future. It currently has a mini warehouse facility, gas station, Dollar General Store and the former Aubrey Plant Nursery at its four corners.

Recommended Land Use Pattern and Development Criteria: All land use and development within this area must not be sensitive to noise or vibrations at any time (i.e., day and night time military training and aircraft activity). Special lighting standards apply to the district and can be found in Section 11-3 of the Development Guidance System, Zoning Ordinance. Full cut off light fixtures mounted horizontal to the ground are required. Any illumination associated with development must not adversely affect the ability of Fort Knox to conduct its necessary and vital training missions. The following are recommended land use types for the Kentucky 313 Corridor. Also provided are general guidelines for development in the Kentucky 313 Corridor.

Recommended Land Uses

- All development in this area should consider the impacts of the military reservation, with particular attention to the noise and vibration impacts.
- Residential uses are discouraged.
- Residential Estate is the maximum allowable Residential land use category because of its low-density development of one single family dwelling with a minimum lot size of 10 acres. No multi-family residential development or mobile home parks shall be permitted.
- Industrial land uses are approvable in the areas along the state highways of Joe Prather Highway (KY 313) and Battle Training Road (KY 434).
- Commercial land uses are approvable along the state highways of Joe Prather Highway (KY 313), Battle Training Road (KY 434), and Shepherdsville Road (KY 251). Commercial development is specifically encouraged at the intersections of these state highways.
- Commercial uses that lodge guests overnight (such as hotels, motels, campgrounds, RV parks, truck/rest stops, and similar) should be prohibited due to the land use conflicts with the base.
- Within the remaining areas of the KY 313 Corridor, the recommended land uses include agricultural uses, farmland, open/natural/conservation space, and parks/recreational areas.
- The preservation of existing floodplains and areas of steep slopes are encouraged.
- The requirements of the Kentucky 313 Corridor, outlined in the Development Guidance System, Zoning Ordinance and within the Subdivision Regulations, Design and Improvement Standards, should continue to be applied to this area.
- Due to the adjacent uses at Fort Knox and their impacts, the KY 313 Corridor could be appropriate for the development of large-scale utility operations and infrastructure. Any development of large-scale utilities should be coordinated with county officials and Fort Knox.

Utility Criteria

- Regional wastewater treatment is not expected to be available for the next 10 to 20 years. The continued use of on-site treatment/disposal systems is expected. As development occurs, construction of decentralized wastewater collection and treatment systems with long-term management, operation and maintenance is desired.

Character Criteria

- In order to minimize conflicts with operations at Fort Knox, additional standards should be considered in this area regarding excessive lighting and building heights.

Industrial Areas

Introduction: Industrial areas are generally located adjacent to existing or future industrial parks, such as the TJ Patterson Industrial Park within the City of Elizabethtown and the new BlueOval SK Battery Park in Glendale. These areas are primarily vacant but do include some manufacturing, fabrication, and distribution of goods.

Natural Features: These areas have some rolling terrain and wet areas adjacent to streams, but they are generally flat and unencumbered by environmental concerns or hazards.

Existing Land Use: The existing land uses include, or are adjacent to, more intense commercial uses as well as light and heavy industrial uses. Some limited and scattered residential uses are also in these areas with the remaining areas currently undeveloped or agricultural uses.



Recommended Land Use Pattern and Development Criteria: The following criteria are intended to guide development decisions within the industrial areas and should supplement the more site-specific guidelines outlined for each planning area (see Step 3).

Recommended Land Uses

- Light and heavy industrial uses should be encouraged.
- Larger industrial developments should incorporate amenities, such as walking paths or open spaces, that serve employees and/or the community.
- Lots should be adequately sized and ready for industrial development in order to streamline and attract industrial users.
- General and convenience commercial uses (such as daycares, banks, and restaurants) that serve employees and the surrounding area should be encouraged.
- Opportunities for appropriate mixed-use development should be explored.
- Residential uses should be limited and discouraged unless appropriately incorporated into a mixed-use development.
- If these areas serve as a gateway to the community, they should have improved appearance and character. Enhanced building materials, higher design standards for buildings, and additional site standards (such as landscaping and signs).
- Non-residential development should include adequate screening and buffering when adjacent to residential uses.

Access Criteria

- Developments that connect to a collector or arterial road should consider shared driveways, shared entrances, frontage roads, and/or other appropriate access management techniques to limit congestion.

Utility Criteria

- Adequate utilities (including water, sewer, natural gas, and other infrastructure) and adequate right-of-way and pavement widths should be required in order to serve future development.
- New growth should be located in areas with adequate emergency services and fire protection.



Interstate Commerce Areas

Introduction: Hardin County is fortunate to be at the crossroads of interstate class highways. The William Natcher Western Kentucky Parkway, Martha Layne Collins Bluegrass Parkway, and I-65 provide connections to the region, state, and nation. As such, they carry higher volumes of traffic and allow for higher speeds, but have limited interchanges to access the county and local roads. At appropriate interchanges, there is an opportunity for commercial uses that serve travelers as well as residents. Interstate commercial areas are located at the interchanges in the county that are not within or adjacent to a city. Those interchanges that are within or adjacent to a city are either outside of the Hardin County Planning Commission’s jurisdiction or already identified as an urban area.

Natural Features: The area immediately adjacent to these interchanges are relatively flat and free of development barriers due to previous construction and site work that was done as the interstate or interchanges were constructed. Interstate commerce areas in White Mills along the Western Kentucky Parkway are in close proximity to large Source Water Protection Areas. Because of this, development should be coordinated with local officials and the water districts.

Existing Land Use: Interstate commercial areas already, to a limited extent, include some commercial use as well as some industrial and dispersed single-family residential uses nearby. There are also some vacant individual properties that are zoned for commercial and light industrial uses.

Recommended Land Use Pattern and Development Criteria: The following criteria are intended to guide development decisions within the interstate commerce areas and should supplement the more site-specific guidelines outlined for each planning area (see Step 3).

Recommended Land Uses

- Commercial uses should focus on those that serve visitors traveling through Hardin County, such as hotels, gas stations, restaurants, and other convenience uses.
- Uses related to tourism may also be appropriate in certain locations.
- Multi-family residential and industrial uses may be appropriate at strategic intersections and along state highways or as part of a mixed-use development.
- Single-family residential should be discouraged, unless it is part of a larger mixed-use development.

Access Criteria

- Developments that connect to a collector or arterial road should use shared driveways, shared entrances, frontage roads, and/or other appropriate access management techniques to limit congestion.

Utility Criteria

- Higher density development, such as hotels, should occur where public water and sewer are available.
- Because sewer service is not anticipated in many of these areas within the next 20 years, utility infrastructure with long-term management, operation, and maintenance, such as decentralized sewage disposal systems, should be provided where feasible and practical.

Character Criteria

- These areas serve as a gateway to the community and should have improved appearance and character. Enhanced building materials, higher design standards for buildings, and additional site standards (such as landscaping and signs) should be considered.

Natural Resources Area

Introduction: Hardin County has a diverse and varying landscape. The natural environment provides many opportunities but also imposes many issues. The natural resources areas are worthy of special recognition and efforts are needed to protect the natural resources contained in these areas. The natural resources areas are centered around wellheads, productive agricultural land, and other natural features that cannot be easily replaced if lost.

Natural Features: This area has very gently rolling to flat land and includes some of the best soils and agricultural land in the community. It is also the location of source water protection areas that provide drinking water for the community and numerous creeks and streams that present flood hazards (including Mays Run, West Rhudes Creek, Nolin River, Valley Creek, Rose Run, Middle Creek, Jackson Branch, Pup Run, Clear Run, Cox Run, Neely Branch and Sandy Creek).

The majority of this area is considered to have the best soils in the county, and therefore, is also considered prime farmland. These natural features directly impact the development potential of this area.

Existing Land Use: Agricultural uses are the most predominant use in the natural resources area. It also includes low-density single family residential uses and occasional non-residential and community facility uses, such as churches and schools.



Recommended Land Use Pattern and Development Criteria: The following criteria are intended to guide development decisions within the natural resource areas and should supplement the more site-specific guidelines outlined for each planning area (see Step 3).

Recommended Land Uses

- Productive agricultural land should be preserved and agricultural operations should be protected.
- Open spaces and natural areas should be supported and encouraged in this area.
- Agriculturally zoned land and commercial or industrial uses related to agriculture should be permitted or conditional.
- Productive farmland and natural resources should be protected and encouraged through techniques such as residential clustering, conservation easements, and right to farm regulations.
- Land uses should avoid impacts to natural resources with more dense residential development only at strategic intersections and crossroads.
- Low density residential uses are appropriate with denser residential development only at strategic intersections and crossroads.
- Any commercial development should be located at major crossroads, only permit lower intensity uses that serve a smaller geographic area, including neighborhood commercial and convenience commercial, and be carefully reviewed for impacts to the area.
- Industrial uses are acceptable provided they are accessory to existing agricultural operations or are expansions of existing operations.
- Community facilities, such as schools and churches, may be considered if the use can adequately mitigate the impact to the natural resources.
- All development activities should preserve and reinforce the existing rural character of this area.

Access Criteria

- Development should have access to roads that have adequate pavement width to safely allow people and emergency services to access the site.

Utility Criteria

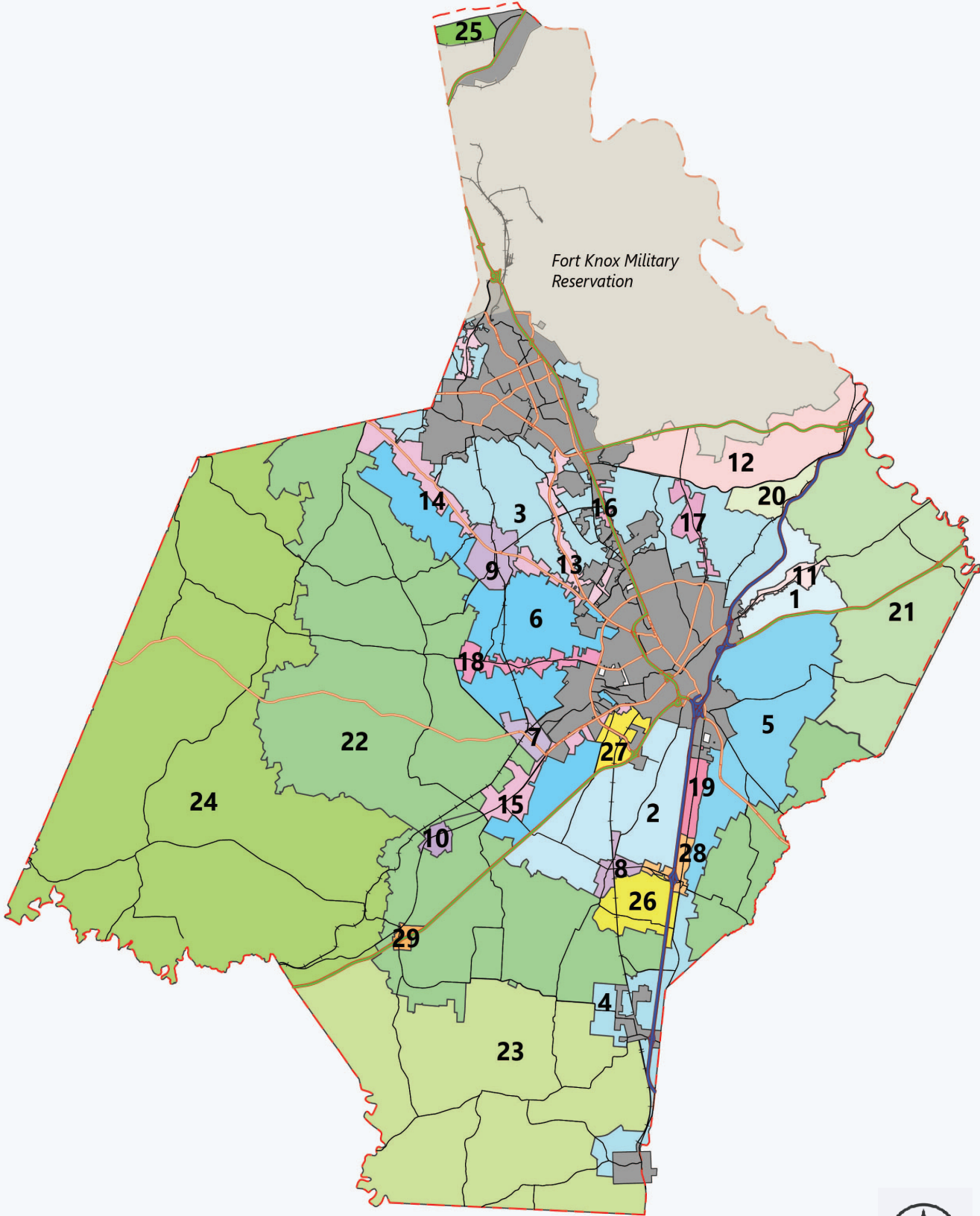
- Wellhead protection areas should be established and protected through strict regulatory controls on development type, density, and timing.
- Because sewer service is not anticipated in this area within the next 20 years, utility infrastructure with long-term management, operation, and maintenance, such as decentralized sewage disposal systems, should be provided where feasible and practical.

STEP 3: COMPLIANCE WITH PLANNING AREAS

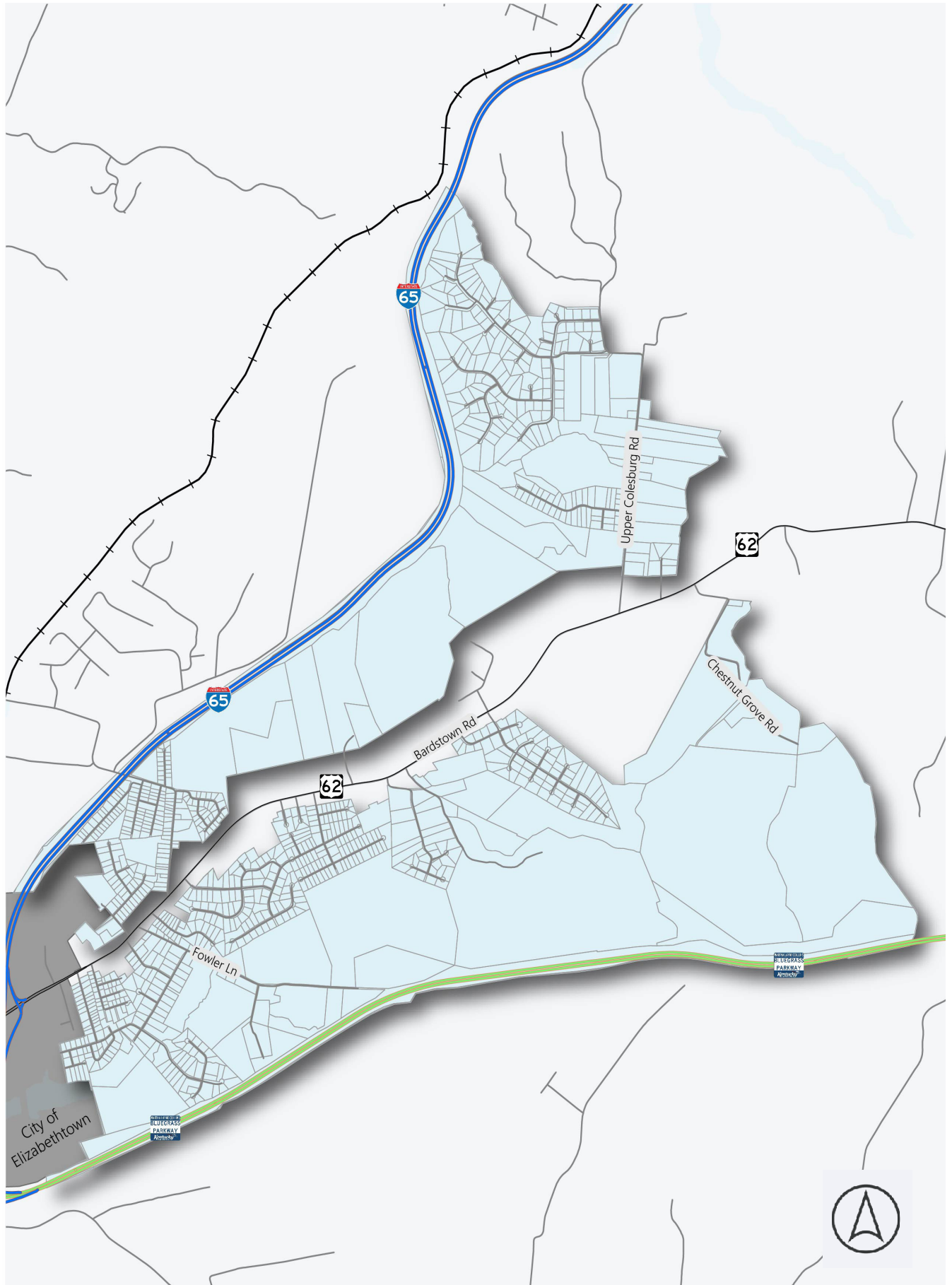
Each of the land use patterns identified in Step 2 are further defined by one or more Planning Areas. The following 29 Planning Areas have unique existing characteristics and proposed growth challenges. A development proposal must comply with both the future land use map and corresponding criteria. In addition to the criteria outlined in Step 2, a development proposal must also comply with the guidelines established for the site's specific Planning Area.

The planning areas below can be found in Figure 2-2.

1. East Urban Area
2. North Glendale Urban Area
3. North Urban Area
4. South Urban Area
5. Valley Creek Urban Area
6. West Urban Area
7. Cecilia Rural Village
8. Glendale Rural Village
9. Rineyville Rural Village
10. Stephensburg Rural Village
11. Bardstown Road Corridor
12. Kentucky 313 Corridor
13. Kentucky 361 Corridor
14. Kentucky 1600 Corridor
15. Leitchfield Road Corridor
16. North Dixie Corridor
17. Shepherdsville Road Corridor
18. St. John Road Corridor
19. South Dixie Corridor
20. Colesburg Rural Area
21. East Hardin Rural Area
22. Natural Resources Area
23. South Hardin Area
24. West Hardin Area
25. West Point Area
26. Glendale Industrial Area
27. Industrial Park
28. Glendale Junction (I-65)
29. White Mills Junction



1-East Urban Area



East Urban Area

This planning area is part of the Urban Area future land use group on the Future Land Use Map in Step 2. Bordered by the City of Elizabethtown to the west, I-65 to the north and the Bluegrass Parkway to the south, the East Urban Area extends east beyond Upper Colesburg Road. The East Urban Planning Area is approximately 5.64 square miles (3,607 acres) in size. Located adjacent to the city limits of Elizabethtown, this planning area faces annexation pressures as Elizabethtown continues to grow. This can present difficulties for future planning efforts if it is not coordinated.

Existing Land Use

The majority of this planning area is considered developed. Most of the existing residential development was developed in the mid-1950's and 1970's, which includes Lincoln Meadows, Mockingbird Hills and Hillsdale Subdivisions. Other subdivisions, such as Bentcreek, Den Ang, Magnolia Forrest, Huntington Ridge, and Santa Fe Subdivisions, were built after 1995. This area does have some existing multi-family housing duplex units.

Natural Features

This area has a gently rolling terrain with few environmental constraints. There are some areas with steep terrain near Upper Colesburg Road, and there are flood hazards associated with the drainage area of Valley Creek and the Valley Creek Reservoir No. 3.

Transportation Features and Public Facilities

This area, along with the northern half of the East Hardin Planning Area, has a relatively low level of accessibility due to I-65 and the Bluegrass Parkway. There are only six points that provide access to more than 3,600 acres and 1,140 parcels in this planning area. Bardstown Road (US 62) is the one major highway servicing this planning area.

Two bridges provide access to Elizabethtown over I-65 to the west at Bardstown Road and Tunnel Hill Road and access across I-65 also exists to the north leading into Colesburg. There is a bridge across the Bluegrass Parkway that provides access along Younger's Creek Road (KY 583) and an underpass along Miller Road. Nelson County, which is located to the east, is accessed by a bridge on Bardstown Road and a bridge on the Bluegrass Parkway that crosses the Rolling Fork River.

A total of 70 county-maintained subdivision streets exist within this planning area that provide access to nearly 1,000 residential lots that are largely located in more than 27 subdivisions. The East Elizabethtown Connectivity Study was completed in September of 2021. The goal of this study was to identify existing safety and congestion issues in this area of the county's transportation and pedestrian networks and to identify and prioritize short and long-term recommended projects to alleviate these issues.

This area is served by the Central Hardin Fire District and Lincoln Trail Elementary School. Hardin County Water District No. 2 provides water service to the planning area and has sewer service available in the western portion of the planning area inside the city limits of Elizabethtown.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

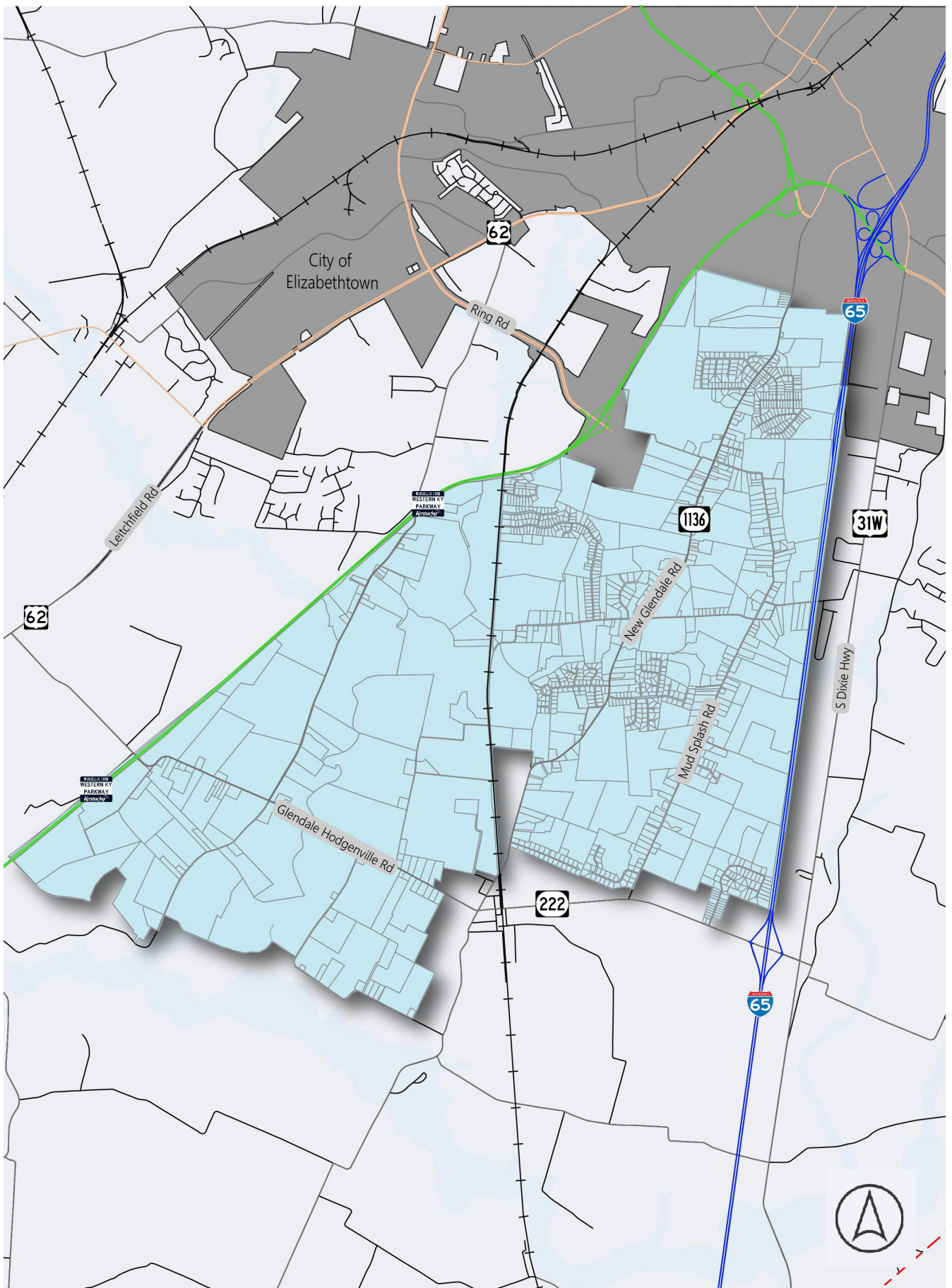
- The recommended land use pattern is predominately urban residential.
- In order to preserve farmland and open spaces and also reduce urban sprawl, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- Redevelopment of existing lots or infill development should be primarily residential that is similar in use and density to the surrounding area, but higher densities are appropriate if it can be reasonably accommodated and has necessary infrastructure in place.
- Multi-family residential developments may be appropriate at strategic sites with adequate landscaping and screening.
- If and when public sanitary sewer service is provided to this area, higher residential densities should not only be encouraged but also required.

Access Criteria

- Due to the lack of accessibility within this area, interconnectivity is critical in this area. Current roadway connections should be preserved and enhanced through limiting or consolidating access points (the number of curb cuts) onto existing public roads and requiring (where possible) vehicular connections between adjacent existing and future developments.

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2-North Glendale Urban Area



North Glendale Urban Area

This planning area is part of the Urban Area future land use group and located between Elizabethtown and Glendale. The boundaries include the Western Kentucky Parkway to the west, the Elizabethtown city limits to the north, I-65 to the east, Farley Lane and Smith Mill Road to the southwest, and just north of Glendale-Hodgenville Road (KY 222) to the southeast. The BlueOval SK Battery Park is located south of this planning area.

This planning area increased in size by 4,285 acres from the previous 2019 comprehensive plan, most notably with the western boundary shifting from the railroad to the Western Kentucky Parkway. The North Glendale Urban Area is now approximately 16.9 square miles (10,835 acres). The expansion is based on the development trends of the past ten years and anticipated growth associated with the BlueOval SK Battery Park, extension of Ring Road, and continued growth of Elizabethtown. This planning area also faces annexation pressures as Elizabethtown continues to grow, which can present difficulties for future planning efforts if it is not coordinated.

Existing Land Use

This area is predominantly single-family residential with significant residential growth occurring in this area since 1995. There are over 800 residential lots with only four properties that are currently zoned for non-residential uses in this planning area. The existing residential subdivisions in this area include Monterey Subdivision, Four Seasons, Brentwood, Serene Oaks, Settlers Crest, Beckley Woods, Oxmoor Village, Andover Pointe Estates, Still Meadows, Rosey Tulip Sections 1 and 2, and Whistling Oaks.

Natural Features

This area has a gently rolling terrain with few, if any, environmental constraints to development. There are floodplain considerations in this area associated with the East Rhudes Creek and Rose Run drainage areas; Valley Creek traverses through the planning area.

Transportation Features and Public Facilities

The primary north/south and east/west arterials in this planning area are New Glendale Road (KY 1136) and Glendale-Hodgenville Road (KY 222). East Rhudes Creek Road provides access across I-65. Other corridors are Bacon Creek Road (KY 1904), Gaither Station Road, and Mud Splash Road. The extension of Ring Road (KY 3005) from the Western Kentucky Parkway to I-65 is also currently underway and will provide a new access to this planning area. This new connection will enhance connectivity to the planning area. The new interchange will also increase accessibility to the planning area, thereby increasing the viability of commercial development.

The East Hardin Middle School, Central Hardin Fire Service District, and Glendale Fire Service Districts serve this planning area. Hardin County Water District No. 2 provides water service in the North Glendale Urban Planning Area. Limited sewer infrastructure exists within the Hardin County Water District No. 2 sewer service area.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is predominantly urban residential.
- In order to preserve farmland and open spaces and also reduce urban sprawl, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- If and when public sanitary sewer service is provided to this area, higher residential densities should not only be encouraged but also required.
- Redevelopment of existing lots or infill development should be primarily residential that is similar in use and density to the surrounding area, higher densities are appropriate if it can be reasonably accommodated and has necessary infrastructure (mainly sewer) in place.
- Non-residential development is appropriate at intersections of two state highways as well as where state highways intersect adequate county roads.
- Commercial (interstate or convenience), light industrial, and multi-family residential uses are appropriate along the Ring Road extension, and it is anticipated that much of this area will be annexed as development occurs.

Access Criteria

- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- Access points to the roadway should be limited through the development review process and other appropriate controls.

Utility Criteria

- If public sewer is not available, new development is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.

West KY 222 Target Area: Parcels along KY 222 West of Glendale

- Mixed use style urban residential development is appropriate in the target area of KY 222 west of Glendale.
- Neighborhood commercial uses may also be appropriate.

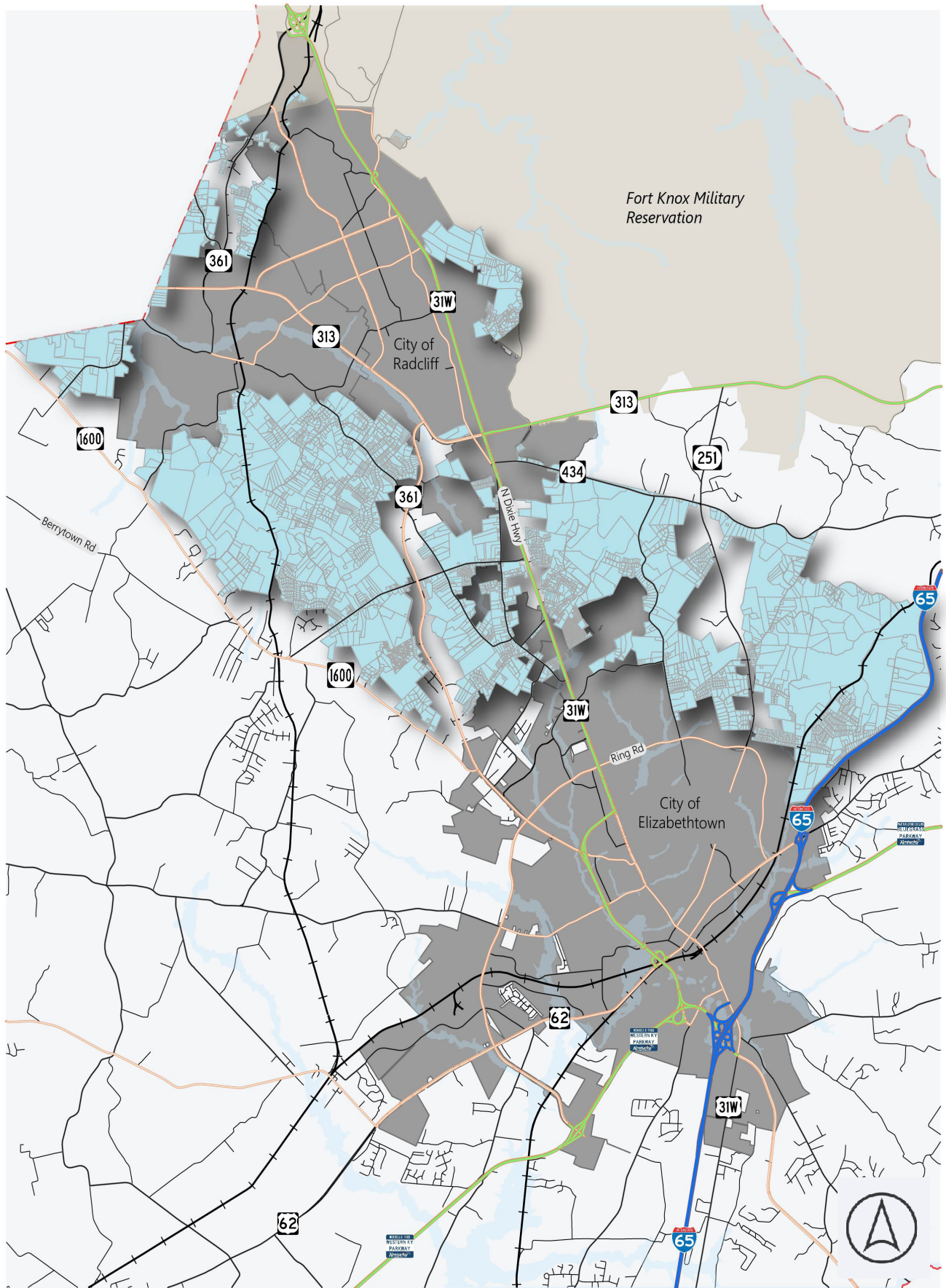
Bacon Creek Road Target Area

- Residential development is appropriate in the target area along Bacon Creek Road.

Mud Splash Road Target Area: Parcels east of Downtown Glendale along Mud Splash Road

- Single-family residential development is appropriate in the target area east of downtown Glendale along Mud Splash Road.
- Small-scale multi-family residential may also be appropriate where the necessary infrastructure is in place.

3-North Urban Area



North Urban Area

This planning area is part of the Urban Area future land use group. It is one of the largest urban planning areas, and is generally described as the area between the cities of Elizabethtown, Radcliff, and Vine Grove. The North Urban Planning Area is approximately 28.06 square miles (17,692 acres) in size. A source water protection area (west of Rineyville) is located west of this planning area. The boundaries of this area are Meade County to the northwest, Fort Knox to the northeast, KY 434 and Optimist Road to the north, I-65 to the east, the city of Elizabethtown to the south, and just north of Rineyville Road to the west. It does not include any parcels within the city limits of Elizabethtown, Radcliff, or Vine Grove.

Being adjacent to Fort Knox, this area supports Fort Knox with housing and amenities for both civilian and non-civilian employees. However, the area immediately adjacent to the base has high potential, currently and in the future, for noise and vibrations from military training missions. This planning area also faces annexation pressures as Elizabethtown, Radcliff, and Vine Grove continue to grow, which can present difficulties for future planning efforts if it is not coordinated.

Existing Land Use

The North Urban Planning Area has current and future growth potential as the three cities continue to expand and other development occurs due to the close proximity to Fort Knox. The area is primarily comprised of residentially-zoned properties; however, there is an area on South Wilson Road north of KY 220 (Rineyville Big Springs Road) that includes some service oriented commercial uses. This planning area, especially in the northern part of Hardin County in the vicinity of Fort Knox, provides supplemental housing options for both civilian and non-civilian employees at the base.

Natural Features

This area has a gently rolling terrain with few, if any, environmental constraints to development. There are flood hazards associated with the Otter Creek, Brushy Fork, Pawley Creek, and Mill Creek.

Transportation Features and Public Facilities

While no properties are directly located on US 31W, this planning area is served by an adequate roadway network. Three major roads run through and serve this planning area that include North Dixie Highway (US 31W), Shepherdsville Road (KY 251), and Patriot Parkway/Bullion Boulevard (KY 361). As development continues, growth in the area could strain the transportation network if not managed.

Hardin County Water District No. 1 provides water and sewer service to portions of the planning area near Fort Knox and the city of Radcliff. Hardin County Water District No. 2 services these utilities for most of the remainder of the planning area. There is a small portion of the North Urban Planning Area that is not served with public water and/or sewer by either utility.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is predominately urban residential.
- This area can provide for the continued residential growth to serve the Fort Knox population.
- Land uses sensitive to noise and vibration should be discouraged in close proximity to Fort Knox.
- In order to minimize urban sprawl and maximize public infrastructure, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- Where public sanitary sewer service is provided, higher residential densities should not only be encouraged but also required.
- Multi-family development should be encouraged in areas with adequate access and utilities, along state highways, and at strategic intersections.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.
- Commercial development is appropriate at intersections of two state highways as well as where state highways intersect adequate county roads.

Access Criteria

- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- Access points to the roadway should be limited through the development review process and other appropriate controls. Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.

North Urban-East Target Area: Parcels along Wooldridge Ferry Road, Tunnel Hill Church Road, and Bewley Hollow Road

- Urban residential development is appropriate along Wooldridge Ferry Road, Tunnel Hill Church Road, and Bewley Hollow Road when in proximity to Elizabethtown and Ring Road.

KY 220 Target Area: Rineyville Big Springs Road (KY 220)

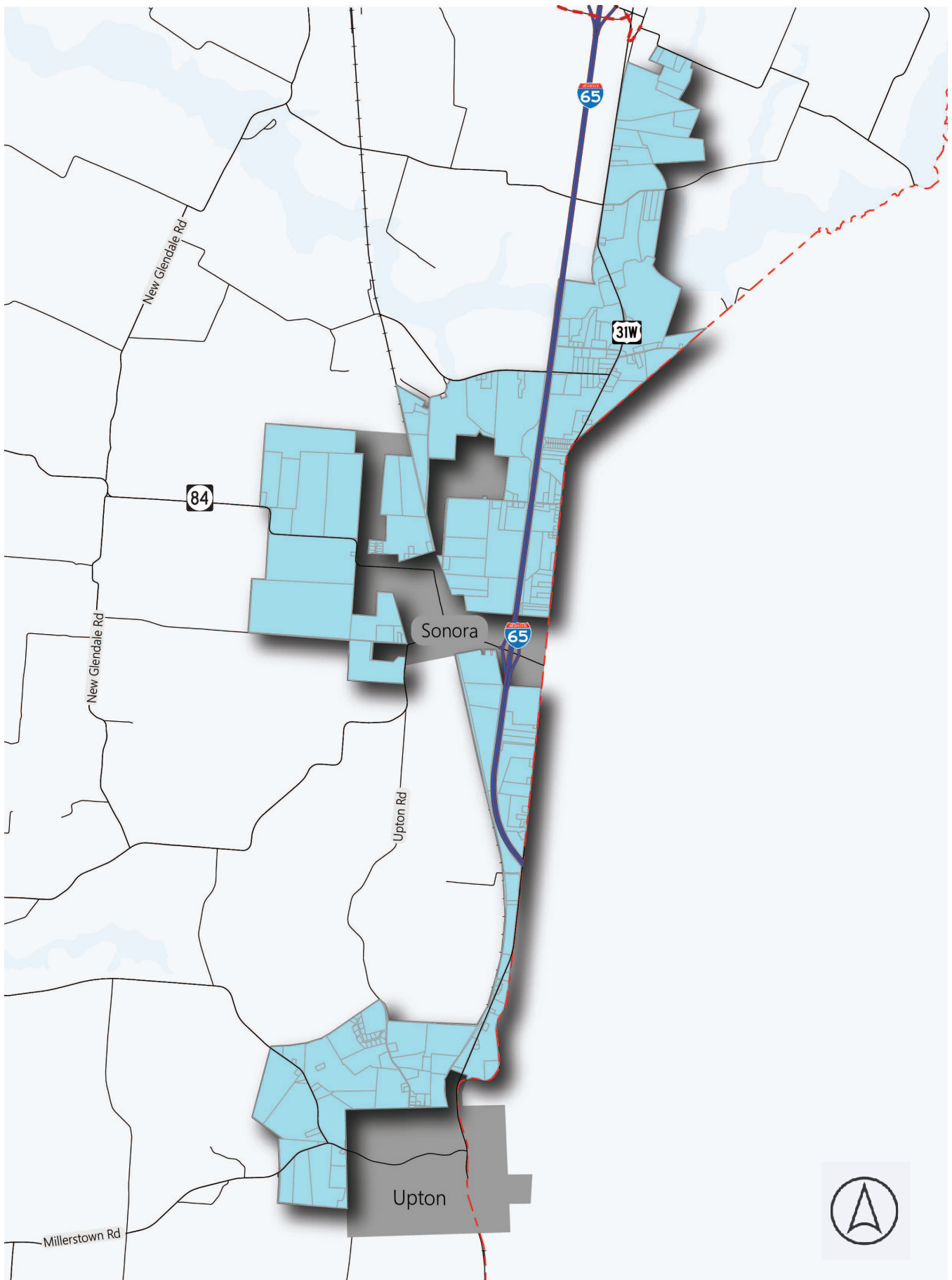
- Urban residential, neighborhood commercial, and multi-family residential development is appropriate along Rineyville Big Springs Road (KY 220) between North Dixie Highway (US 31W) and the Rineyville Rural Village.

Future Growth Target Area: Parcels along Deckard School Road, Boone Road, and Burns Road

- Residential development is appropriate along Deckard School Road, Boone Road, and Burns Road.

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4-South Urban Area



South Urban Area

This planning area is part of the Urban Area future land use group and was created during the 2023 Comprehensive Plan process to address anticipated growth between Glendale and Upton due to their proximity to BlueOval SK. The South Urban Planning Area is a new planning area, and is approximately 7.72 square miles (4,994 acres) in size. The planning area generally follows US 31W and I-65 between Glendale and Sonora and includes the areas immediately around Sonora. It continues south to the areas immediately north and west of Upton.

Existing Land Use

Most of the planning area is low-density rural residential and agricultural uses as well as natural areas. There are also existing commercial and light manufacturing uses along US 31W.

Natural Features

This area has a gently rolling terrain with few, if any, environmental constraints to development. There are flood hazards associated with the Nolin River and Cox Run.

Transportation Features and Public Facilities

The primary transportation corridors in the planning area are I-65, South Dixie Highway (US 31W), and Sonora Hardin Springs Road (KY 84). Community facilities include Creekside Elementary School. The planning area is served by the Glendale, Sonora, and Upton Volunteer Fire Departments.

Development within this planning area relies upon on-site septic. However, Hardin County Water District No. 2 provides sewer service to development along US 31W between KY 222 and Gilead Church Road through an 8-inch gravity sewer line. Hardin County Water District No. 2 also provides water service to the planning area with a 12-inch line along KY 84, 8-inch lines along US 31W and Upton Road, and a 6-inch line along Horseshoe Bend Road.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is primarily urban residential.
- In order to reduce urban sprawl and maximize public infrastructure, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- Where public sanitary sewer service is provided, higher residential densities should not only be encouraged but also required.
- Multi-family development should be encouraged in areas with adequate access and utilities.
- Small scale multi-family residential (duplex, triplex, and quadplex) may be appropriate at certain locations as a transition between residential and non-residential uses if sewer is available.
- Non-residential development is appropriate along US 31W and I-65 as well as at intersections of two state highways or where a state highway intersect adequate county road.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.
- Residential development should be discouraged adjacent to I-65 due to noise from the interstate.

Access Criteria

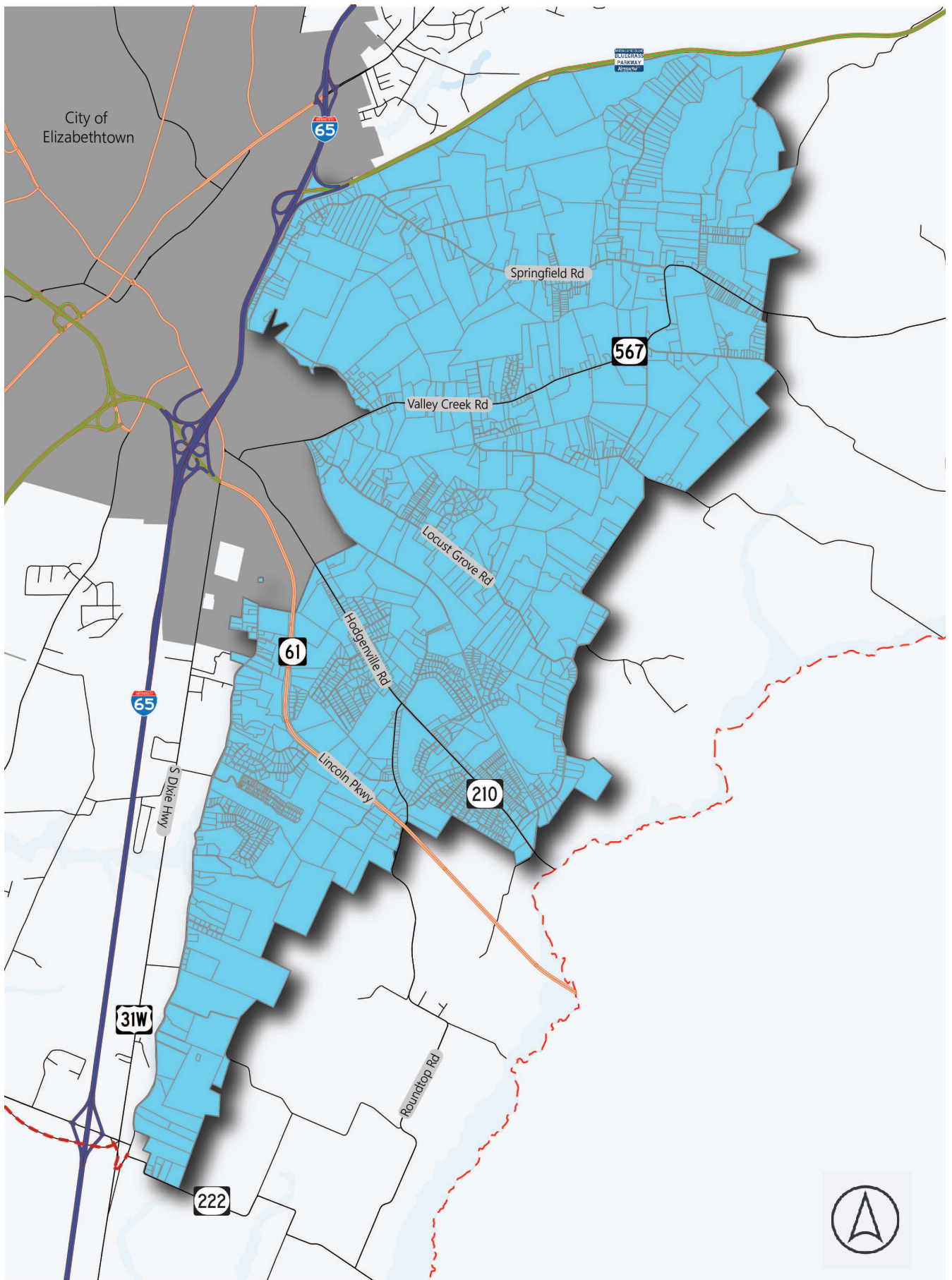
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- Access points to the roadway should be limited through the development review process and other appropriate controls.

Utility Criteria

- If public sewer is not available, new development is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.

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5-Valley Creek Urban Area



Valley Creek Urban Area

This planning area is part of the Urban Area future land use group. It is located southeast of Elizabethtown and bounded by the Bluegrass Parkway to the north, Red Mill Road to the east, and Sportsman Lake Road and the city of Elizabethtown to the west. The Valley Creek Planning Area is approximately 20.5 square miles (13,124 acres) in size.

Existing Land Use

This area is predominantly residential in character with areas of non-residential development along major corridors and closer to the city of Elizabethtown. Commercial and industrial uses are currently located on Lincoln Parkway (KY 61), Hodgenville Road (KY 210), and Valley Creek Road (KY 567). The Elizabethtown Country Club and various residential subdivisions (Fernwood, Foxwood, Tall Pines, Thousand Oaks, Wakefield, and Tabb Springs) are also located in this area.

Natural Features

This area has both gradually rolling terrain and areas of steeper slopes. It transitions from the relatively flat terrain closer to the City of Elizabethtown to the west to a hillier region to the east. There are flood hazards associated with the East Rhudes Creek, Sportsman Lake, Valley Creek, Valley Creek Reservoir No. 8, and the Wheeler Branch.

Transportation Features and Public Facilities

The Valley Creek Urban Planning Area is served by an adequate roadway network. The East Elizabethtown Connectivity Study noted two planned construction projects to improve the safety at the intersections of Dixie Highway (US 31W) with Hodgenville Road (KY 210) and US 31W with Lincoln Parkway (KY 61). As development continues, growth in the area could strain the transportation network if not managed.

This area is served by the Valley Creek Fire Department. No public schools are located in this portion of the County. Water in the Valley Creek Urban Area is served by Hardin County Water District No. 2 and sewer service is not available in the area.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is predominately urban residential with non-residential in targeted areas.
- In order to reduce urban sprawl and maximize public infrastructure, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- Multi-family development should be encouraged in areas closer to the City of Elizabethtown that are located along a state highway and have adequate utilities.
- Commercial is appropriate along Hodgenville Road (KY 210) if adequate infrastructure is available and it is compatible with the character of adjoining parcels.
- Industrial, commercial, and multi-family are appropriate along Lincoln Parkway if adequate infrastructure is available and it is compatible with the character of adjoining parcels.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.
- Topographic features in particular areas with steep slopes should be considered during the development review process. Development in areas with steep slopes and other natural limitations should be limited and thoroughly reviewed.

Access Criteria

- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.

Utility Criteria

- New development in this area is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Central Target Area: Parcels along Springfield Road, Ford Highway, Valley Creek Road (KY 567), and Locust Grove Road

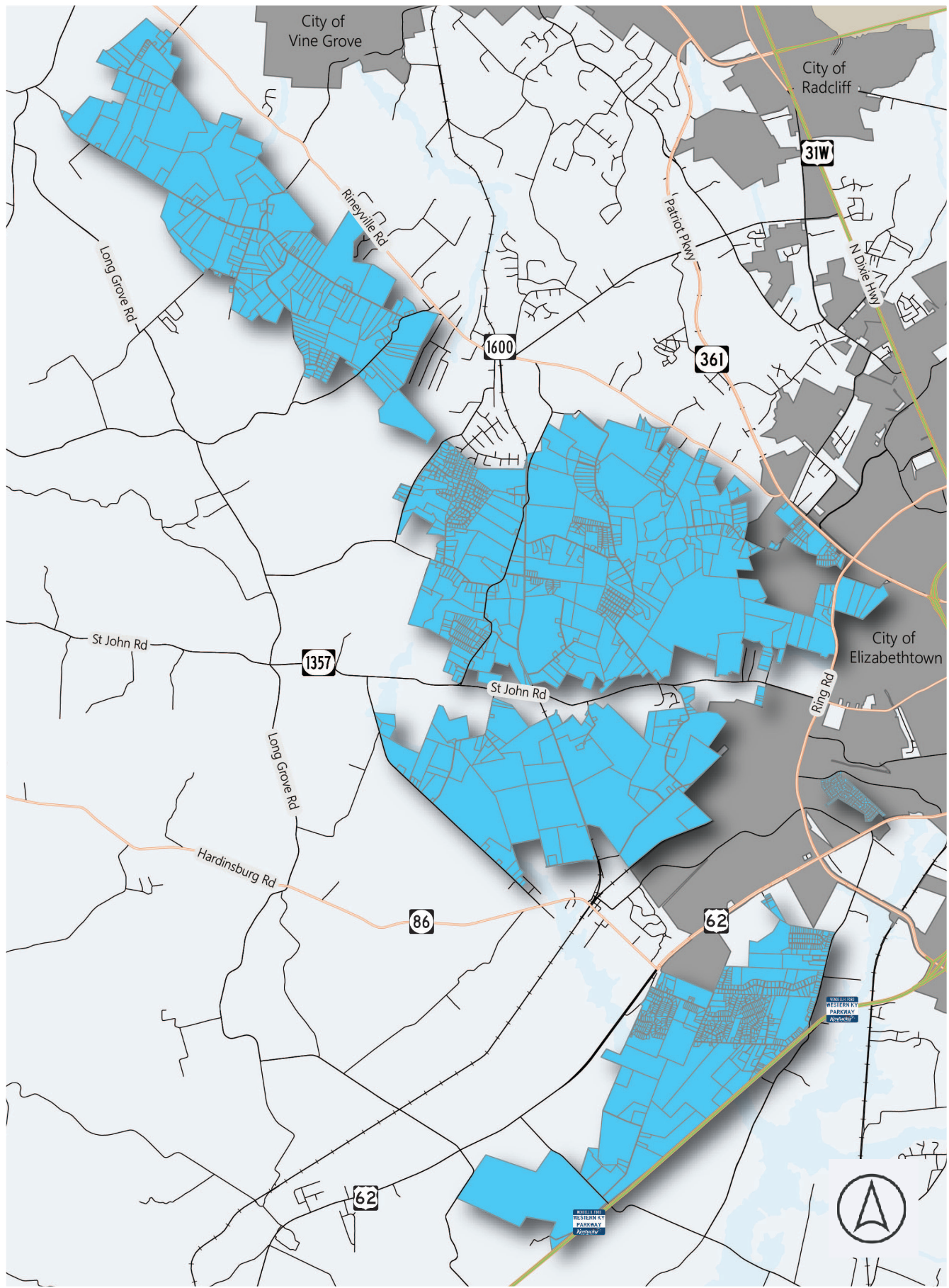
- Residential subdivisions with access to individual residential lots from internal streets are appropriate along Springfield Road, Ford Highway, Valley Creek Road (KY 567) and Locust Grove Road.

KY 61 Target Area: Parcels along Lincoln Parkway (KY 61)

- Commercial, light industrial, single-family, and multi-family residential uses may be appropriate along Lincoln Parkway (KY 61), where adequate infrastructure is in place, and effective access management controls are utilized.

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6-West Urban Area



West Urban Area

This planning area is part of the Urban Area future land use group and increased in size by 1,088 acres from the previous 2019 comprehensive plan. It is generally located west of Elizabethtown and Vine Grove and extends from the Western Kentucky Parkway to the south in close proximity to Meade County to the north. The area is adjacent to a Natural Resource Area to the west as well as Rineyville and Cecilia, two of the four rural villages in the county. The West Urban Planning Area is approximately 23.2 square miles (14,851 acres) in size. Growth from Rineyville, Vine Grove, Elizabethtown, Fort Knox, and Meade County (notably due to Nucor Steel) has spurred development in this planning area. The areas both north and south of Cecilia as well as areas along Ring Road will continue to face annexation pressure from the City of Elizabethtown. As development occurs along Ring Road, these parcels will likely be annexed.

Existing Land Use

The existing land use pattern in this area is predominantly urban residential. Some subdivisions in this area were built prior to land use controls in Hardin County, such as Windgate West, Sunny Slopes, and Quail Meadows. Other residential subdivisions in this area include LaVista, Bridlegate, Rockwood, Bacon Creek Meadows, Ranch Hollywood, Habersham, and Trotters Ridge.

Natural Features

This area has a gently rolling terrain and shares in surface streams and karst topography with the presence of sinkholes. A portion of this area is also the location of the underground natural gas storage area for the City of Elizabethtown. There are floodplain considerations in the area associated with the West Rhudes Creek, Flippin Creek and Billy Creek.

Transportation Features and Public Facilities

This area is adjacent to three road corridors: Leitchfield Road (US 62), St Johns Road (KY 1357), and Rineyville Road (KY 1600). A small portion (approximately six parcels) of Ring Road (KY 3005) are also in this planning area. The fire protection is provided by the volunteer fire departments of Rineyville, KY 86, and Vine Grove. There are no public schools located in this planning area. The majority of the planning area is served by Hardin County Water District No. 2 for water service; however, a portion of the planning area off Rineyville Road near the Meade County line is served by Hardin County Water District No. 1. Sewer service is not available in this area.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is predominantly urban residential.
- Commercial, urban residential, and multi-family residential uses are appropriate along Ring Road.
- Multi-family development should be encouraged in areas with adequate access and utilities.
- Non-residential development is appropriate at intersections of two state highways as well as where state highways intersect adequate county roads.
- Development in this area should coordinate with the Elizabethtown Regional Airport/Addington Field to ensure any future potential expansion is not impacted.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.

Access Criteria

- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.

Utility Criteria

- New development in this area is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.

Target Area: Parcels along Berrytown Road, Rineyville School Road (KY 2212), St John Church Road (KY 1538), Thomas Road, and Bethlehem Academy Road (KY 253)

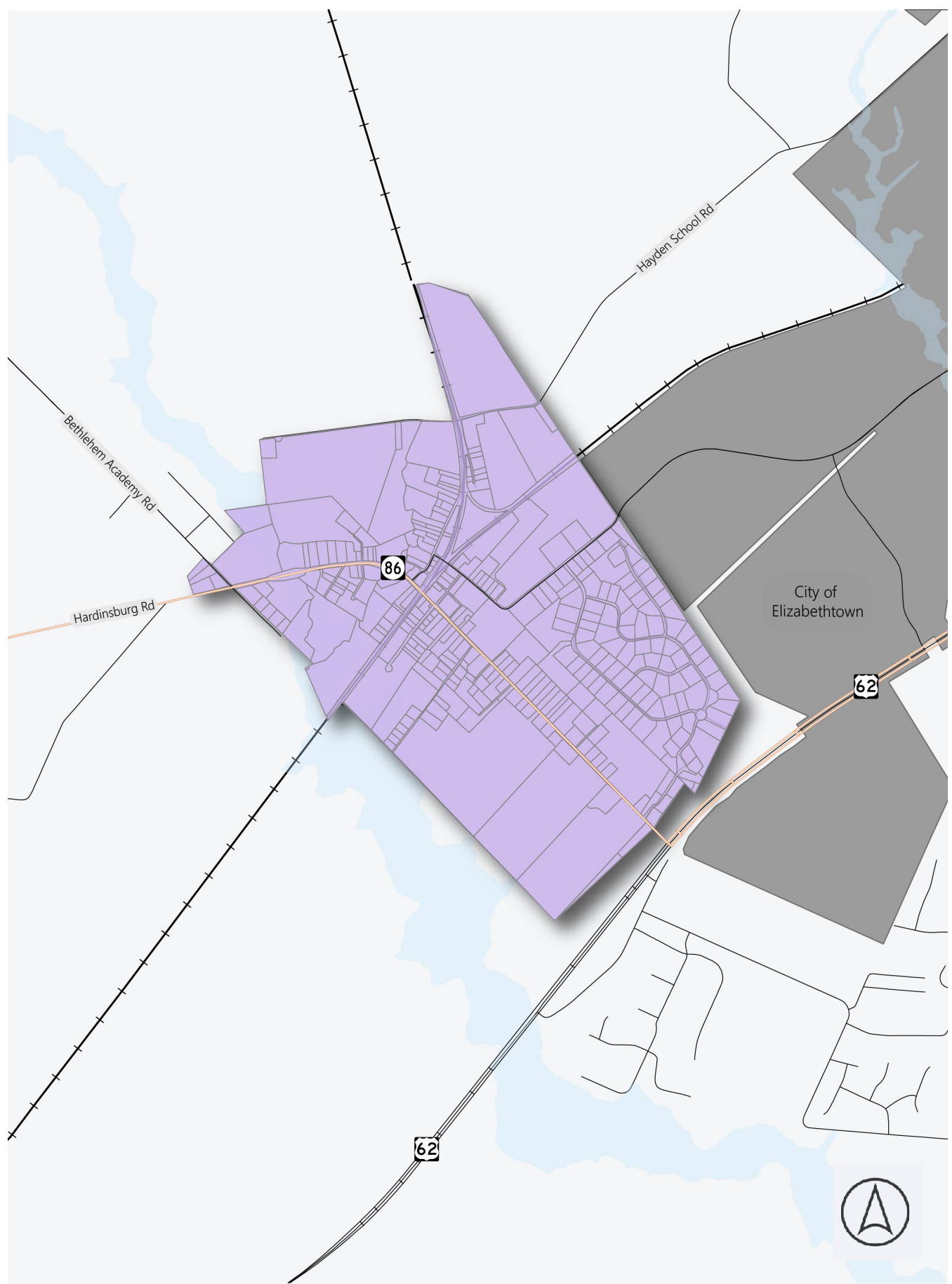
- Residential subdivisions with access to individual residential lots from internal streets are appropriate along Berrytown Road, Rineyville School Road (KY 2212), St Johns Church Road (KY 1538), Thomas Road, and Bethlehem Academy Road (KY 253).

Target Area: Parcels along Glendale Hodgenville Road (KY 222), Bacon Creek Road (KY 1904), and Cecilia Smith Mill Road

- Residential subdivisions with access to individual residential lots from internal streets are appropriate along Glendale Hodgenville Road (KY 222), Bacon Creek Road (KY 1904), and Cecilia Smith Mill Road.

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7-Cecilia Rural Village



Cecilia Rural Village

This planning area is one of the four unincorporated areas that is part of the Rural Village future land use group. It is located on Hardinsburg Road (KY 86), north of Leitchfield Road (US 62), and is in close proximity of the Elizabethtown Industrial Park. Cecilia is a Census Designated Place that is focused at the junction of the Illinois Central Railroad's Louisville-Paducah main line and its branch to Hodgenville. The population of Cecilia is 575 people, according to the 2020 Decennial Census. The area was originally settled in the early 19th century, preceding the railroad. Cecilia was a major supplier of farm produce to the Louisville area. This community grew with the construction and operation of the railroad. It was designated a village because of the active citizens and social organizations that were determined to maintain its independent identity with the presence of churches, post office, Cecilian Bank, and local business establishments. This area is also known for the annual "Cecilia Days" festival.

The Cecilia Rural Village Planning area is approximately 1.41 square miles (903 acres) in size. Some development has occurred in Cecilia in recent years in the industrial park that abuts the rural village; this includes Hayden Outdoor Sports, Kruger Packaging, Metalsa, and FlexFilms, in addition to the Lotte Aluminum and Kentucky Whiskey House Distillery under construction. This planning area also faces annexation pressures as Elizabethtown continues to grow, which can present difficulties for future planning efforts if it is not coordinated.

Due to the potential growth of this area and the need to preserve the village's identity and character, a small area /neighborhood plan or historic district should be considered. This should further define the recommended land use patterns, transportation network, public facilities, and character for Cecilia.

Existing Land Use

The majority of properties in this rural village are residentially zoned with residential uses, including the subdivisions Enchanted Acres and Lakewood. Many personal service businesses, small-scale commercial stores, and commercial businesses associated with railroad service are in operation along Hardinsburg Road (KY 86) and the railroad.

Natural Features

This village is relatively flat with one stream, West Rhudes Creek, and the associated flood hazard area. The soils also support on-site disposal of wastewater (septic).

Transportation Features and Public Facilities

The Cecilia Rural Village is located at the intersection of Leitchfield Road (US 62) and Hardinsburg Road (KY 86). The only sidewalks within the village are located along KY 86. The railroad is also a major transportation element within the village and serves many nearby industrial uses.

This village is served by a post office and several community facilities. These include Cecilia Baptist Church and St. Ambrose Catholic Church, the Cecilia Ruritan Club, and the South Hardin Ball Fields. Cecilia Valley Elementary School is located on KY 86 at the intersection of Leitchfield Rd (US 62). Hardin County Schools has proposed to construct a new West Hardin Middle School behind the elementary school.

This is the only village without a fire station; however, the KY 86 Fire Department is located just outside the village. The Cecilia Rural Village is served by Hardin County Water District No. 2 for water service and septic is used for sewage disposal. Finally, the Elizabethtown Natural Gas Storage Area, which is used by the city-owned gas utility, is located to the north and northwest of Cecilia.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Villages, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use patterns should reflect a traditional small downtown primarily with a mix of small-scale commercial businesses and urban residential that support the revitalization and preservation of the area.
- Small scale multi-family residential (duplex, triplex, and quadplex) may be appropriate at strategic locations as a transition between residential and non-residential uses if sewer is available.
- All commercial development should be limited to Neighborhood Commercial and Convenience Commercial uses and should serve local demand rather than regional or area-wide demand.
- A transition should be provided in land use intensity from the core of the village to the residential and then agricultural areas that surround the historic downtown.

Access Criteria

- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.
- New and infill development should be interconnected and pedestrian-friendly.
- New and existing public parking should be clearly marked and signed with uniform and attractive signage in order to effectively designate these areas and direct the public to them.
- Opportunities for on-site shared parking should be identified and encouraged. The historic grid pattern should be preserved as development occurs and land is subdivided.
- Future extension of Cecil Avenue to Hardinsburg Road (KY 86) should be considered in the future to keep truck traffic from the industrial park out of downtown Cecilia.

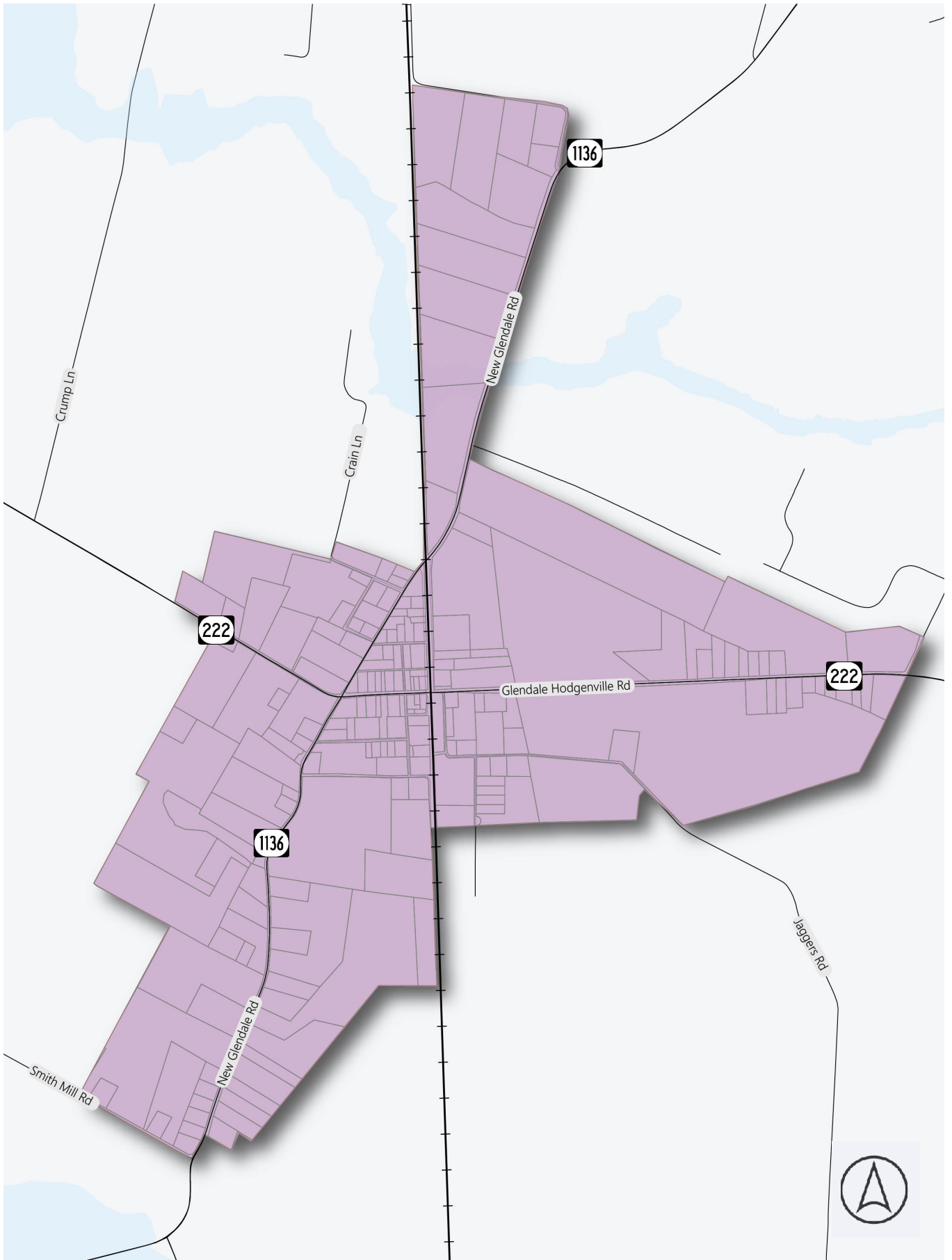
Utility Criteria

- If public sewer is not available, new development is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- The underground Natural Gas Storage Facility of the Elizabethtown Gas Department is adjacent to the Cecilia Rural Village to the north and northwest. Development near the Elizabethtown Natural Gas Storage Area should consider this use and must be in compliance with the established easements and regulations.

Character Criteria

- New and infill development should protect the existing, historic street grid, as well as visually reflect and reinforce the character of the rural village and provide an appropriate unifying design theme.
- Setbacks should be reduced, where appropriate, to maintain the rural village character, massing, and scale.
- Sidewalks, streetlights with banners, public art, street furniture, and similar visual enhancements that reinforce a consistent character should be required along the major corridors.
- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the rural village.
- Signs should be low, monument-style signs that visually blend with the small downtown character. Signs should not be internally-illuminated with no digital components.
- Residential developments should reflect a mixed-use style of urban residential development that places a focus on walkable streets, integration of mixed-uses, public spaces, and connectivity.

8-Glendale Rural Village



Glendale Rural Village

This planning area is one of the four unincorporated areas that is part of the Rural Village future land use group. Glendale is in southern Hardin County and was established in 1859 at the junction of Glendale Hodgenville Rd (KY 222) and New Glendale Rd (KY 1136). A train depot was constructed in 1864 along the Louisville and Nashville Railroad (L&N).

The Glendale Historic District was listed on the National Register of Historic Places in 1988. The district includes 34 contributing buildings, including the Stuart Store and Glendale Bank. This historical railroad community has maintained its character and economic viability as a tourist and commercial destination, and is home to the famous Whistle Stop restaurant. Glendale also has numerous annual festivals, including the Glendale Crossing Festival that is traditionally held in October.

With the development of the BlueOval SK Battery Park and the associated growth that is anticipated, this planning area was expanded in order to further protect the historic character and identity of Glendale. It was expanded in all directions (north, south, east, and west) by 612 acres to 806 acres (1.26 square miles) from the previous 2019 comprehensive plan.

Due to the potential growth of this area and the need to preserve the village's identity and character, a small area /neighborhood plan or expansion of the historic district should be considered. This important crossroads creates a need for more in-depth planning guidance. This should further define the recommended land use patterns, transportation network, public facilities, and character for Glendale.

Existing Land Use

Glendale has a traditional layout with platted alleys. The majority of the properties within this rural village are residentially zoned and on small lots. However, there are properties zoned B-2 and C-1 along Glendale Hodgenville Rd (KY 222) both north and south of the railroad tracks that serve as the center of activity. While B-2 does not currently allow retail sales, more properties have recently been rezoned to C-1 to allow for this land use. The commercial core includes restaurants, antique shops, an event/wedding venue, and lodging (bed and breakfast/cottage rentals) that greatly contribute to the sense of identity.

Natural Features

This rural village is relatively flat and has no natural features that constrain development other than the flood hazards associated with the Rose Run.

Transportation Features and Public Facilities

Glendale has great access to I-65 as well as other state roads, such as W Glendale Hodgenville Road (KY 222) and New Glendale Road (KY 1136). W Glendale Hodgenville Road (KY 222) serves as the spine of the community for both transportation as well as character. There are limited sidewalks in Glendale, most of which are located along KY 222. On-street parking also exists along KY 222 between East Railroad Avenue and Beech Street. However, additional public parking (on-street or a separate lot) is needed to support tourism and festivals. The L&N railroad is also an active and significant transportation feature with two at-grade road crossings.

In 2021 the Radcliff-Elizabethtown MPO completed an update to the 2008 Glendale Transportation Study following the BlueOval SK Battery Park announcement. The study recommended five short-term improvements needed prior to the opening of the battery park, including improvements to the KY 222 and Mud Splash Road intersection and construction of the northeast quadrant of the Glendale Bypass that would connect KY 222 to KY 1136. The completion of this portion of the bypass will be instrumental in diverting truck traffic and therefore preserving the historic character of Glendale.

This rural village is the location of the former East Hardin Middle School, a fire department, and churches. Glendale Park also serves the area as well as a new post office. Prior to development of the battery park, the only option for sewage disposal was on-site septic systems. However, the entire rural village will have public sewer available through Hardin County Water District No. 2. There are currently 30 residential and 15 non-residential connections to the public sewer as of May of 2023.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Villages, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern should reflect a traditional, small downtown by expanding the existing mix of residential and tourist-related commercial development to maintain the traditional character, architectural style, visual character, and the aesthetically-pleasing environment of this community.
- Upper floor residential uses are encouraged over existing commercial uses along W Glendale Hodgenville Road (KY 222) in downtown Glendale.
- All development should reinforce the historic character and cultural importance of the rural village to Hardin County.
- Residential development should occur from the center of the community out in an orderly fashion
- Single-family residential should be as dense as possible to best use available infrastructure and utilities and the scale of multi-family residential (duplex, triplex, and quadplex) should be consistent with existing development.
- Infill development should be prioritized before expanding outward and complement and enhance the existing village.
- Limited light industrial and general commercial may be appropriate adjacent to the railroad in the northern and southern portions of this planning area if the impacts are mitigated.
- A transition should be provided in land use intensity from the core of the village towards BlueOval SK Battery Park and I-65 to the east.
- Transitional buffers, screening, and other techniques may be needed to off-set any potential negative impacts.

Access Criteria

- Access points to the roadway should be limited through the development review process and other appropriate controls.
- Due to the potential of the construction of a limited access bypass north of the Glendale Rural Village, new development should coordinate with KYTC and the Hardin County Road Department to minimize future potential conflicts.
- New and infill development should be connected and pedestrian-friendly and, minimally, sidewalks should be required.
- New and existing public parking should be clearly marked and signed with uniform and attractive signage in order to effectively designate these areas and direct the public to them.
- Opportunities for on-site shared parking should be identified and encouraged.

Character Criteria

- New and infill development should visually reflect and reinforce the character of the rural village and provide an appropriate unifying design theme.
- Setbacks should be reduced, where appropriate, to maintain the rural village character, massing, and scale.
- Sidewalks, streetlights with banners, public art, street furniture, and similar visual enhancements that reinforce a consistent character should be required along the major corridors (especially along KY 222).
- Non-residential development should use high quality, visually pleasing exterior finishes and materials that reflect the character of the rural village.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Signs should be low, monument-style signs that visually blend with the small downtown character. Signs should not be internally-illuminated with no digital components.

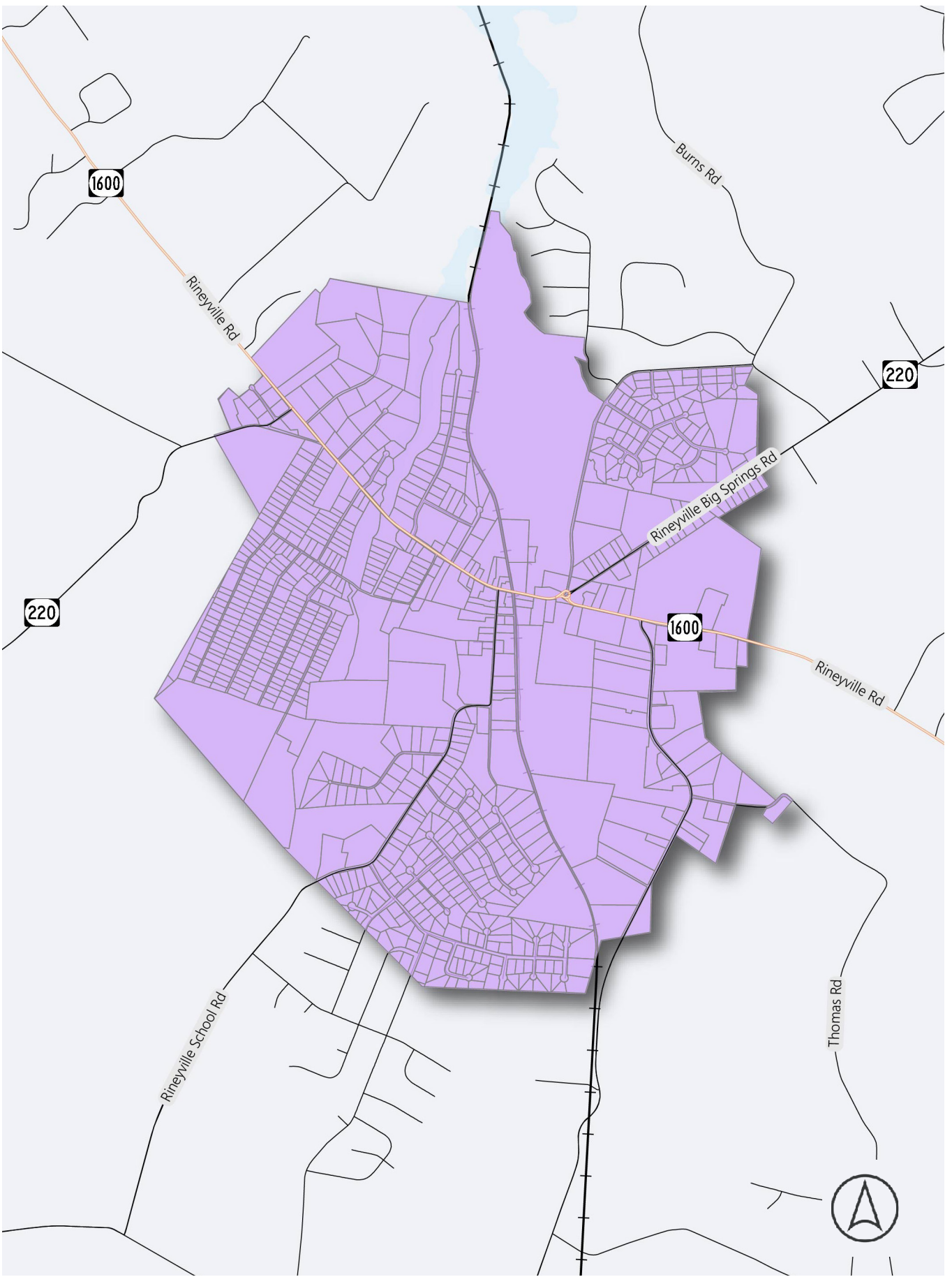
KY 222 Transition Target Area: Parcels adjacent to KY 222 between Mudd Splash Road and the Glendale Historic District

- Development should transition in scale, massing, and character and act as a “welcome” corridor for the historic district.
- Setbacks should be reduced closer to the historic district boundary.
- All development in this target area should be held to a higher level of design, including building materials, fences, lighting, and architectural style, that supports the historic district.
- Sidewalks should be required along KY 222 but additional amenities (such as street furniture) should only be required closer to the historic district.

Glendale Historic District Target Area: Parcels within the Glendale Historic District

- All structures and uses should reinforce and contribute to the historic district.
- Structures that are considered “contributing” to the historic district should be preserved and rehabilitated.
- The architectural style of new structures should reflect the contributing building styles contributing to the historic district, including window and door placement, awnings, and shutters.
- Building materials and colors should be durable, high-quality, and reinforce the historic district.
- Outdoor dining and similar spaces should be considered if they can maintain an ADA-accessible route along the public sidewalk and maintain an appropriate building, site, and street relationship.
- Parking spaces and lots should be in the side or rear yards and screened to maintain the building, site, and street relationship.
- Fences should reflect the character of the district in materials, height, and location.
- Mature trees and plantings should be preserved unless they pose a threat to the historic structures.
- Appropriate exterior lighting should be low intensity and directed to specific areas to minimize light onto adjacent sites and spaces.
- Service, mechanical, electrical, and other equipment should not be visible from the street or screened without disrupting the integrity of the site or architecture.

9-Rineyville Rural Village



Rineyville Rural Village

This planning area is one of the four unincorporated areas that is part of the Rural Village future land use group and is the largest village within the county. Rineyville is considered a Census Designated Place, and in 2020 had a population of 3,039, according to the US Census. The Rineyville Rural Village Planning Area is approximately 2.80 square miles (1,798 acres) in size. Rineyville has experienced growth due to its proximity to Vine Grove and Meade County. It is located on KY 1600 and KY 220 between Elizabethtown and Fort Knox / Brandenburg, and growth is anticipated in this area due to the employment opportunities located in each of the communities. Rineyville once was a railroad community, but today none of the businesses are associated with the railroad.

Existing Land Use

Most of the rural village is residential; however, due to Rineyville being a crossroads with Rineyville Road (KY 1600) and Rineyville Big Springs Road (KY 220), there are some commercial and service-oriented retail uses along Rineyville Blg Springs Road (KY 220) that other rural villages lack. These include two gas stations, bank, restaurant, self-storage facilities, personal service businesses, and a bed and breakfast. Additionally, institutional uses, such as Rineyville Elementary School, the Rineyville Fire Department, and Tarpley Cemetery are located in this village.

The development pattern in Rineyville is similar to the other rural villages in the county. It reflects a small, rural downtown with smaller building footprints on smaller lots that are located closer to the street. Residential subdivisions in the planning area include Blackburn Estates, Pebble Creek, Heritage Estates, Creekside, Rolling Heights, LaVista, Locust Valley, Cottonwood, and Collinbrook. The largest concentration of apartment buildings in the unincorporated areas of Hardin County is in Pointers Ridge Subdivision with five four-plex units for a total of 20 apartments.

Natural Features

This area is gently rolling with surface streams and a flood hazard area associated with Pawley Creek and Otter Creek. Soils may tend to be wet in character and not always conducive to septic system installation.

Transportation Features and Public Facilities

Rineyville has access to Rineyville Road (KY 1600), which connects Meade County to Elizabethtown, and Rineyville-Big Springs Road (KY 220), which provides access to Dixie Highway (US 31W). This rural village also has churches, Rineyville Elementary School, fire department, and a post office. Rineyville Community Park is also an asset to residents and is located adjacent to the school.

This community utilizes on-site septic systems for wastewater disposal. Hardin County Water District No. 2 provides water service to the rural village. The area is served by a 16-inch line on the east side of the village from Elizabethtown as well as other, smaller lines along all the roads radiating out from Rineyville.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Villages, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use patterns are expansion of the existing mix of residential development and small-scale retail and service-oriented businesses to support the needs of the residents.
- If and when public sanitary sewer service is provided to this area, higher residential densities should not only be encouraged but also required.
- All commercial development should be limited to Neighborhood Commercial and Convenience Commercial uses and should serve local demand rather than regional or area-wide demand.
- Residential development should follow the new urbanist style of urban residential development, and occur from the center of the community out in an orderly fashion.

Access Criteria

- Shared driveways and vehicular connections between adjacent existing and future developments that increase interconnectivity should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- New and infill development should be connected and pedestrian-friendly and, at a minimum, sidewalks should be required along major corridors.
- New and existing public parking should be clearly marked and signed with uniform and attractive signage in order to effectively designate these areas and direct the public to them.
- Opportunities for on-site shared parking should be identified and encouraged.

Utility Criteria

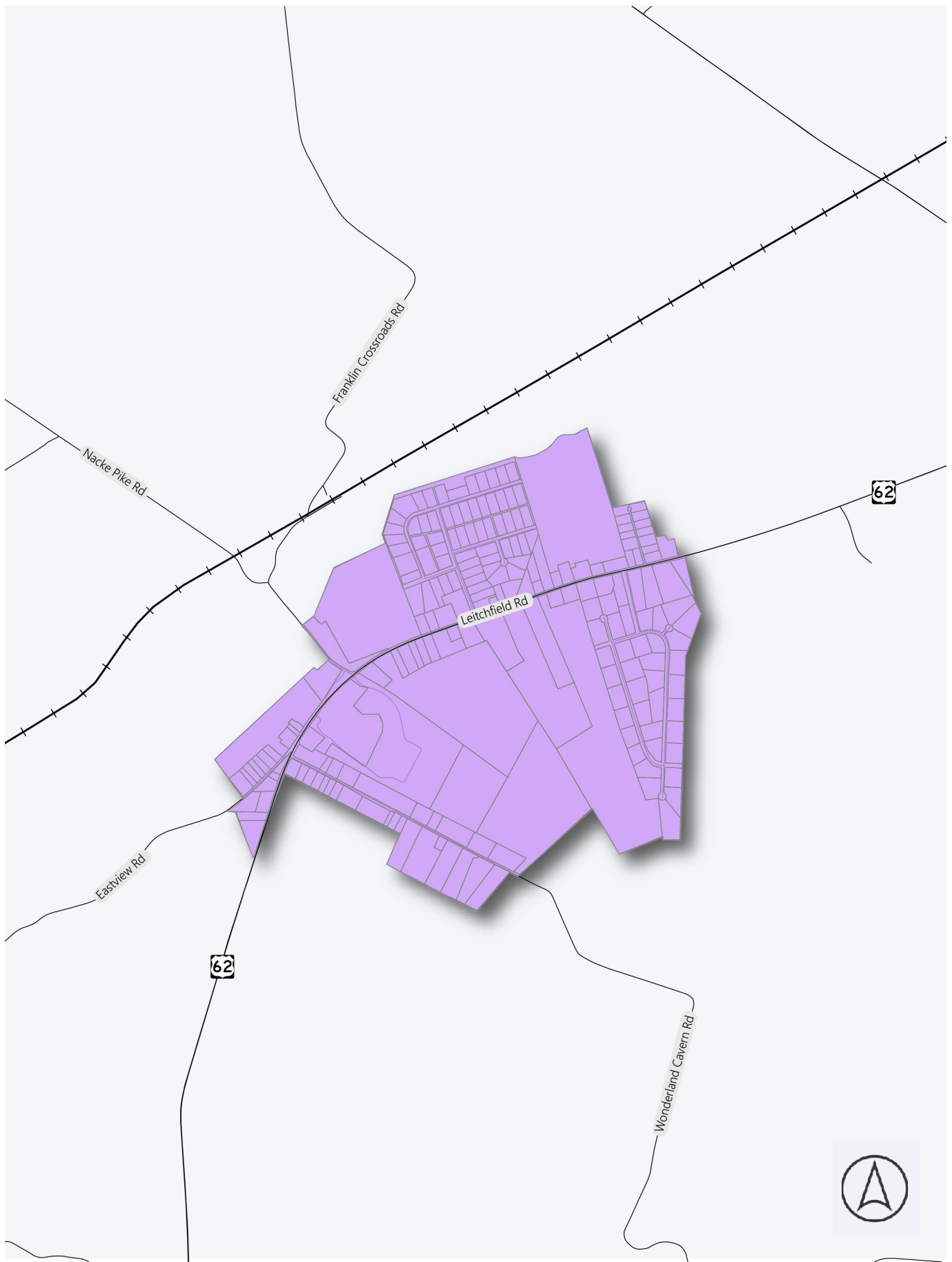
- New development in this Rural Village is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.

Character Criteria

- New and infill development should visually reflect and reinforce the character of the rural village and provide an appropriate unifying design theme.
- Setbacks should be reduced, where appropriate, to maintain the rural village character, massing, and scale.
- Streetlights with banners, public art, street furniture, and similar visual enhancements that reinforce a consistent character should be encouraged along the major corridors.
- Non-residential development should use high quality, visually pleasing exterior finishes and materials that reflect the character of the rural village.
- Signs should be low, monument-style signs that visually blend with the small downtown character. Signs should not be internally-illuminated with no digital components.

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10-Stephensburg Rural Village



Stephensburg Rural Village

This planning area is one of the four unincorporated areas that is part of the Rural Village future land use group. This planning area is located approximately four miles southwest of Cecilia between Elizabethtown and Leitchfield. Stephensburg was once a railroad-oriented community that was centered along Franklin Crossroads Road, but growth has now shifted to Leitchfield Road (US 62). The Stephensburg Rural Village Planning Area is approximately 521 acres (.81 square miles) in size. The planning area was slightly reduced in area from the 2019 Comprehensive Plan, as growth has occurred in other parts of the county and the updated boundaries better reflect the village boundaries.

Existing Land Use

Most properties within the Stephensburg Rural Village are residential, although there are some local service-oriented retail uses along Leitchfield Rd (US 62) as well as institutional uses. Subdivisions in this area include Majestic Oaks and Ambrook Estates.

Natural Features

This is a relatively flat area and has few natural features that limit development. A portion of this rural village is in the Source Water Protection Area that provides water to the Hardin County Water District No. 2 facility on the Nolin River in White Mills.

Transportation Features and Public Facilities

Stephensburg is located along Leitchfield Road (US 62), a major corridor in the county. This village serves an important role in the community because it is home to Lakewood Elementary School and is also currently home to West Hardin Middle School, which serve students living in western Hardin County. Stephensburg also has a fire department, cemetery, churches, and the existing restaurant Lakers Drive-In.

This community utilizes on-site septic systems for wastewater disposal. Hardin County Water District No. 2 provides water service to the rural village with a 4-inch line running along Leitchfield Road.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Villages, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use patterns are expansion of the existing mix of residential development and small-scale retail and service-oriented businesses to support the needs of the residents and visitors.
- New development should limit impacts to the Source Water Protection Areas, and all development coordinate with appropriate agencies and departments to minimize negative impacts to these resources.
- If and when public sanitary sewer service is provided to this area, higher residential densities should not only be encouraged but also required.
- All commercial development should be limited to Neighborhood Commercial and Convenience Commercial uses and should serve local demand rather than regional or area-wide demand. This development should occur only along Leitchfield Road (US 62).
- Residential development should occur from the center of the community out in an orderly fashion.

Access Criteria

- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- New and infill development should be connected and pedestrian-friendly and, at a minimum, sidewalks should be required along major corridors.
- New and existing public parking should be clearly marked and signed with uniform and attractive signage in order to effectively designate these areas and direct the public to them.
- Opportunities for on-site shared parking should be identified and encouraged.

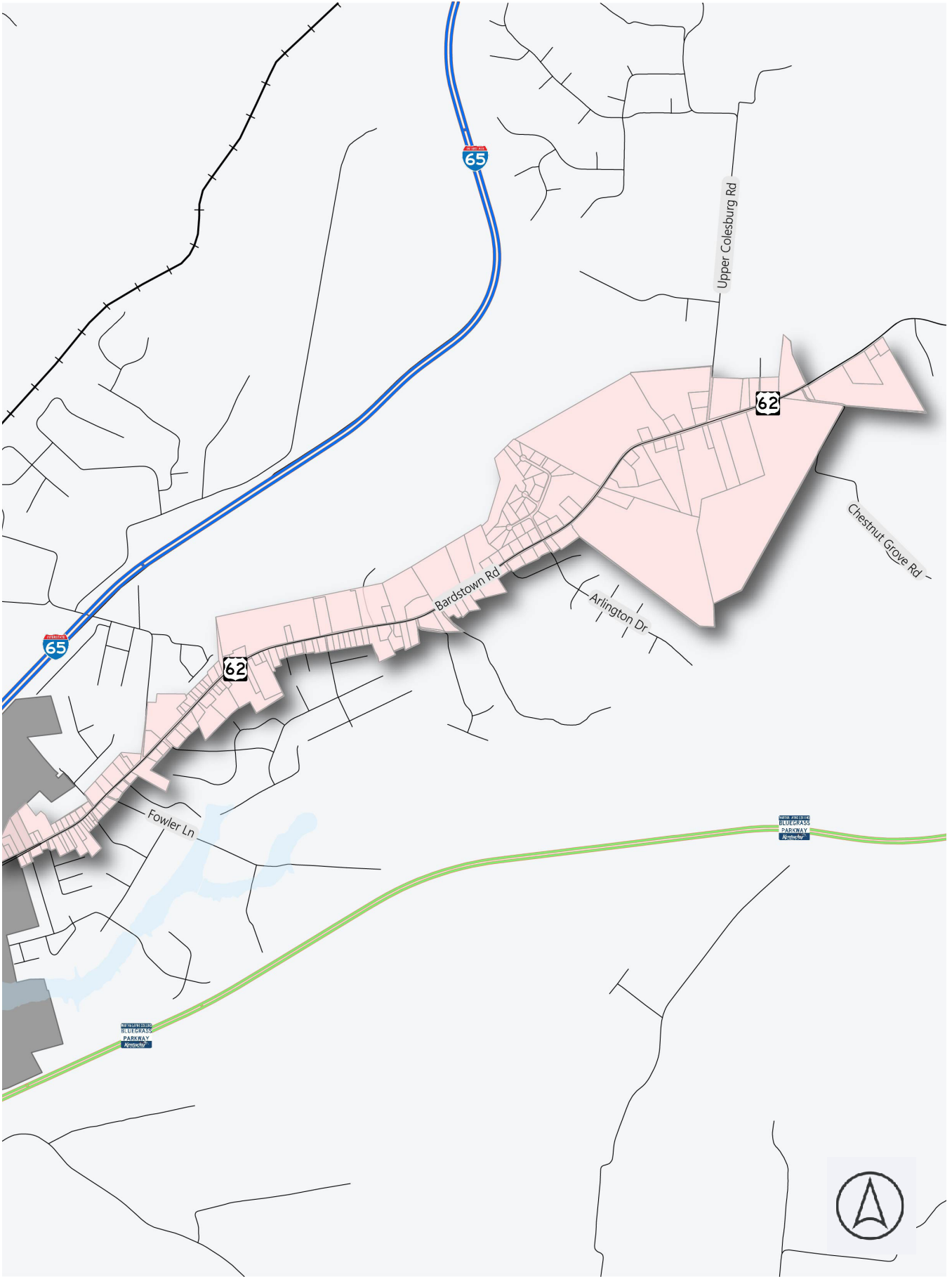
Utility Criteria

- New development in this Rural Village is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- Development on septic should be limited within the Source Water Protection Areas.

Character Criteria

- New and infill development should visually reflect and reinforce the character of the rural village and provide an appropriate unifying design theme.
- Setback should be reduced, where appropriate, to maintain the rural village character, massing, and scale.
- Streetlights with banners, public art, and similar visual enhancements that reinforce a consistent character should be encouraged along the major corridors.
- Non-residential development should use high quality, visually pleasing exterior finishes and materials that reflect the character of the rural village.
- Signs should be low, monument-style signs that visually blend with the small downtown character. Signs should not be internally-illuminated with no digital components.

11-Bardstown Rd Corridor



Bardstown Road Corridor

This planning area is part of the Urban Area future land use group, and it includes the frontage lots along Bardstown Road (US 62) east of Elizabethtown between Gayle Drive and just east of upper Colesburg Road. As the corridor traverses northeast, the individual parcels increase in size. The Bardstown Road Corridor is approximately 1.18 square miles (703 acres) in size. Traffic along the corridor is heavier closer to Elizabethtown, and has an average daily traffic count of 8,918 vehicles per day; however, the eastern segments of the corridor is less traveled has an average daily traffic count of 3,049 vehicles per day. This corridor serves as a primary gateway into the county from Nelson County and Bardstown. Parts of this planning area face annexation pressure from Elizabethtown, which can present difficulties for future planning efforts if it is not effectively coordinated.

Existing Land Use

This planning area is perceived as a commercial and industrial hub for the community. The corridor, while predominately comprised of single and some duplex residential dwellings, presents a broad mix of uses that include institutional, service-oriented commercial, light industrial, and manufacturing uses that provide employment opportunities in the northeast section of the county. The former rock quarry property on the north side of Bardstown Road was redeveloped as a heavy industrial park known as the WACO Subdivision, with large trucking operations, small industrial uses, and more recently, commercial activity. Huntington Ridge Subdivision was developed as a residential subdivision on the south side of Bardstown Road. As residential developments have increased, the need for commercial land uses and other services have also increased (such as churches, daycares, and climate-controlled storage facilities).

Natural Features

The terrain in this area varies from rolling to steeply sloped. The topography in general slopes towards the east. Often flat areas for development are created by grading. As an alternative to grading, development, particularly residential development, follows the existing contours.

Transportation Features and Public Facilities

Bardstown Road is the major highway in the eastern portion of Hardin County; it acts as a major gateway into Elizabethtown and Hardin County and also welcomes people from Hardin County to Nelson County and Bardstown. There is one elementary school in the area (Lincoln Trail Elementary School), and most development is served by the Central Hardin Fire Department. Additionally, there are some churches along the corridor. There is currently no public sanitary sewer service in the area outside of the city limits.

In 2021, the Radcliff-Elizabethtown MPO conducted the East Elizabethtown Connectivity Study focusing on the eastern portion of Hardin County, and a portion of the Bardstown Road Corridor lies within the study area of this plan. The Connectivity Study recommended improvements to safety, mobility, and road geometry from I-65 to Upper Colesburg Road.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- Because nearly half of the properties in this planning area are zoned for non-residential use, the recommended land use pattern is to continue a mix of residential, commercial, and industrial.
- Non-residential uses should be limited to those portions of the area that are immediately adjacent to Bardstown Road (US 62).
- Where public sanitary sewer service and necessary infrastructure are provided, higher residential densities should not only be encouraged, but required.
- Multi-family development should be encouraged in areas with adequate access and utilities.
- Residential subdivisions with access to individual residential lots from internal streets are appropriate.
- All development should be reviewed through a development review process in order to ensure it does not create stormwater drainage issues, noise or light pollution issues, or other concerns.
- In order to reduce urban sprawl and maximize public infrastructure, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.

Access Criteria

- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Many lots or parcels, particularly those zoned for non-residential use, have direct access to Bardstown Road. The mobility function of this high traffic roadway must be maintained with appropriate access management.
- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater systems (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the county.

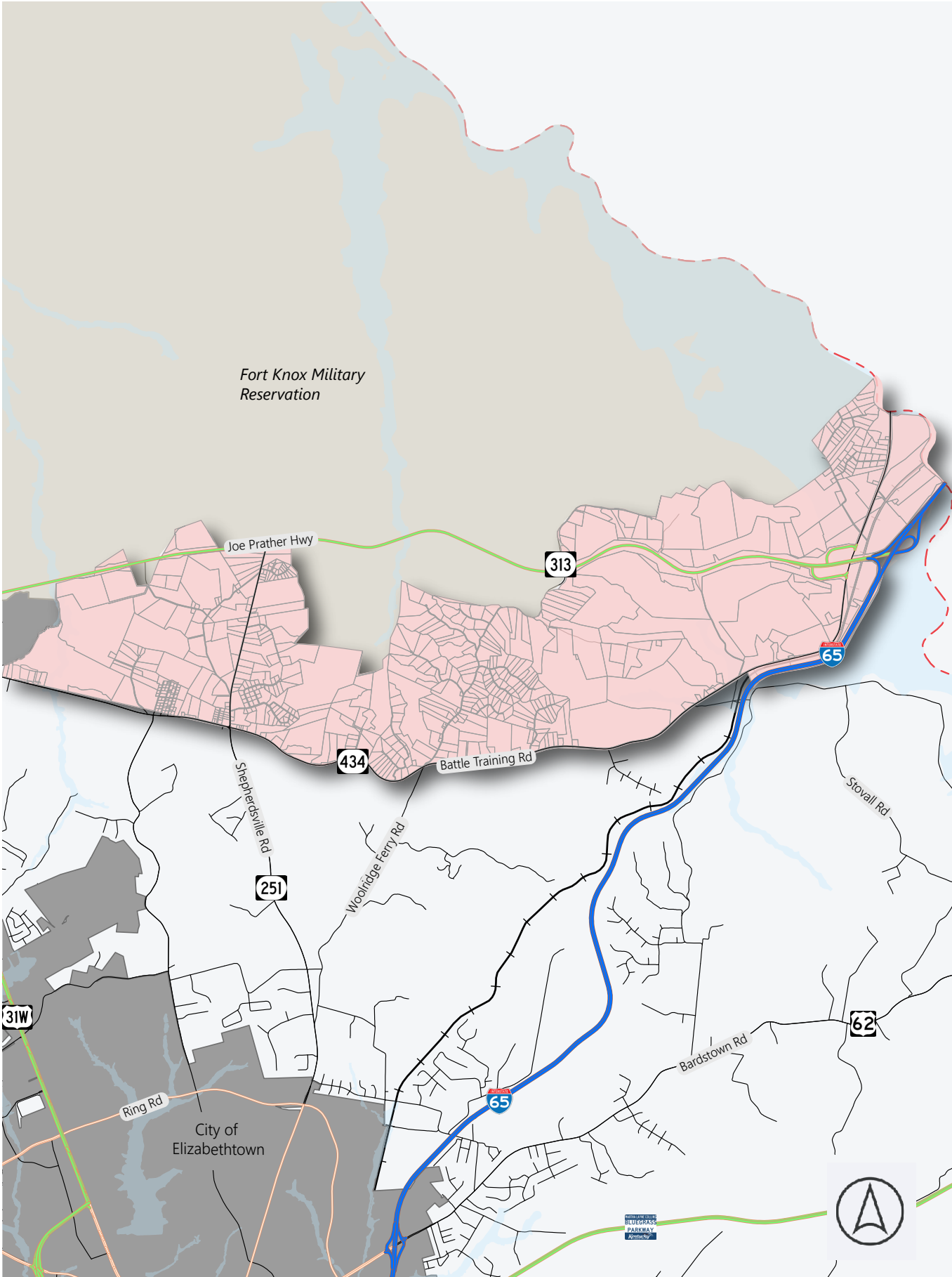
Upper Colesburg Target Area: Parcels around the intersection of Bardstown Road and Upper Colesburg Road

- Neighborhood and convenience commercial uses are appropriate at the intersection of Bardstown Road (US 62) and Upper Colesburg Road.
- As Bardstown Road develops, there is the potential for the widening of the road and improvements to intersections. Development should be mindful of this potential to ensure improvements can effectively occur.

Lincoln Trail Target Area: The Former Lincoln Trail Elementary School Site

- Commercial, multi-family residential, or a mix of commercial and residential uses are appropriate at the site of the former Lincoln Trail Elementary School.

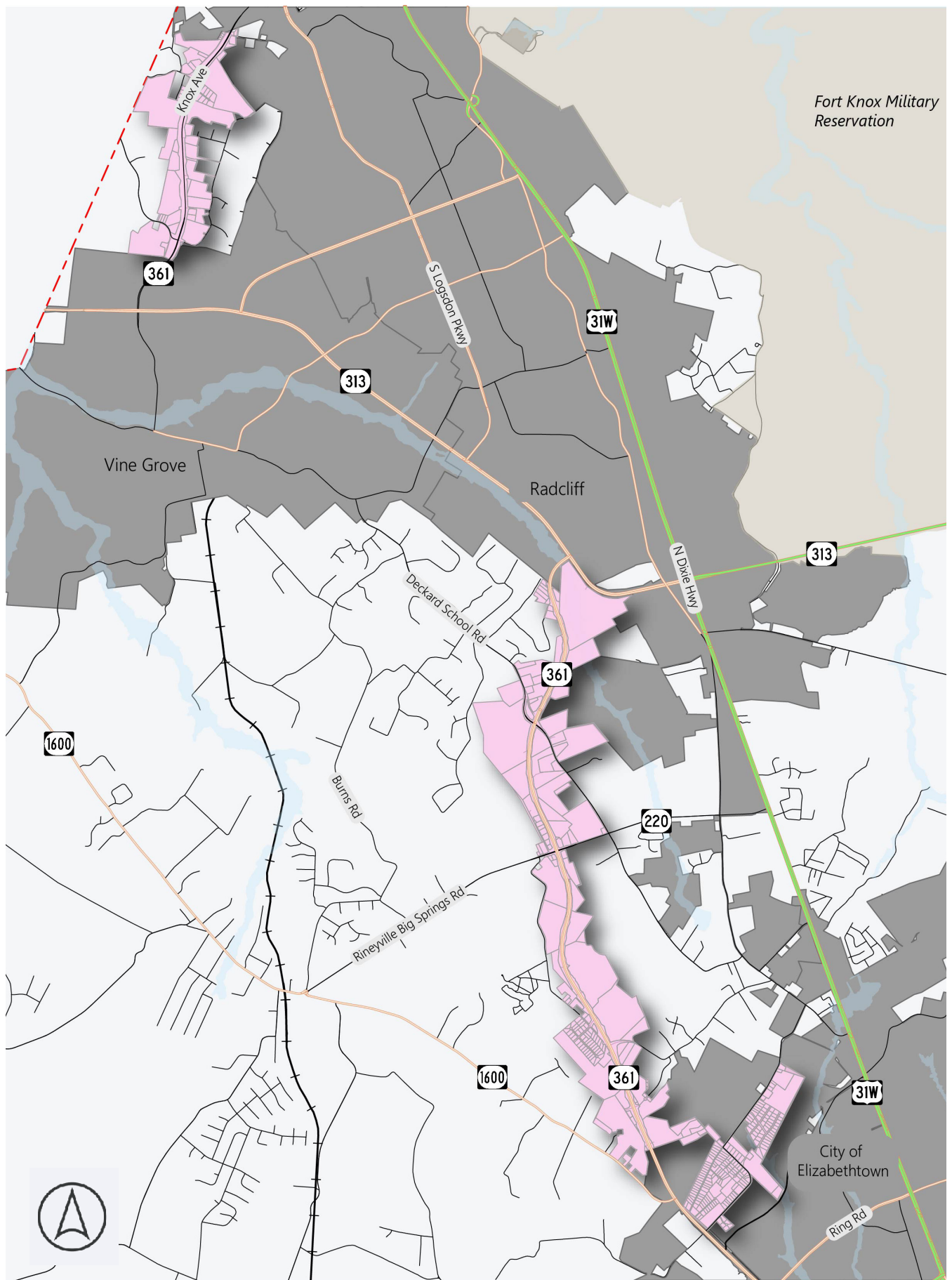
12-Kentucky 313 Corridor



Kentucky 313 Corridor

The KY 313 Corridor land use group on the Recommended Land Use Map in Step 2 is also a planning area. The Kentucky 313 Corridor Planning Area is approximately 12.46 square miles (7,977 acres) in size. The Joe Prather Highway (KY 313) has an average daily traffic count of 7,877 vehicles per day. The criteria for the KY 313 Corridor is provided in the previous section (Step 2) on page 48 the plan.

13-Kentucky 361 Corridor



Kentucky 361 Corridor

This planning area is part of the Urban Area future land use group. This limited access highway was officially opened on June 2, 2014. While the official name of this road is KY 361, the portion from US 31W in Elizabethtown to KY 313 in Radcliff is known as Patriot Parkway and the portion from KY 313 in Vine Grove to US 31W at Fort Knox is known as Bullion Boulevard. The KY 361 Planning Area is approximately 3.08 square miles (1,996 acres) in size, and has an average daily traffic count of 12,834 vehicles per day. There is a small segment of the corridor south of Fort Knox that has an average daily traffic count of 5,732 vehicles per day. During the planning of this road, it was also known locally as the Elizabethtown to Radcliff Connector (E2RC). The highway serves as an alternative north/south route thru Hardin County to avoid the congestion of Dixie Highway (US 31W), which has some of the highest traffic counts in the unincorporated portion of Hardin County. Parts of this planning area face annexation pressure from Elizabethtown and Radcliff, which can present difficulties for future planning efforts if it is not effectively coordinated.

As this corridor was planned, designed, and constructed, it was intended to:

1. Provide an alternate route for north-south travel in the area;
2. Provide congestion relief to the US 31W corridor, particularly during the holiday shopping season;
3. Provide congestion relief on other local routes (such as KY 1600);
4. Establish a new corridor for economic and industrial development in the region;
5. Provide an improved corridor for travel between Meade County and Elizabethtown; and
6. Aid in tourism development.

Existing Land Use

This area's land use pattern is mostly residential with sporadic areas of mixed use (especially within the incorporated cities).

Natural Features

This area is relatively flat with the area south of KY 313 having some floodplain areas, blue line streams, and mapped sinkholes. The area north of KY 313 also has numerous mapped sinkholes, which can constrain development.

Transportation Features and Public Facilities

This north/south transportation corridor connects the City of Elizabethtown to Radcliff, Vine Grove, and Fort Knox.

Public facilities along the corridor include Baptist Health Hardin, Helmwood Heights Elementary School, St. James School, Woodland Elementary School, Hardin County Government Center, Carl M. Brashear Radcliff Veterans Center Nursing Home, and Fort Knox. Larger developments along the corridor include Severns Valley Baptist Church, Summit Creek, Magnolia Farms, Robinbrooke, Dunraven, and Cowley Crossings.

A memorandum of understanding (MOU) regarding access management for the corridor was developed between Hardin County, Elizabethtown, Radcliff, KYTC, and the Lincoln Trail Area Development District in order to preserve safety and mobility. This MOU outlines pre-approved and pre-determined potential signal locations and limited pre-approved access points. Because of the potential of this corridor to become a hub for residential and commercial development, these additional access management policies are essential to ensure the primary function of carrying large volumes of traffic with minimal delays is preserved.

The area is served by the Rineyville and Vine Grove Fire Departments. This planning area has sewer availability in the southern portions of the corridor within the city limits of Elizabethtown, but the northern sections are still serviced by decentralized waste systems (including on-site septic). Water and sewer service for this planning area is provided by Hardin County Water District No. 2.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria

Recommended Land Uses

- The recommended land use pattern is primarily urban residential.
- Multi-family and commercial development should be allowed only at strategic locations where adequate utilities and access can be provided to the development.
- General and convenience commercial uses should be located at major intersections that have adequate access.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.

Access Criteria

- All access to KY 361 must comply with the access management policies (including design and access points) established in the MOU.
- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems.
- Vehicular connections between adjacent existing and future developments should be encouraged.
- Opportunities for on-site shared parking should be identified and encouraged.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

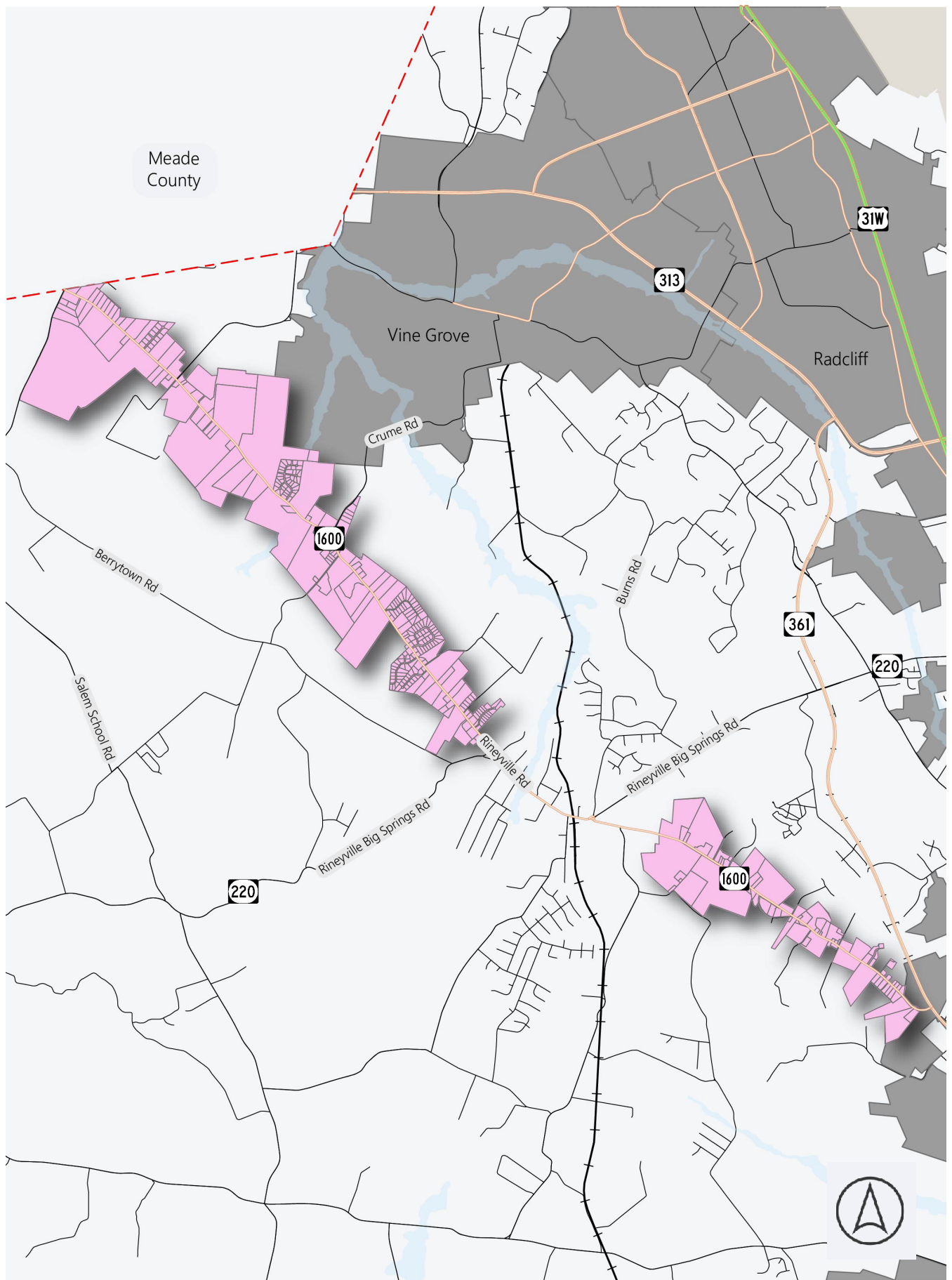
- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Non-residential development should employ high quality exterior finishes and materials that reflect the character of the county.

Target Area

- Multi-family residential and commercial development are appropriate where KY 361 intersects with Rineyville Road (KY 1600), Boone Road, Rineyville Big Springs Road (KY 220), Deckard School Road, Joe Prather Highway (KY 313), Knox Avenue, and Red Hill Road.

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14-Kentucky 1600 Corridor



Kentucky 1600 Corridor

This planning area is part of the Urban Area future land use group, as well as a small area in the northwest adjacent to Meade County that is part of the Rural Area future land use group. It includes the parcels along Rineyville Road (KY 1600) from Elizabethtown to the Meade County line. This planning area also intersects the KY 361 Corridor Planning Area and the Rineyville Rural Village Planning Area. The KY 1600 Corridor Planning Area is approximately 4.3 square miles (2,757 acres) in size. The corridor is comprised of two segments; the southeast segment has an average daily traffic count of 6,077 vehicles per day, and the northwest segment has an average daily traffic count of 2,974 vehicles per day. Portions of the planning area near the intersection of Patriot Parkway (KY 361) and Rineyville Road (KY 1600) face annexation pressure from Elizabethtown, which can present difficulties for future planning efforts if it is not effectively coordinated.

Existing Land Use

The current land use pattern in this area is sporadic mixed use with large undeveloped areas. It contains a number of large tracts with road frontage with development potential as residential or commercial. Subdivisions in this planning area include Bella Woods, Avantagarde, Deerfield, Timberline, Trappers Ridge, Bryan Acres, and Cecil Estates.

Natural Features

This area is gently rolling, which creates some limitations for access from roadways. There are also flood hazards associated with Flippin Creek.

Transportation Features and Public Facilities

Key intersections along Rineyville Road (KY 1600), some of which are within the Rineyville Rural Village, include St. John Church Road (KY 1538), KY 220 (along the eastern segment), Rineyville School Road (KY 2212), Rineyville Big Springs Road (KY 220) (along the western segment), Crume Road (KY 391), Hargan Road (KY 1882), and Salt River Road (KY 920). Important public facilities include the Hardin County Government Building.

Water service is provided to the western portions of the planning area by Hardin County Water District No. 1, while the eastern part is served by Hardin County Water District No. 2. Sewers are not currently available outside the city limits of Elizabethtown, and the planning area is served by decentralized wastewater collection (including on-site septic) and treatment .

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is a mix of residential and commercial.
- Non-residential uses should be limited to major intersections or in areas that are already established with a concentration of commercial uses.
- Multi-family residential is appropriate at intersections of two state highways as well as where state highways intersect adequate county roads.
- If and when public sanitary sewer service is provided to this area, higher residential densities should not only be encouraged but also required.
- All development should be reviewed through a development review process in order to ensure it does not create stormwater drainage issues, noise or light pollution issues, or other concerns.
- In order to reduce urban sprawl and maximize public infrastructure, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.

Access Criteria

- Development should be carefully reviewed so it does not create traffic congestion or capacity problems.
- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- The mobility function of this high traffic roadway must be maintained with appropriate access management.
- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roadways and strictly regulated along arterials in this area in order to preserve traffic flow.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Non-residential development should use high quality, durable, visually pleasing exterior finishes and materials that reflect the character of the county.

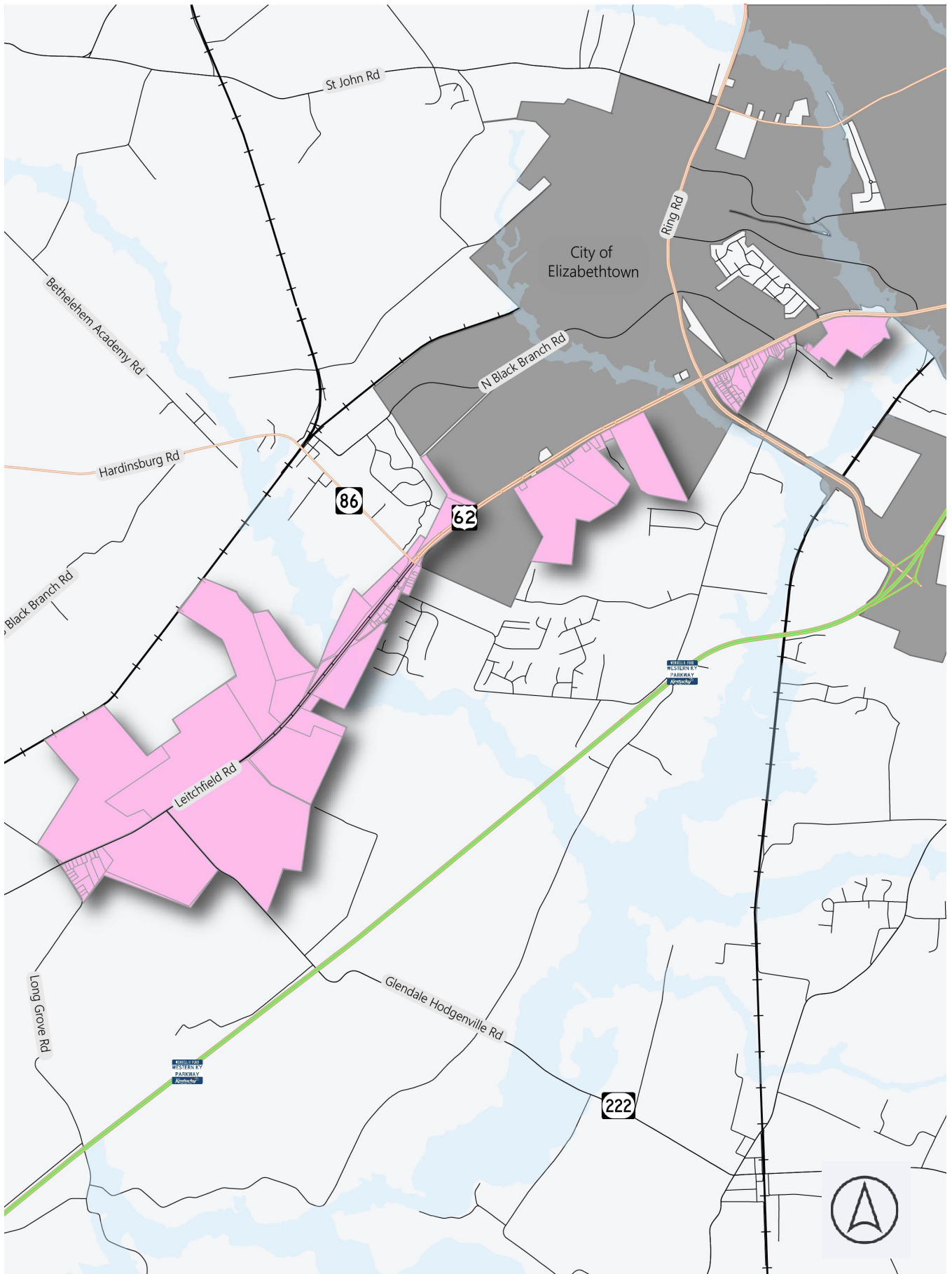
East 1600 Target Area: Parcels along KY 1600 east of the Rineyville Rural Village

- Multiple large tracts of land east of the Rineyville Rural Village along Rineyville Road (KY 1600) may be appropriate for urban residential and neighborhood and convenience commercial development.

West 1600 Target Area: Parcels along KY 1600 Near Meade County

- Multiple large tracts of land along Rineyville Road (KY 1600) close to the Meade County line may be appropriate for residential subdivisions with access to individual residential lots from internal streets.

15-Leitchfield Rd Corridor



Leitchfield Road Corridor

This planning area is part of the Urban Area future land use group, and it is a relatively small planning area in terms of total acres and number of parcels. It is located west of the T.J. Patterson Industrial Park in Elizabethtown and includes the parcels along Leitchfield Road (US 62) from Elizabethtown to Long Grove Road (KY 1375). The Leitchfield Road Corridor Planning Area is approximately 2.89 square miles (1,848 acres) in size. The corridor has an average daily traffic count of 10,569 vehicles per day east of Ring Road, and has an average daily traffic count of 5,462 vehicles per day in the western segments of the corridor. This planning area increased by 870 acres from the 2019 comprehensive plan to 1,848 acres (2.89 square miles) in anticipation of growth between Elizabethtown, the T.J. Patterson Industrial Park, Cecilia, and Glendale. Parts of this planning area face annexation pressure from Elizabethtown, which can present difficulties for future planning efforts if it is not effectively coordinated.

Existing Land Use

This planning area includes commercial uses, industrial uses, agricultural uses, and scattered residential. There is also open space and vacant land in the western portion of the planning area. Parcels on the eastern portion of this corridor tend to be smaller in size and larger tracts of land are located on the western portion of the corridor. Typical commercial uses include auto-related business with some professional offices and retail stores. Uses such as Elizabethtown Memorial Gardens, Dollar General, a dairy farm operation, convenient food mart, the Vulcan Rock Quarry, and a farm implement store (Taul Equipment) are also located on the western portion of this corridor.

Natural Features

This is a relatively flat area and has no recognized constraints on development. There are flood hazards associated with Valley Creek and Billy Creek.

Transportation Features and Public Facilities

Leitchfield Road (US 62) intersects with Ring Road (KY 3005) and provides access to the T.J. Patterson Industrial Park. The corridor also intersects with Hardinsburg Road (KY 86), which serves as the access to Cecilia and a large portion of western Hardin County. Railroad access is also potentially available for a limited number of parcels. This planning area is adjacent to Cecilia Valley Elementary School, the proposed West Hardin Middle School (located in the Cecilia Rural Village), and Central Hardin High School (located in Elizabethtown).

This planning area is served by multiple fire districts, including the Central Hardin Fire Department, Stephensburg Fire Department, Elizabethtown Fire Department, and the Kentucky 86 Fire Department. Water is provided to the planning area from Hardin County Water District No. 2, which has an 8-inch water line that runs parallel to Leitchfield Road (US 62). Sewers are not available outside the city limits of Elizabethtown, and the planning area is mainly served by decentralized wastewater collection and treatment (including on-site septic).

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is primarily urban residential and commercial development.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.
- Urban residential and multi-family residential developments should be developed at a density that is able to be adequately served by the available infrastructure.
- All development should be reviewed through a development review process in order to ensure it does not create stormwater drainage issues, noise or light pollution issues, or other concerns.

Access Criteria

- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems.
- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the county.

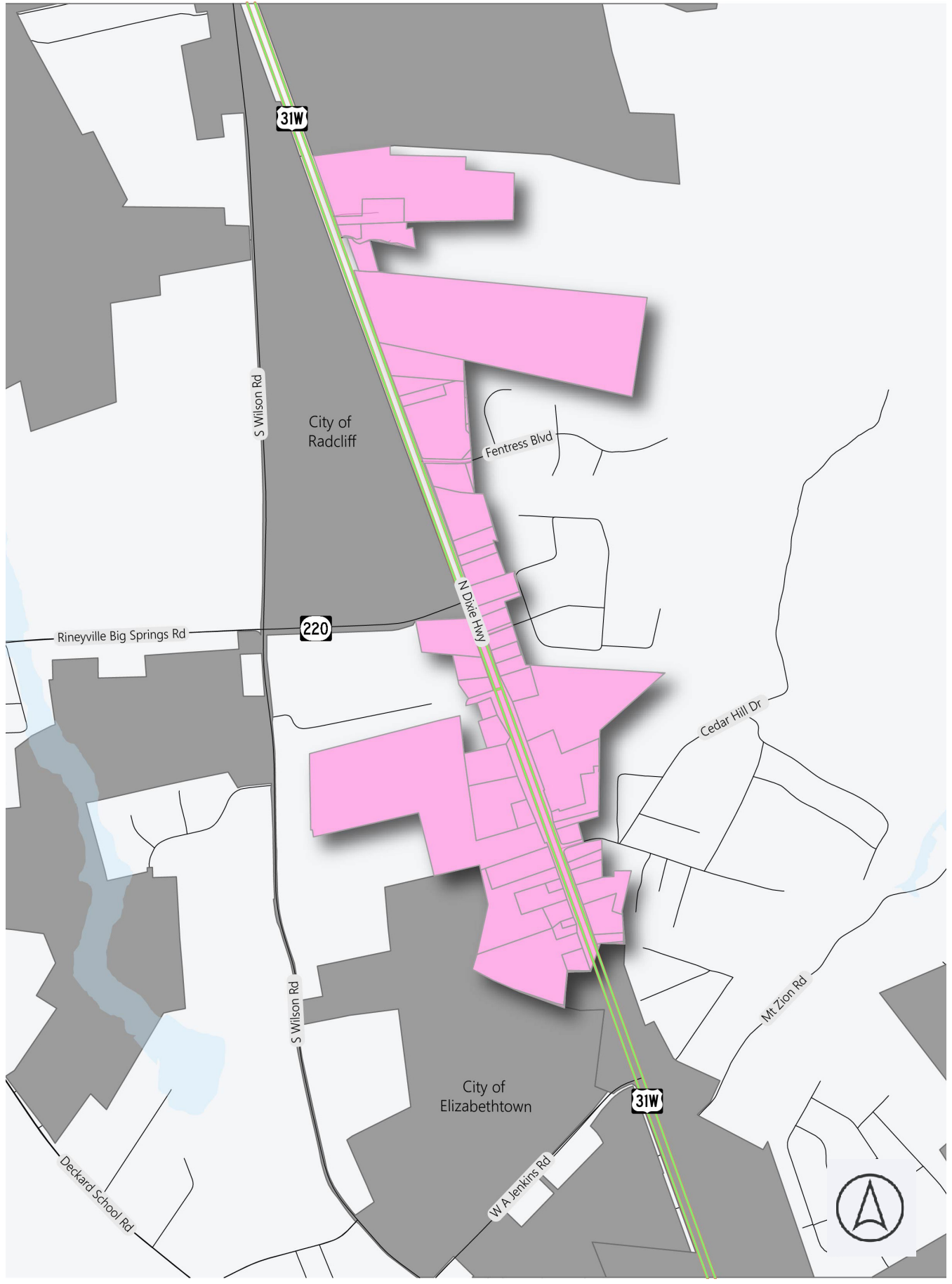
Long Grove Target Area: Parcels at the intersections of Leitchfield Road with Long Grove Road and Leitchfield Road with W. Glendale Hodgenville Road

- Urban residential development with access to individual residential lots from internal streets is appropriate at the intersections of Leitchfield Road (US 62) with Long Grove Road (KY 1375) and W. Glendale Hodgenville Road (KY 222).
- Neighborhood and convenience commercial uses are appropriate at these intersections.
- Any proposed industrial development at this intersection to include potential expansions of the existing Vulcan Rock Quarry should be adequately landscaped and screened from view.

Cecilia Gateway Target Area: Parcels at the signalized intersection of Leitchfield Road and Hardinsburg Road

- Mixed use developments with commercial, urban residential, and multi-family residential are appropriate at the signalized intersection of Leitchfield Road (US 62) and Hardinsburg Road (KY 86) that can be adequately served by the available infrastructure.

16-North Dixie Corridor



North Dixie Corridor

This planning area is part of the Urban Area future land use group that includes parcels along North Dixie Highway (US 31W) between Elizabethtown and Radcliff. This corridor is a gateway to the community with the highest traffic counts and the highest concentration of commercial activities in the county. This planning area is experiencing commercial growth pressures from both Elizabethtown to the south and Radcliff from the north. The North Dixie Corridor Planning Area is approximately 240 acres (0.37 square miles) in size, and has an average daily traffic count of 19,422 vehicles per day. Parts of this planning area face annexation pressure from Elizabethtown and Radcliff, which can present difficulties for future planning efforts if it is not effectively coordinated.

Existing Land Use

The North Dixie Corridor is comprised of commercial activities that do not require public sewer, including auto sales and repair, manufactured home sales, professional offices, and small retail stores. This area also includes or provides access to residential subdivisions, typically located on the eastern side of US 31W, that include Airview Estates, Pfieffer Estates, Plantation Park, Longview Estates, and Windsor Hills subdivisions.

Natural Features

This is a relatively flat area with some identified sinkholes in the planning area. There are no floodplain considerations.

Transportation Features and Public Facilities

This corridor provides the main transportation link between Fort Knox, Radcliff, and Elizabethtown, serving as a regional transportation function to move people and goods north and south. The major intersection within this planning area is Rineyville-Big Springs Road (KY 220), which serves as a major transportation route to the west and the Rineyville Rural Village. KYTC recently started safety improvements to North Dixie Highway in the Corridor Planning Area. These innovative improvements, highlighted by the addition of Reduced Conflict U-Turn intersections (RCUT), allows for the reduction in reducing vehicular conflict points while safely and effectively managing large traffic volumes, and reduces overall travel times.

The corridor is adjacent to the school campus site in Radcliff that includes New Highland Elementary School, Bluegrass Middle School, and John Hardin High School. North Dixie Highway (US 31W) serves as a major access point to this school campus through W.A. Jenkins Road. Fire protection is provided by the Central Hardin Fire Department, which is located on Ring Road on the east side of Elizabethtown.

Water service is provided to the planning area by Hardin County Water District No. 2. Sewer service is available through Hardin County Water District No. 1; however, the planning area has some areas served by decentralized wastewater collection and treatment (including on-site septic).

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is primarily commercial development.
- Multi-family and mixed use developments that include residential may be appropriate in specific areas with adequate access and utilities.

Access Criteria

- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- The mobility function of this high traffic roadway must be maintained with appropriate access management.
- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.
- Requiring shared driveways should be required to consolidate and reduce curb cuts.
- Vehicular and pedestrian connections between adjacent existing and future developments should be encouraged.

Utility Criteria

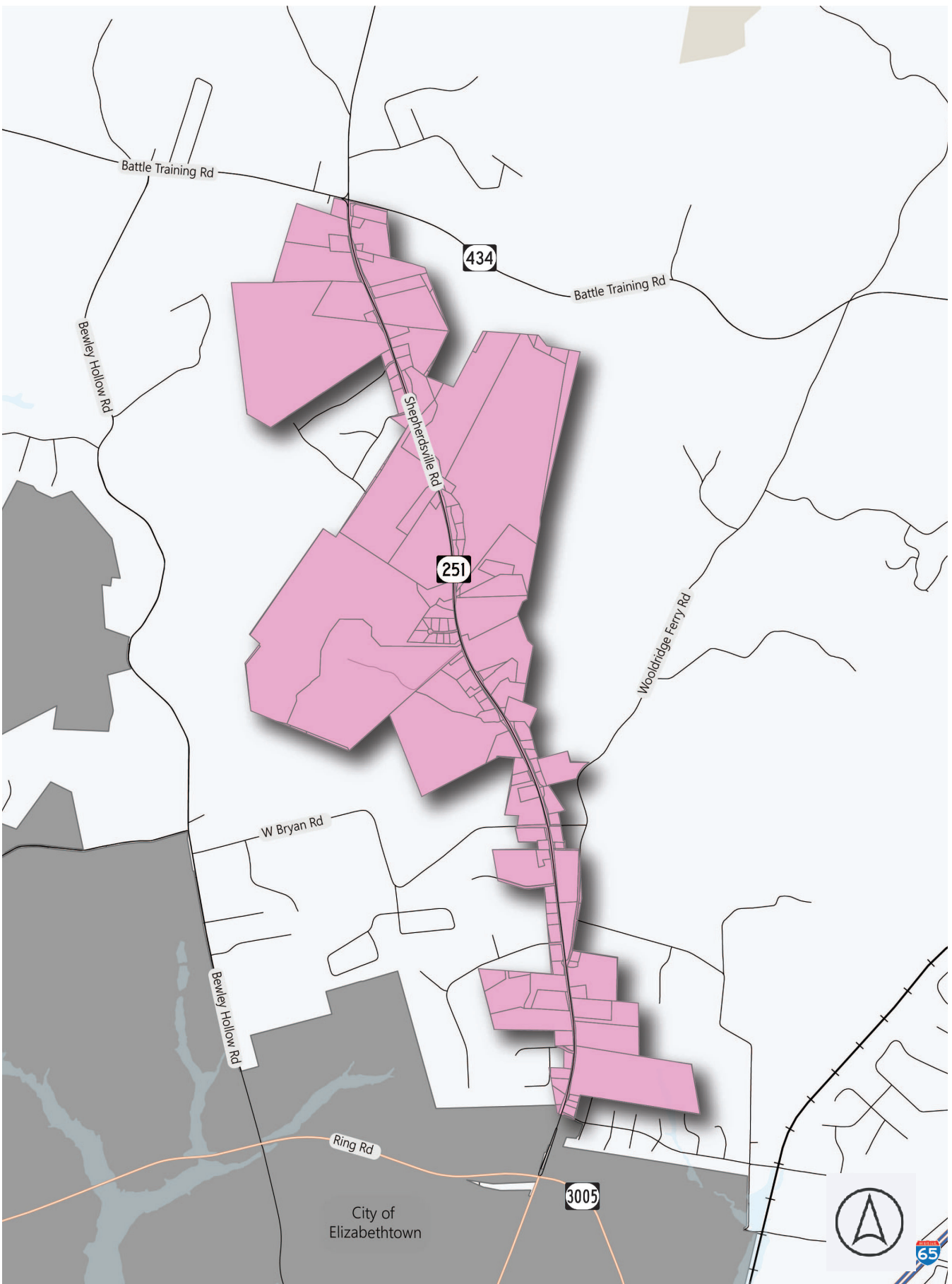
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the county.

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17-Shepherdsville Rd Corridor



Shepherdsville Road Corridor

This planning area is part of the Urban Area future land use group. The corridor includes the parcels adjacent to Shepherdsville Road (KY 251) between the intersection of Ring Road (KY 3005) and Battle Training Road (KY 434). This corridor is located north of Elizabethtown, and connects Elizabethtown with Joe Prather Highway (KY 313) and Fort Knox and also provides an alternate north-south route to US 31W. The Shepherdsville Road Corridor is approximately 1.77 square miles (1,136 acres) in size, and has an average daily traffic count of 5,299 vehicles per day.

Existing Land Use

This planning area is primarily a residential corridor containing many large tracts. There are very few existing commercial activities along this corridor. Most of the commercial uses are service-oriented uses and almost half of the commercial uses are located at the Battle Training Road (KY 434) intersection.

Natural Features

This area is marked by rolling topography with areas of sloping terrain and severe drainage features that are limitations for development. There are also ample, quality wooded areas within this corridor.

Transportation Features and Public Facilities

Shepherdsville Road is a north-south corridor without many road intersections that provide east-west mobility. There is only one significant intersection with Wooldridge Ferry Road, a county-maintained road designated a collector. Shepherdsville Road within the City of Elizabethtown will be upgraded to four lanes and future road improvements are proposed for Shepherdsville Road from Elizabethtown to Joe Prather Highway (KY 313). Improvements are also anticipated for the intersection with Wooldridge Ferry Road and Battle Training Road (KY 434). These include constructing a roundabout at the intersection, as well as realigning the intersection, removing vertical curves, and other improvements along Wooldridge Ferry Road to increase safety at the intersection.

Fire protection is provided by the Central Hardin Fire Department. There is no school facility in or near this planning area. The planning area is served by decentralized wastewater collection and treatment, and sewer service is not expected in the planning area. Hardin County Water District No. 2 provides water service to the area, and has an 8-inch line that runs parallel to Shepherdsville Road.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is primarily urban residential, and access to individual lots from internal streets is encouraged.
- Multi-family residential and commercial development are appropriate at intersections of two state highways as well as where state highways intersect adequate county roads.
- All commercial development should be limited to Neighborhood Commercial and Convenience Commercial uses and should serve local demand rather than regional or area-wide demand.
- Development in this area should be logical not "leapfrog" development in order to allow for logical infrastructure improvements.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.

Access Criteria

- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.
- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Due to the lack of east-west accessibility within this area, current roadway connections should be preserved and enhanced through limiting or consolidating access points (the number of curb cuts) onto existing public roads and requiring (where possible) vehicular connections between adjacent existing and future developments.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the rural village.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.

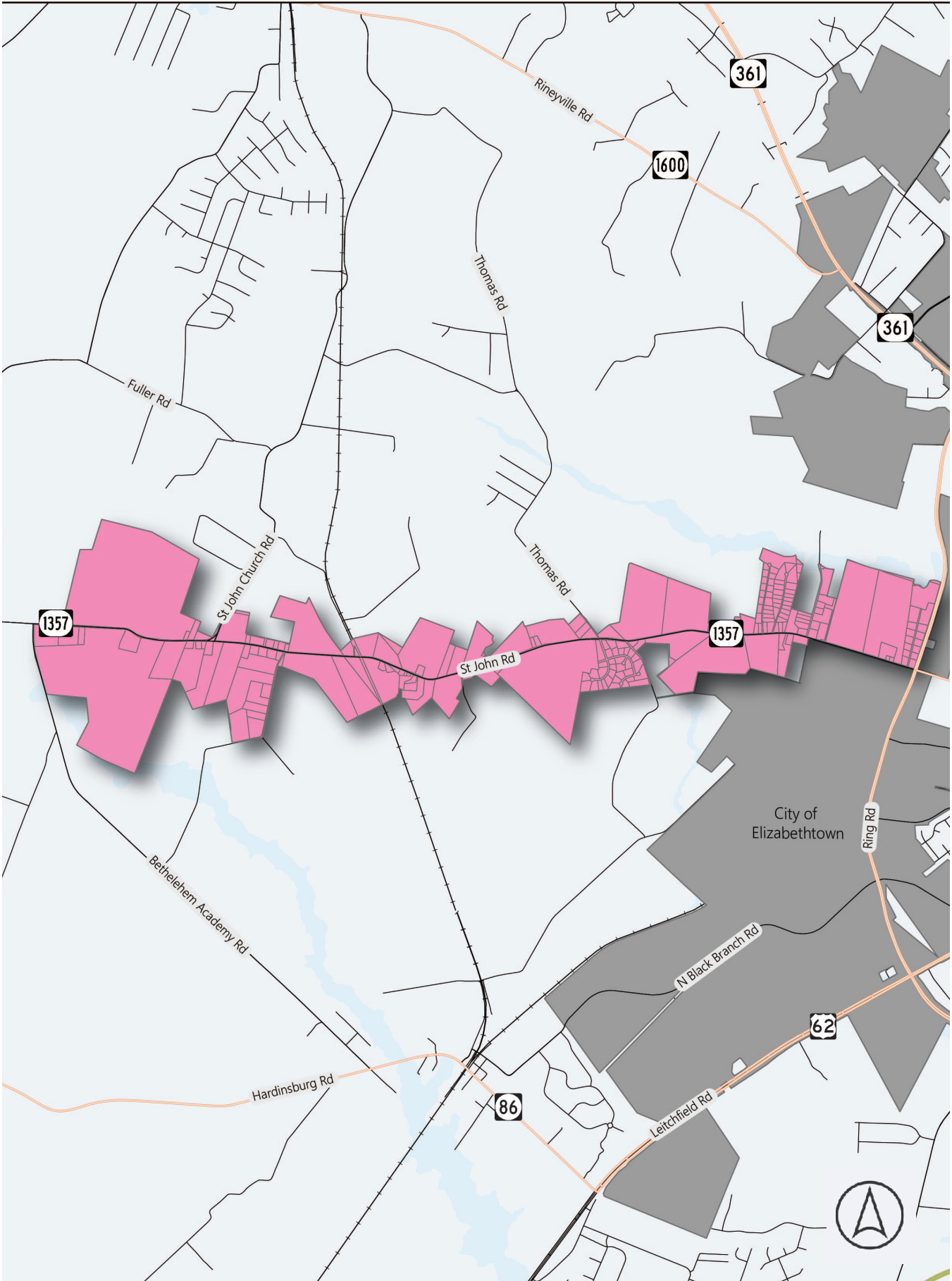
KY 434 Target Area: Parcels at the intersection of Shepherdsville Road (KY 251) and Battle Training Road (KY 434)

- Commercial development is appropriate at this intersection where the necessary utilities and infrastructure are in place.
- Development should consider a potential roundabout at this intersection in the future.

Woolridge Ferry Target Area: Parcels at the intersection of Shepherdsville Road (KY 251) and Wooldrige Ferry Road

- Multi-family residential and neighborhood and convenience commercial developments are appropriate where the necessary utilities and infrastructure is in place.
- Future development should consider infrastructure improvements by KYTC to align this intersection to be a right angle.

18-St. John Rd Corridor



St. John Road Corridor

This planning area is primarily within the Urban Area future land use group, with a small portion in the Natural Resources future land use group, and is located west of Elizabethtown. It includes the parcels along St. John Road (KY 1357) between Elizabethtown and the Source Water Protection Area at the historic Bethlehem Academy site, and is a desirable location between the rural villages of Cecilia and Rineyville. The St. John Road Corridor Planning Area is approximately 2.44 square miles (1,560 acres) and has an average daily traffic count of 3,204 vehicles per day in the eastern segment of the corridor; however, the western segment of the corridor has an average daily traffic count of 1,904 vehicles per day. Parts of this planning area face annexation pressure from Elizabethtown, which can present difficulties for future planning efforts if it is not effectively coordinated.

Existing Land Use

The St. John Road Corridor is primarily residential with large agricultural tracts. There are some residential subdivisions in the area including Stratmoore Estates, Corvin, and The Orchard. Subdivision lots in this area tend to be larger and are served by septic (on-site sewage disposal systems).

Natural Features

The terrain in this area is generally flat to rolling. It is characterized by open areas, large agricultural fields, wooded fence rows, and numerous farm ponds. There are flood hazards associated with the West Rhudes Creek.

Transportation Features and Public Facilities

This corridor serves as a major east-west connection and intersects with Ring Road (KY 3005), Hayden School Road, Cecilia Road, Thomas Road, CSX Railroad, St. John Church Road (KY 1538) within the planning area, and Bethlehem Academy Road (KY 253).

Fire Protection is provided by the KY 86 Fire Department on the south side of KY 1357 and the Rineyville Fire Department on the north side of KY 1357. There are no public schools in this area; however, GC Burkhead Elementary School is located east of Ring Road (KY 3005) inside the city limits of Elizabethtown, just outside of the planning area.

Sewers are not available in this planning area, and decentralized wastewater collection (including on-site septic) is used. Water service is provided by Hardin County Water District No. 2. There is a 4-inch water line that parallels St. John Road, and a 6-inch line connects with it at the intersection of Bethlehem Academy Road.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern for this planning area is urban residential.
- Residential subdivisions with access to individual residential lots from internal streets are appropriate along state highways and county roads that meet the minimum required standards.
- All commercial development should be limited to Neighborhood Commercial and Convenience Commercial uses and should serve local demand rather than regional or area-wide demand and should be limited to the intersections of two state highways or in close proximity to the intersection with Ring Road (KY 3005).
- If and when public sanitary sewer service is provided to this area, higher residential densities should not only be encouraged but also required.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.
- Development in this area should coordinate with the Elizabethtown Regional Airport/Addington Field to ensure any future potential expansion is not impacted.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.

Access Criteria

- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.
- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the county.

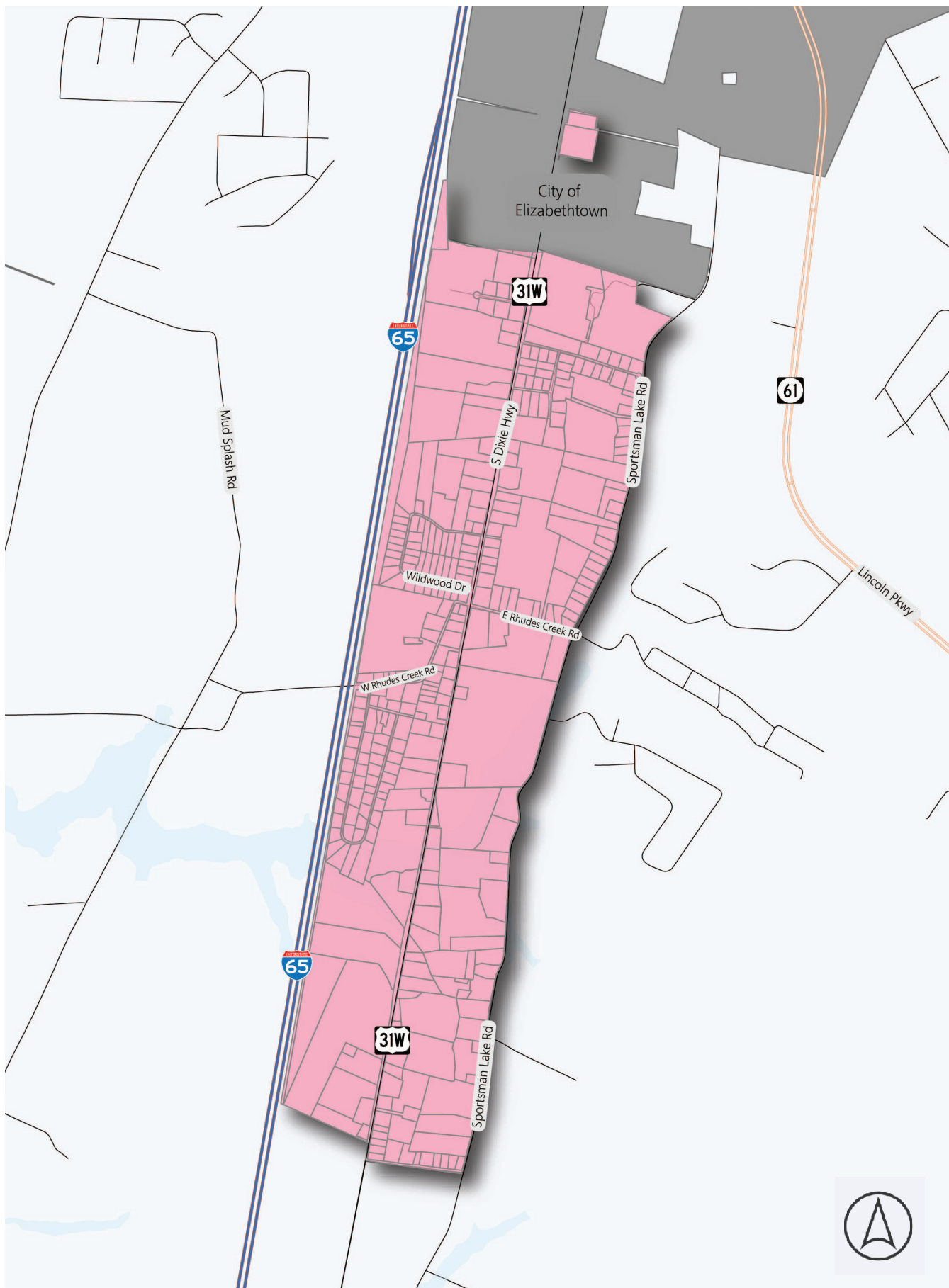
Ring Road Target Area: Parcels at the intersection of St Johns Road (KY 1357) and Ring Road (KY 3005)

- Multi-family residential and commercial development is appropriate where the necessary utilities and infrastructure is in place.
- As development occurs in this target area, it will likely be annexed by the City of Elizabethtown.

Bethlehem Academy Road Target Area: Parcels at the intersection of St Johns Road (KY 1357) and Bethlehem Academy Road (KY 253), and the former Bethlehem Academy Property

- Any development or redevelopment should preserve, restore, and enhance the historic Bethlehem Academy.

19-South Dixie Corridor



South Dixie Corridor

This planning area is part of the Urban Area future land use group. This is a historic transportation corridor that is located between I-65 to the west, Elizabethtown city limits to the north, Sportsman Lake Road to the east, and the Glendale Junction Planning Area to the south. The Hardin County Fairgrounds is located in the southern portion of this planning area, and the extension of Ring Road (KY 3005) will connect with South Dixie Highway (US 31W) in this planning area. The South Dixie Corridor Planning Area is approximately 1.46 square miles (937 acres) in size. The northern segment of the corridor has an average daily traffic count of 8,275 vehicles per day, while the southern segment of the corridor has an average daily traffic count 3,502 vehicles per day. Parts of this planning area face annexation pressure from Elizabethtown, which can present difficulties for future planning efforts if it is not effectively coordinated.

Existing Land Use

The land use pattern in this corridor is predominantly residential with a mix of small-scale commercial uses, several churches, and some light industrial uses. There is also open space and vacant land along the corridor. Many residential subdivisions are located off of South Dixie Highway (US 31W) to include Royal Acres, Meadowview, Wildwood, and Dutch Girl.

Natural Features

This area consists of mostly wooded areas with few small open fields, which are gently rolling. The South Dixie Corridor also has a flood hazard area associated with Rose Run, a blue line stream, that limits development potential. Additionally, there are flood hazards associated with the East Rhudes Creek and Jackson Branch.

Transportation Features and Public Facilities

South Dixie Highway (US 31W) is a major corridor that often is used as a detour route when I-65 is congested. East Rhudes Creek Road and West Rhudes Creek Road are important east-west routes which provide the only access across I-65 between Elizabethtown and the Glendale interchange located at KY 222.

The majority of the planning area is served by the Glendale Fire Department with the northern portion served by Central Hardin Fire Department. The Hardin County Fairgrounds is located in this area between I-65 and Dixie Highway. The area has numerous small rural churches, and there are no public school facilities located in this area. Hardin County Water District No. 2 provides water service to the planning area, with an 8-inch water line running parallel with South Dixie Highway (US 31W). The planning area is mainly served by decentralized wastewater collection (including on-site septic), however, Hardin County Water District No. 2 has an 8-inch gravity main about one mile south from the planning area. The southern portion of the planning area falls within the sewer service area for Hardin County Water District No. 2.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Urban Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The primary recommended land use pattern is urban residential and commercial for areas adjacent to Dixie Highway (US 31W) and I-65.
- Residential development should be discouraged adjacent to I-65 due to noise from the interstate.
- Small scale multi-family residential (duplex, triplex, and quadplex) may be appropriate at locations as a transition between single-family residential and non-residential uses if sewer is available.
- In order to reduce urban sprawl and maximize public infrastructure, decreases in minimum lot sizes should be permitted where adequate access and utility infrastructure is available.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.
- All development should be reviewed through a development review process in order to ensure it does not create stormwater drainage issues, noise or light pollution issues, or other concerns.

Access Criteria

- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems.
- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- Signs should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the county.

I-65 Target Area: Parcels adjacent to Ring Road (KY 3005) from the new interchange at I-65 to South Dixie Highway (US 31W)

- Interstate commercial, neighborhood commercial, and multi-family residential developments are appropriate where the necessary infrastructure and utilities are in place.
- As development occurs in the target area, it will likely be annexed by the City of Elizabethtown.

Rhudes Creek Target Area: Parcels at the intersection of Rhudes Creek Road and South Dixie Highway (US 31W)

- Commercial development is appropriate where the necessary infrastructure and utilities are in place.

20-Colesburg Area



Colesburg Area

This planning area is part of the Rural Area future land use group. Colesburg, originally settled in the early 19th century, was historically a mill village and railroad town, with a local L&N Rail Line station in Colesburg in 1858. The historic St. Clare Catholic Church was constructed in 1874; however, mass has been held there since at least 1803. The historic 1937 flood devastated Colesburg, and it never fully recovered. Colesburg Baptist Church is also located in the Planning Area, and has seen services held since at least 1891. The boundaries include Battle Training Road (KY 434) to the north, I-65 to the east, Optimist Road to the south, and Wooldridge Ferry Road to the west. This area includes the small unincorporated community of Colesburg. The Colesburg Area Planning Area is approximately 2.62 square miles (1,677 acres) in size.

Existing Land Use

There is a concentration of small residential parcels as well as churches in Colesburg and agricultural and lower density residential uses surround the community. Stoneridge Subdivision is the only major subdivision that has developed in the area since 1995.

Natural Features

The Colesburg area is marked by very challenging topography with steep and rough terrain. The terrain poses problems for any intense development activities or use. There are also flood hazards associated with the Patty Branch, Clear Creek, and Mud Creek.

Transportation Features and Public Facilities

A limited road network provides access to the properties in this planning area. Colesburg Road, an important road in this planning area, provides one of the two access points across I-65 between Elizabethtown and Bullitt County.

Fire protection is provided by the Central Hardin Fire Department and the community of Colesburg is more than five miles from the fire station. There are no public schools in this area. There are also no public sewer service in this planning area, and properties utilize on-site sewage disposal systems (septic). Water service within the planning area is provided by Hardin County Water District No. 2.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use patterns is low density, rural or estate residential and agricultural uses.
- Subdivisions with access to individual residential lots from internal streets are appropriate along state highways and county roads that meet the minimum required standards.
- Topographic and natural features should be considered during the development review process.
- Areas with steep slopes and natural features that constrain development should not be developed and considered during the development review process.
- Neighborhood serving commercial development is appropriate at the intersection of Battle Training Road (KY 434) and Wooldridge Ferry Road, where the necessary infrastructure and utilities are available.

Access Criteria

- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater systems (including on-site septic) that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

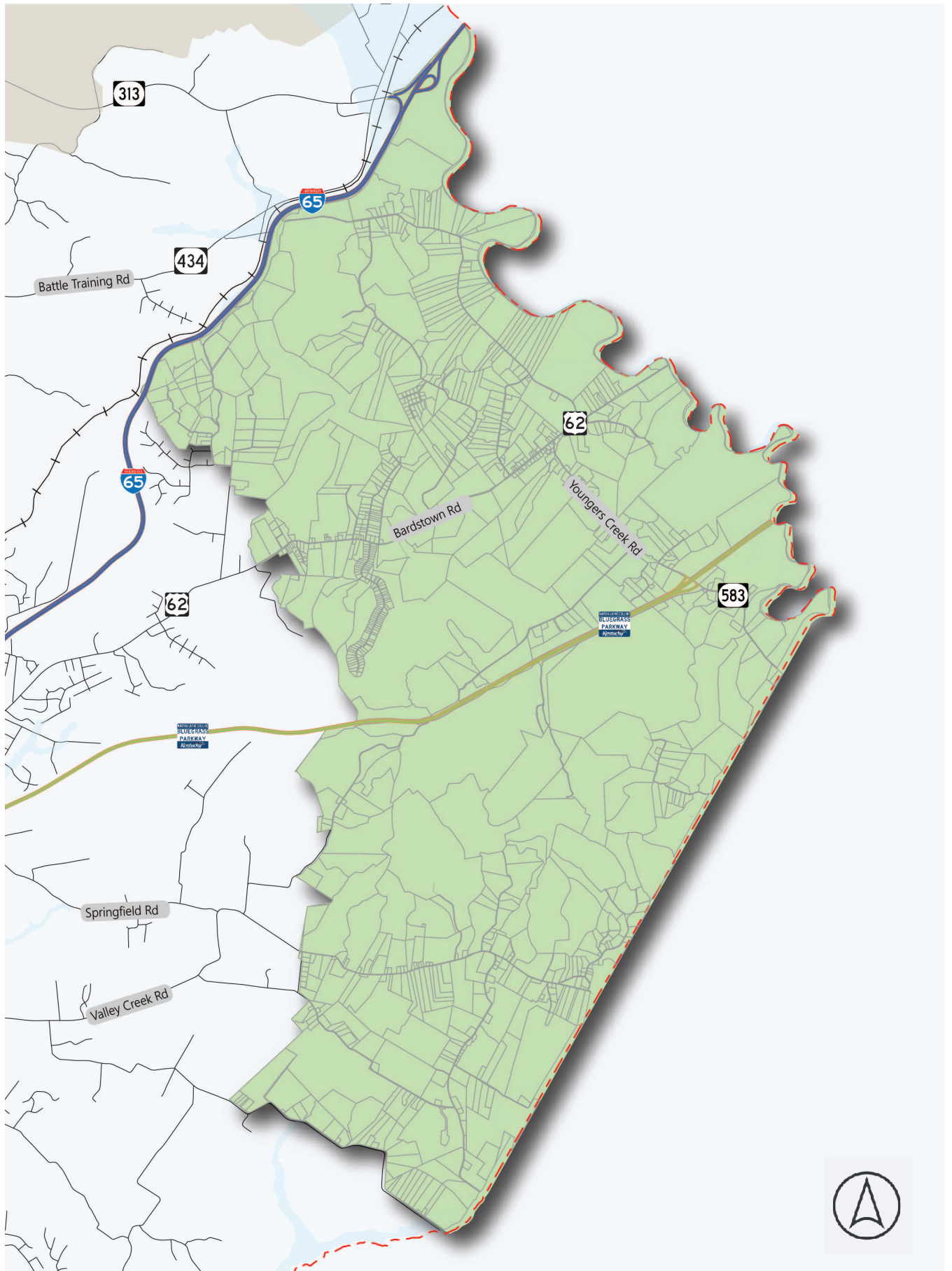
- All development activities should preserve and enhance the existing rural character of this area.

Colesburg Target Area: Parcels along St Clare Street and Colesburg Road

- Any development along these roads should reflect, preserve, and enhance the existing rural and historic character of this area.
- Existing historic structures should be preserved and protected.
- This area could be considered for nomination for a National Register of Historic Places district.

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21-East Hardin Area



East Hardin Area

This planning area is part of the Rural Area future land use group and is located in the northeastern portion of Hardin County. This area stretches from I-65 to Middle Creek Road and the Rolling Fork River to the Larue County line. The East Hardin Planning Area is approximately 34.45 square miles (22,050 acres) in size.

Existing Land Use

This planning area is marked by agricultural uses and sparse, rural residential development. There are also very limited areas of mixed or non-residential uses, primarily along the Bardstown Road portion of the area. The northern portion of this area is in close proximity to the Digital Air-Ground Integration Range (DAGIR) at Fort Knox, which has a high potential for noise, vibration, and aircraft.

Natural Features

There are steep slopes in the area and flood hazard constraints along the Rolling Fork River, Younger's Creek, Pearl Hollow, Mud Creek and Brown Branch that limit development potential.

Transportation Features and Public Facilities

Access to this planning area is limited. Bardstown Road is the only major corridor in this area. There are several roadways that are either affected by flooding or have steep slopes. Maps and tables of these affected roadways can be found in Appendix B. The planning area is bisected by the Bluegrass Parkway, but parcels in this area have limited access to it. The Youngers Creek Road (KY 583) intersection with the Bluegrass Parkway is notable because drivers cannot enter and exit the parkway going both east and west. The only parkway exit is eastbound, and drivers can only enter the parkway going westbound.

The Pearl Hollow Landfill, owned by Hardin County, is located in this planning area on Audubon Trace. Sewer service is not available in this planning area, and on-site sewage disposal systems (septic) are utilized. Water service within the majority of the planning area is provided by Hardin County Water District No. 2; however, some areas in the eastern part of the planning area receive water service from the Bardstown Water Department.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is low-density, rural residential development as well as agricultural uses.
- Land uses sensitive to noise and vibration should be discouraged in the northern portions of the planning area where in close proximity to Fort Knox.
- Commercial should be limited to expansion of existing commercial properties along Bardstown Road and should be located immediately adjacent to that corridor or at the intersection of two state highways.
- Nonresidential development should limit light pollution and building heights in the northern portions of the planning area where in close proximity to Fort Knox.
- Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.

Access Criteria

- Due to the lack of accessibility within this area, current roadway connections should be preserved and enhanced through limiting or consolidating access points (the number of curb cuts) onto existing public roads and requiring (where possible) vehicular connections between adjacent existing and future developments.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic) and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

- All development activities should preserve and enhance the existing rural character of this area.
- Signs along Bardstown Road should be low, monument-style signs that visually blend with the high-quality design desired along this corridor. Signs should not be internally-illuminated with no digital components.
- Additional landscaping and other visual site improvements should be required for non-residential development along Bardstown Road.
- Non-residential development along Bardstown Road should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the county.

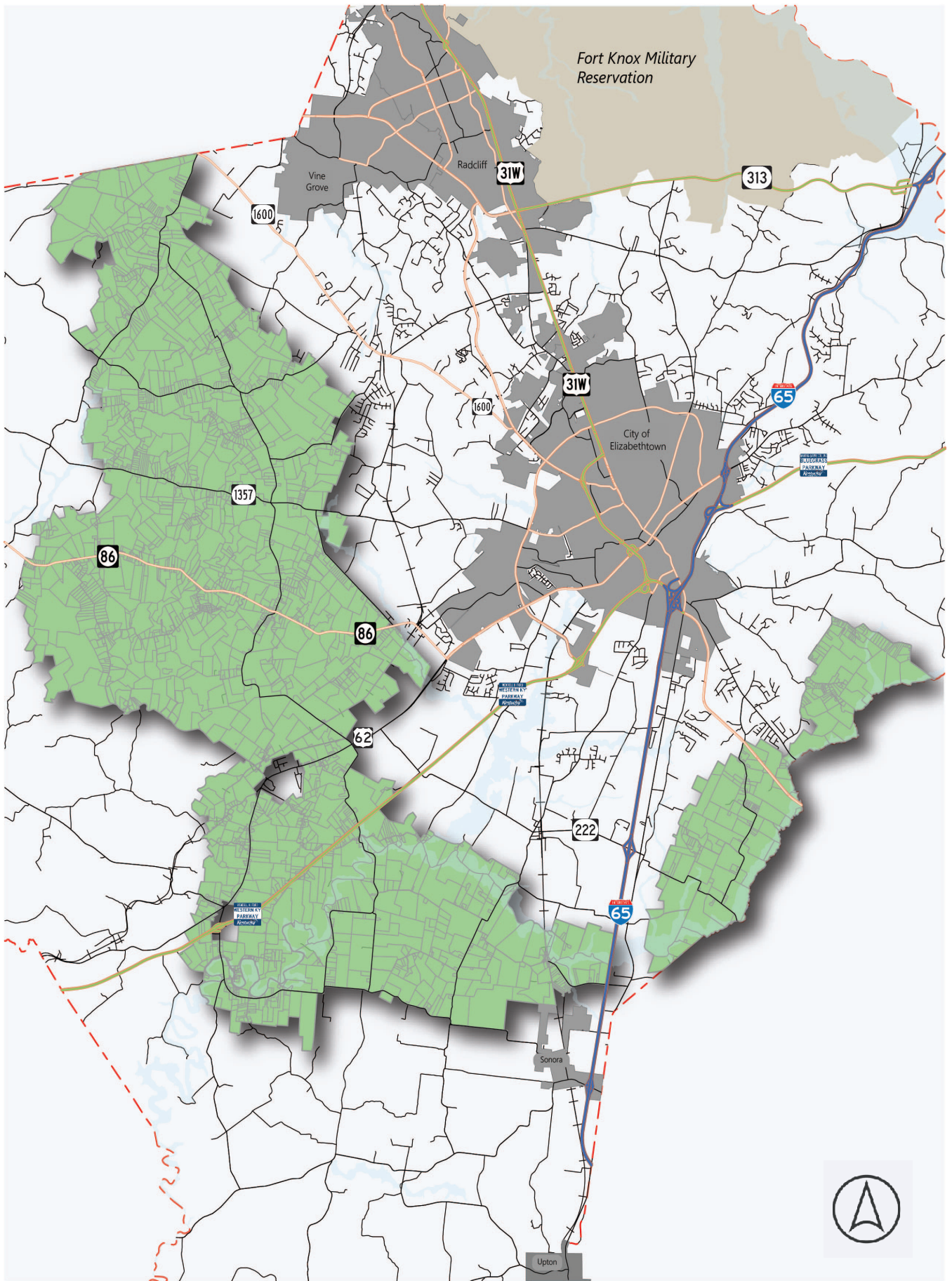
US 62 Target Area: Parcels at the intersection of Bardstown Road (US 62) and Youngers Creek Road (KY 583)

- Neighborhood and convenience commercial developments are appropriate where the necessary infrastructure and utilities are in place.

Parkway Target Area: Parcels at the intersection of Youngers Creek Road (KY 583) and the Bluegrass Parkway

- Interstate commercial is appropriate where the necessary infrastructure and utilities are in place.

22-Natural Resource Area



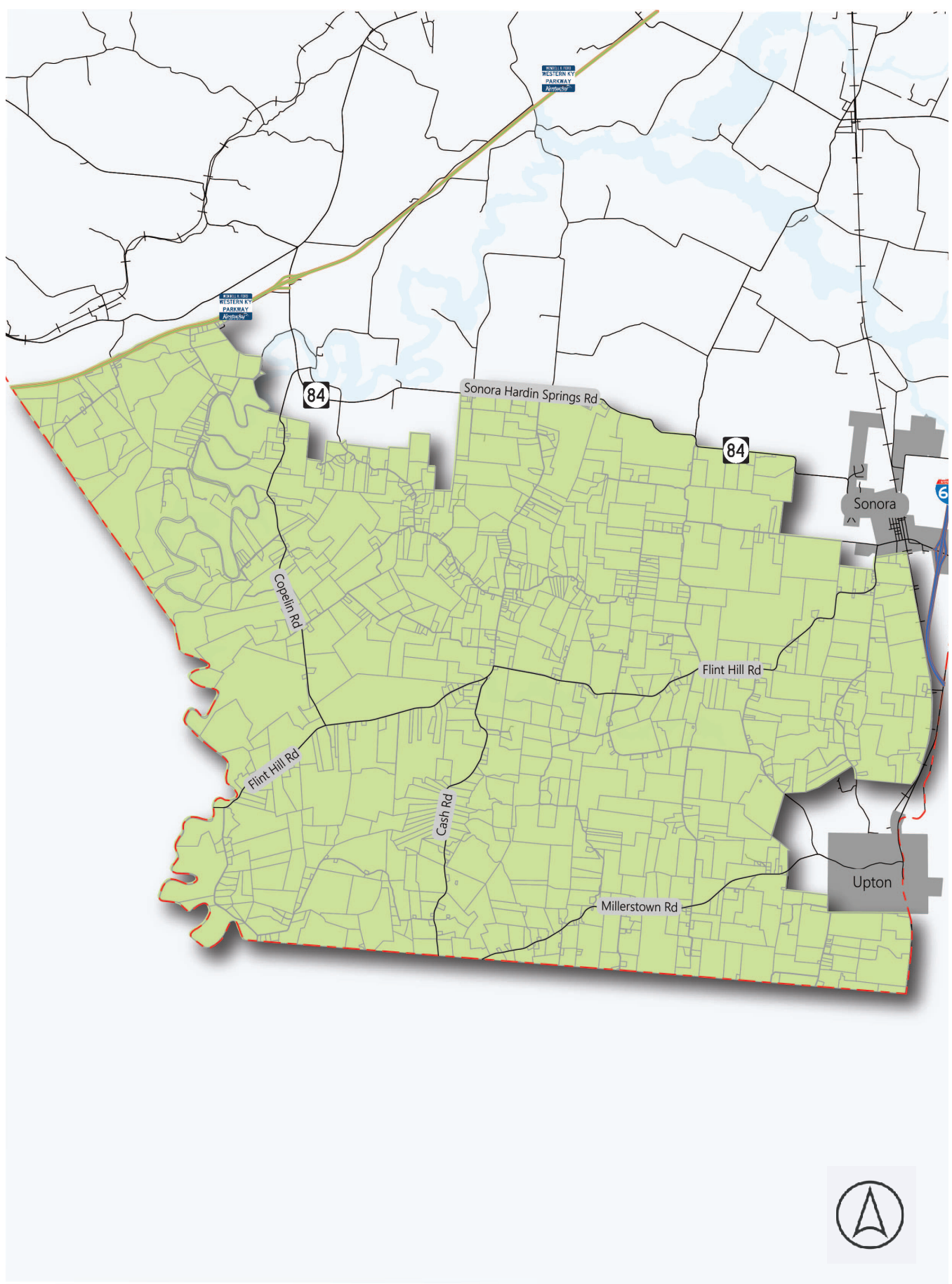
Natural Resources Area

This planning area is part of the Natural Resource future land use group on the Recommended Land Use Patterns Map in Step 2 and is not further divided into planning areas. The Natural Resources Area Planning Area is approximately 483.85 square miles (309,666 acres) in size. The criteria for the Natural Resource Planning Area is provided in the previous section (Step 2) of the plan.

Target Areas: Parcels at Strategic Intersections

- Neighborhood and convenience commercial uses are appropriate at the following intersections of state highways, when adequate infrastructure and utilities are in place:
 - North Long Grove Road (KY 1375) and St John Road (KY 1357)
 - North Long Grove Road (KY 1375) and Hardinsburg Road (KY 86)
 - New Glendale Road (KY 1868) and Sonora Hardin Springs Road (KY 84)
 - Lincoln Parkway (KY 61) and Round Top Road (KY 1135)

23-South Hardin Area



South Hardin Area

This planning area is part of the Rural Area future land use group. This large planning area is located in the southernmost portion of the county. It is generally bounded by Sonora Hardin Springs Road (KY 84) and the Western Kentucky Parkway on the north near White Mills and Sonora. Hart County is the southern border and Grayson County is the western border. This planning area was adjusted from the previous 2019 comprehensive plan when the eastern boundary was moved from the Larue County line to just west of Sonora and Upton to anticipate growth from the BlueOval SK Battery Park. This area also includes the rural unincorporated communities of Flint Hill and Spurrier. The South Hardin Area Planning Area is approximately 63.9 square miles (40,940 acres) in size. This area may face annexation pressure from Sonora and Upton.

Existing Land Use

Land use in this rural planning area is characterized by typical agricultural activities and the average parcel size is thirty acres or larger. Only sparse subdivision growth has occurred with the most active residential development occurring in areas annexed by the cities of Sonora and Upton. Non-residential land uses include many rural churches and small service and retail-oriented businesses and activities related to agriculture.

Natural Features

The general topography of this area is gently rolling. A large portion of this planning area is marked by an absence of surface streams, in part due to the presence of sinkholes and karst topography. There are flood hazard areas associated with the Nolin River, the most significant surface water resource that runs through Hardin County, and the Sandy Creek, a unique surface stream that does not connect with another stream or river. There are also flood hazards associated with Cox Run.

Transportation Features and Public Facilities

Rural state roads and county roads provide the transportation network for the South Hardin planning area. The Western Kentucky Parkway also provides access to the northwestern portion of this area near White Mills. The CSX railroad runs from north to south connecting Elizabethtown, Glendale, Sonora, and Upton.

One elementary school, Creekside Elementary, is in this planning area on Horseshoe Bend Road outside Sonora. Three Fire Departments service this large planning area, including the Sonora Fire Department, Upton Fire Department, and White Mills Fire Department. There are no sewers in the planning area, and onsite sewage collection and disposal systems are utilized. Water service within the planning area is provided by Hardin County Water District No. 2.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is low density rural residential development and agricultural uses.
- Commercial development is appropriate at intersections of two state highways.
- All commercial development should be limited to Neighborhood Commercial and Convenience Commercial uses and should serve local demand rather than regional or area-wide demand.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.

Access Criteria

- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.

Utility Criteria

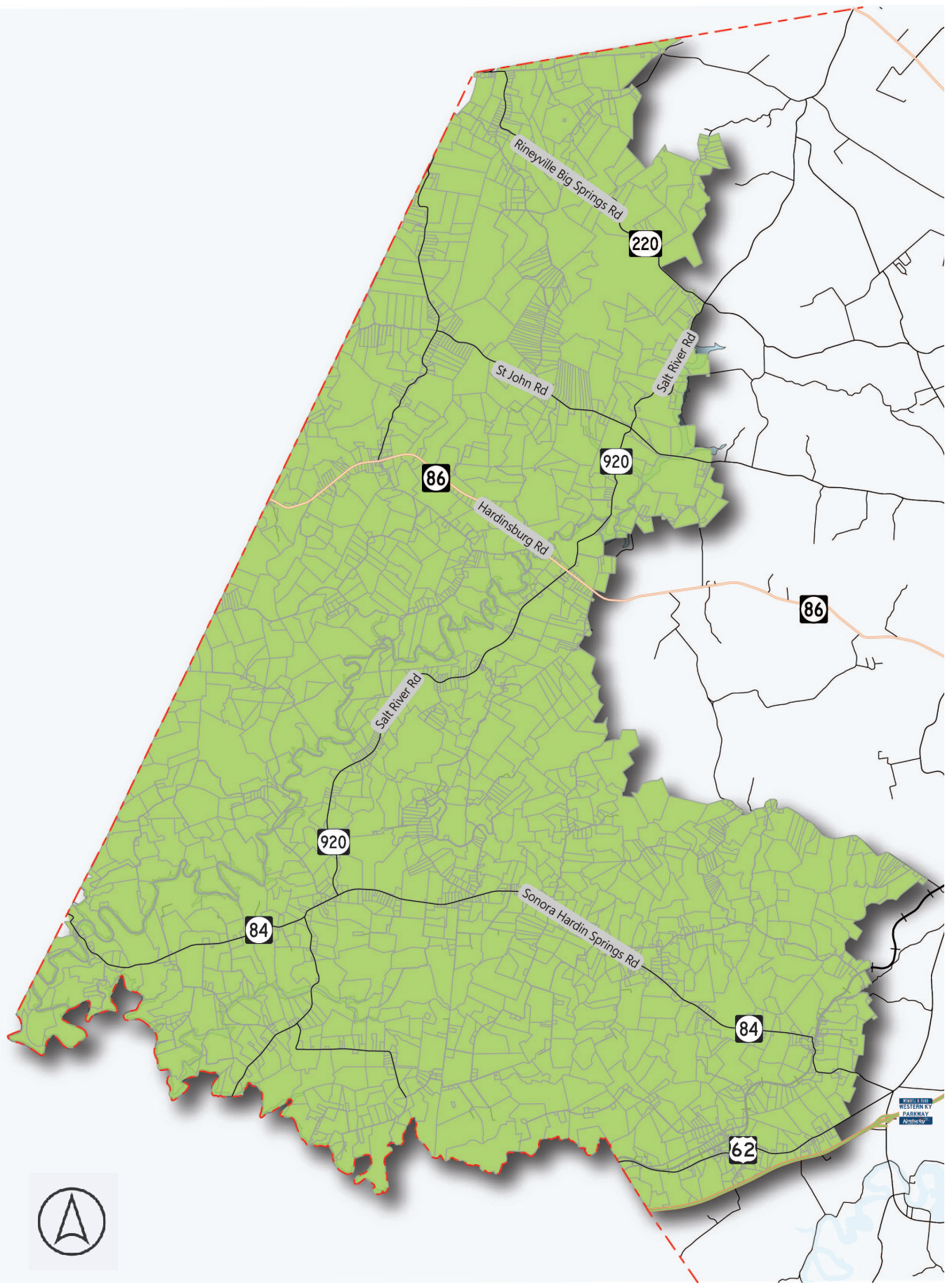
- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic).

Character Criteria

- All development activities should preserve and enhance the existing rural character of this area.

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24-West Hardin Area



West Hardin Area

This planning area is part of the Rural Area future land use group and is also a large planning area. It is bordered by Meade County to the north, Breckinridge County to the west, and Grayson County and the Western Kentucky Parkway to the south. The eastern boundary of this planning area is delineated by the Source Water Protection Areas. This area includes the historical, rural, and unincorporated communities of Summit, Eastview, Vertrees, Pierce Mill, Hardin Springs, and Big Springs. The West Hardin Area Planning Area is approximately 118.7 square miles (75,985 acres) in size.

Existing Land Use

The predominant land use in this planning area is low density residential with agricultural activities. The average parcel size is almost 30 acres. No subdivisions that included a public street have been established in this planning area in the last 20 years. Commercial activities (such as general stores, personal services, auto-related activities, agricultural support businesses, and small retail stores) can be found in the rural communities and along highways at strategic intersections. Industrial activities are associated with the available natural resources involving timber harvesting.

Natural Features

This planning area is wooded with open fields on ridge tops and meadows along the surface drainage areas. The topography of this planning area consists of moderate slopes to the east, which transition to steep cliffs associated with the Rough River watershed and the associated flood hazard areas to the west. Other flood hazard areas are associated with Meeting Creek, Funks Run, Mays Run, and Little Meeting Creek.

Transportation Features and Public Facilities

The road network system in this rural area is a combination of state highways and county roads that are typically curvy with constantly changing grade. A railroad does cross the southern portion of this planning area as well as the Western Kentucky Parkway.

The only fire station within this area is the Kentucky 84 Fire Department; however, fire protection is provided by five different fire departments. Much of the western portion of the area is more than five miles from a fire station. Sewers are not available in this planning area, and on-site sewage disposal systems are utilized. Water service within the planning area is provided by Hardin County Water District No. 2.

There are no public school located in this planning area, but numerous rural churches can be found in the area.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is low density, rural residential development and agricultural uses.
- Commercial development is appropriate at intersections of two state highways.
- All commercial development should be limited to Neighborhood Commercial and Convenience Commercial uses and should serve local demand rather than regional or area-wide demand.
- Areas with steep slopes and natural features that constrain development should not be developed if not appropriately and adequately addressed during the development review process.

Access Criteria

- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Access to individual residential lots should be limited to collector roads and be strictly regulated along arterials in order to preserve traffic flow.

Utility Criteria

- If septic is used, the lot sizes must be adequate for long term maintenance and repair.
- If public sewer is not available, new development is recommended to employ decentralized wastewater collection (including on-site septic).

Character Criteria

- All development activities should preserve and enhance the existing rural character of this area.

Salt River Road Target Area: Parcels at Strategic Intersections

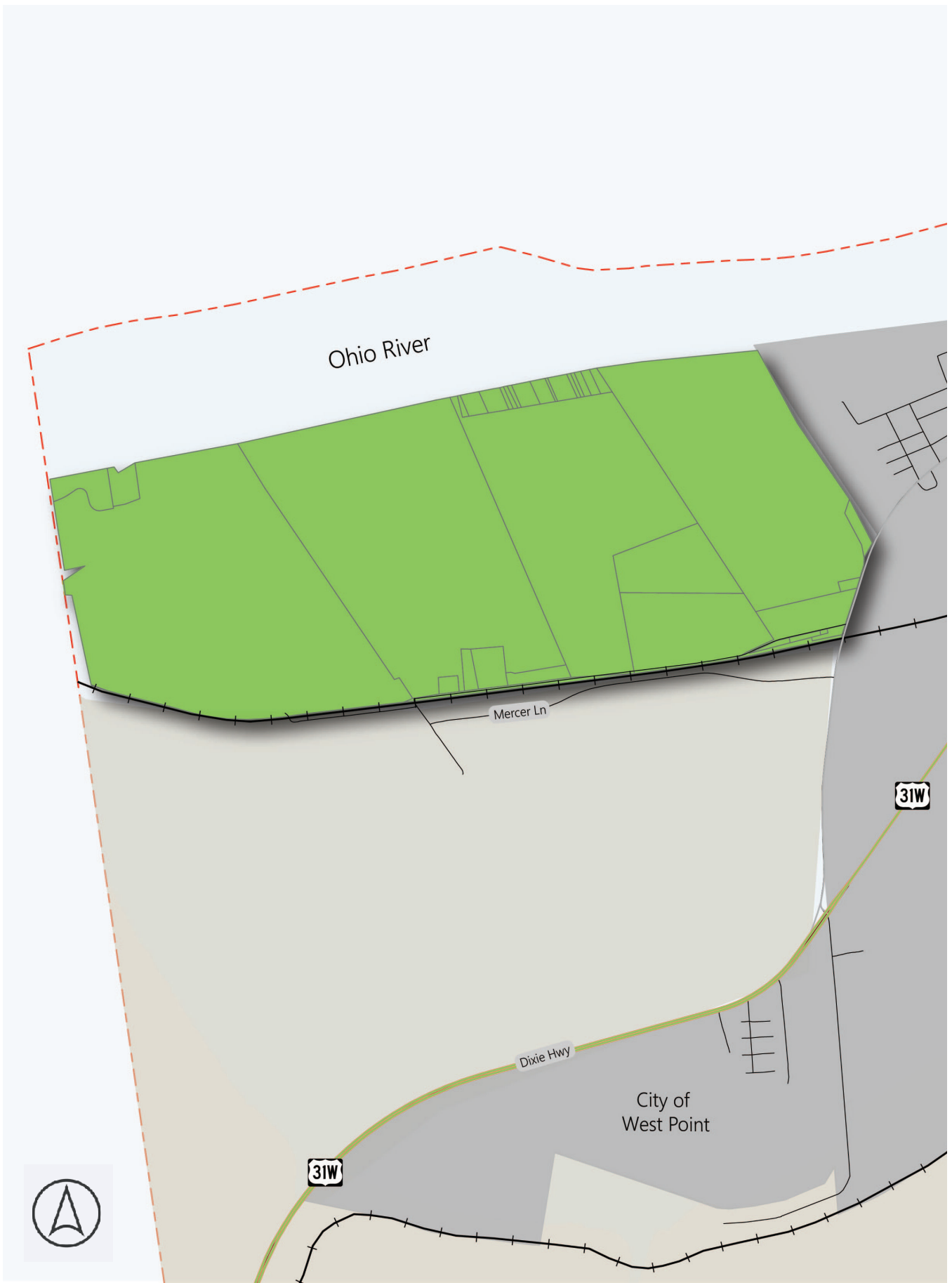
- Neighborhood and convenience commercial uses may be appropriate where Salt River Road (KY 920) intersects St. John Road (KY 1357), Hardinsburg Road (KY 86), and Sonora Hardin Springs Road (KY 84) if adequate infrastructure and utilities are in place.

Big Springs Target Area: Parcels Near the Convergence of Meade, Breckenridge, and Hardin Counties

- Big Springs is a historic crossroads community where Meade, Breckenridge, and Hardin Counties converge.
- Any development in the area should preserve and enhance the unique and historic character of this area.
- This area should be considered for nomination to the National Register of Historic Places.
- Existing historic structures should be preserved and protected.
- Neighborhood and convenience commercial uses are appropriate if the development reflects the historic character of Big Springs.

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25-West Point Area



West Point Area

This planning area is part of the Rural Area future land use group and is the smallest rural planning area. It is located adjacent to the Ohio River, with the City of West Point to the east and Meade County to the west. The railroad and Fort Knox Military Reservation serve as the southern boundary for this planning area. The West Point Area Planning Area is approximately 1.38 (881 acres) in size. Parts of this planning area face annexation pressure from the city of West Point, which can present difficulties for future planning efforts if it is not effectively coordinated.

Existing Land Use

The predominant land use is low density residential with agricultural activities. The average parcel size within the planning area is almost 30 acres; however, the median lot size is only 1.75 acres. This indicates that a few large parcels are skewing the average parcel size. No subdivision that included a public street has been established in this planning area in the last ten years. All properties within the planning area are zoned Rural Residential (R-2), except for one parcel along the Ohio River that is zoned Light Industrial (I-1).

Natural Features

This entire planning area is located in the flood hazard area associated with the Ohio River and is the location of the water well fields used by Fort Knox. The area is relatively flat in terms of topography.

Transportation Features and Public Facilities

This rural planning area is served by two county-maintained roads, Mercer Lane and Main Street in the city of West Point; no state highways are located in this area. It is served by the West Point Fire Department, and there are no public schools located within this area. This area is located in a Source Water Protection Area.

Sewers are not available in this planning area, and decentralized wastewater collection and treatment systems with long-term management, operation, and maintenance is preferred for protection of the source water. Hardin County Water District No. 1 operates the water distribution system for areas within the planning area.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Rural Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is low density rural residential development where it can be reasonably accommodated given the development constraints on the area due to the floodplain associated with the Ohio River.
- Development in this area should also consider the impacts of Fort Knox and be compatible with the base operations.
- Non-residential development is appropriate if it necessitates proximity to the Ohio River.
- Any development must be done in compliance with the necessary floodplain regulations.
- Neighborhood and convenience commercial uses that serve local demand may be appropriate.
- Parkland development would be appropriate in this area.

Access Criteria

- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.

Utility Criteria

- If public sewer is not available, new development is recommended to employ decentralized wastewater collection and treatment that would facilitate the eventual connection to the regional sewer system in the future.

Character Criteria

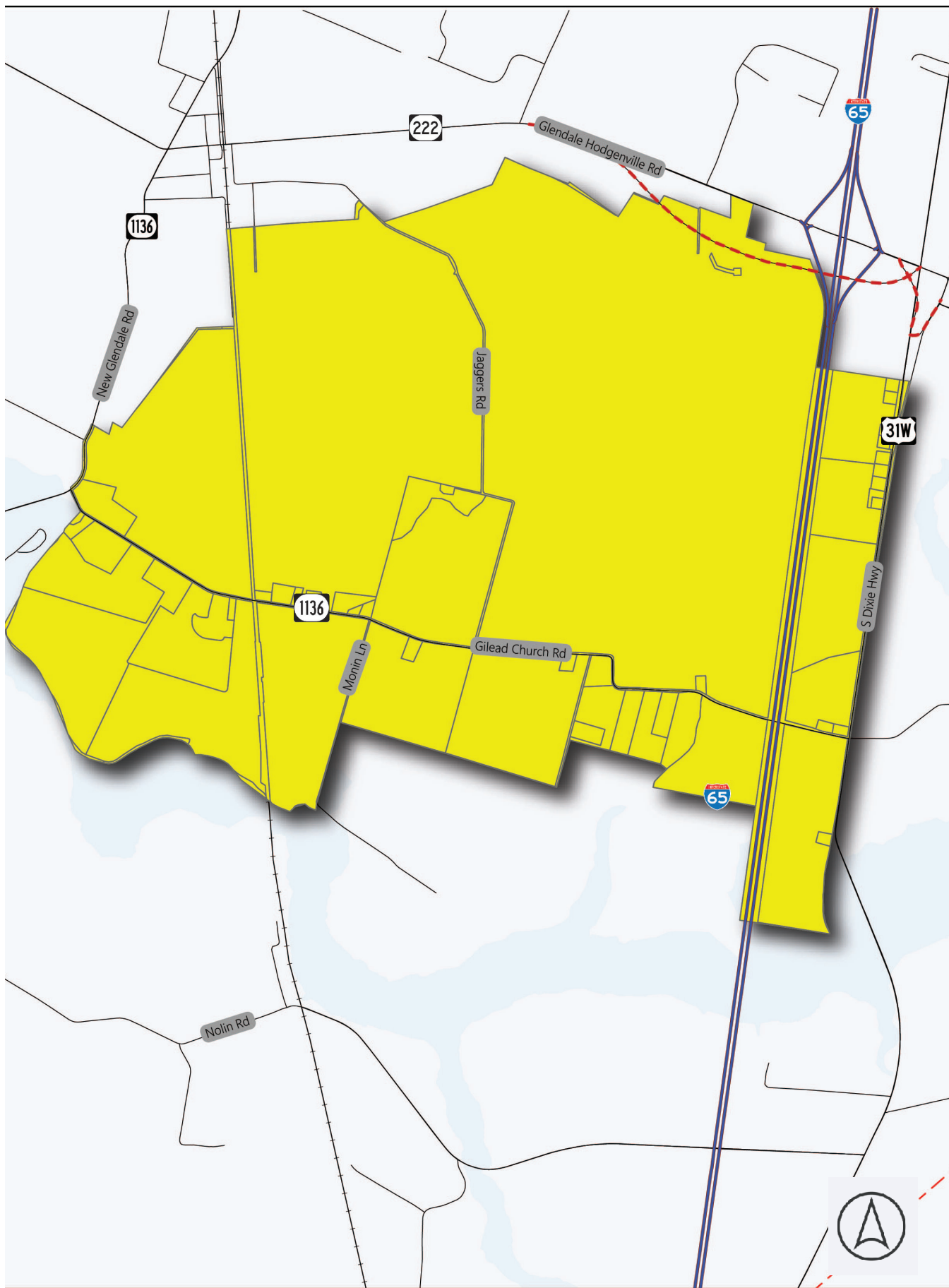
- All development activities should preserve and enhance the existing rural character of this area.

Riverport Target Area

- The development of a riverport along the Ohio River in West Point would capitalize on a tremendous asset of the Ohio River frontage.
- Any development in this area should be sensitive to constraints of the natural features of the area, including floodplain.
- Non-residential development should use high-quality, durable, visually pleasing exterior finishes and materials.
- A new park would also be appropriate along the river.

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26-Glendale Industrial Area



Glendale Industrial Area

This planning area is part of the Industrial Areas future land use group. It primarily includes the BlueOval SK Battery Park (see Appendix B for additional details on the battery park). The planning area is located between Glendale Hodgenville Road (KY 222), the CSX rail line, one parcel south of Gilead Church Road (KY 1136), New Glendale Road (KY 1136), and South Dixie Highway (US 31W). The BlueOval SK site was compiled by the state in the early 2000's before transferring ownership to the county, and is designated as a Certified Megasite by CSX. The Glendale Industrial Area Planning Area is approximately 4.49 square miles (2,875 acres) in size. This is a decrease from the 2019 comprehensive plan by about 330 acres, with the removal of acreage to the south along the Nolin River that was within the floodplain.

Existing Land Use

Construction of the BlueOval SK Battery Park started in 2022 and includes 1,551 acres. This economic development project is the largest in the state's history. The \$5.8 billion investment will create 5,000 new jobs. BlueOval SK, in conjunction with ECTC, is also building a new 42,000 square foot technology and training center in Glendale to provide more specific training for occupations at the battery park. The \$25 million facility will open by 2025 (see Appendix B for more details). Between July of 2022 and April of 2023, numerous properties in this area were rezoned to commercial and industrial. Prior to the battery park, this area was predominately agricultural with only limited residential uses. This is rapidly transitioning to industrial and commercial. The Historic Glendale Children's Home, a former orphanage, is located in this planning area as well.

Natural Features

This area is relatively flat and sloping south towards the Nolin River. Thirteen blueline streams and creeks are located on the battery park site and are being relocated to one water feature that will be located adjacent to I-65. Other than the flood hazard area which is well delineated there are few constraints for development.

Transportation Features and Public Facilities

This area has existing access to I-65 with major road improvements underway as part of the Battery Park's construction. The interchange at KY 222 is currently being reconstructed and Gilead Church Road is being widened and realigned with upgrades to the rail crossing. New Glendale Road (KY 1136) also provides road access to this area as well as South Dixie Highway (US 31W). Construction began on a new interchange at I-65 and Glendale Hodgenville Road (KY 222) in 2022. A future interchange at I-65 and Gilead Church Road (KY 1136) is also a possibility if future development in this area justifies it and this section of I-65 is upgraded from rural to urban. This new interchange will support future industrial development of this planning area. The CSX rail line crosses the planning area from the north to the south.

This planning area is located in the fire service district served by the Glendale Fire Department, which is a volunteer fire department. With the development of the battery park, significant upgrades in emergency response facilities as well as staffing are underway. There are no schools or churches in this planning area.

Sewer service was previously extended from Elizabethtown to the Glendale Rural Village to in part address failing septic systems in the historic downtown but also to facilitate development of the megasite. Service was also extended to portions of South Dixie Highway (US 31W) at that time as well. With the announcement of the Battery Park, sewer service is now being expanded by Hardin County Water District No. 2 (in conjunction with Elizabethtown) in the planning area. At the end of 2022, there were 30 residential and 15 non-residential sewer connections within Glendale. With these sewer improvements, this planning area has an eight-inch force main along New Glendale Road from KY 222 to Gilead Church Road, a 12-inch force main along Gilead Church Road from New Glendale Road to I-65, a 24-inch gravity main abutting I-65 from Gilead Church Road to KY 222, and an eight-inch gravity main along South Dixie Highway from KY 222 to Gilead Church Road.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Industrial Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern includes industrial uses and complementary service-oriented commercial uses.
- Residential should be limited or prohibited in this planning area.
- Residential development should be discouraged adjacent to I-65 due to noise from the interstate.
- As infrastructure allows, higher intensity development should be encouraged.
- The land uses must provide for the protection of the economic viability of the properties within this planning area to be used for industrial activities.
- A transition should be provided in land use intensity, scale, and massing from this planning area to less intense uses in the adjacent planning areas.

Access Criteria

- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- Opportunities for on-site shared parking should be identified and encouraged.
- Pedestrian connectivity is encouraged, where appropriate, to provide a campus-like setting for employees of the industrial uses.

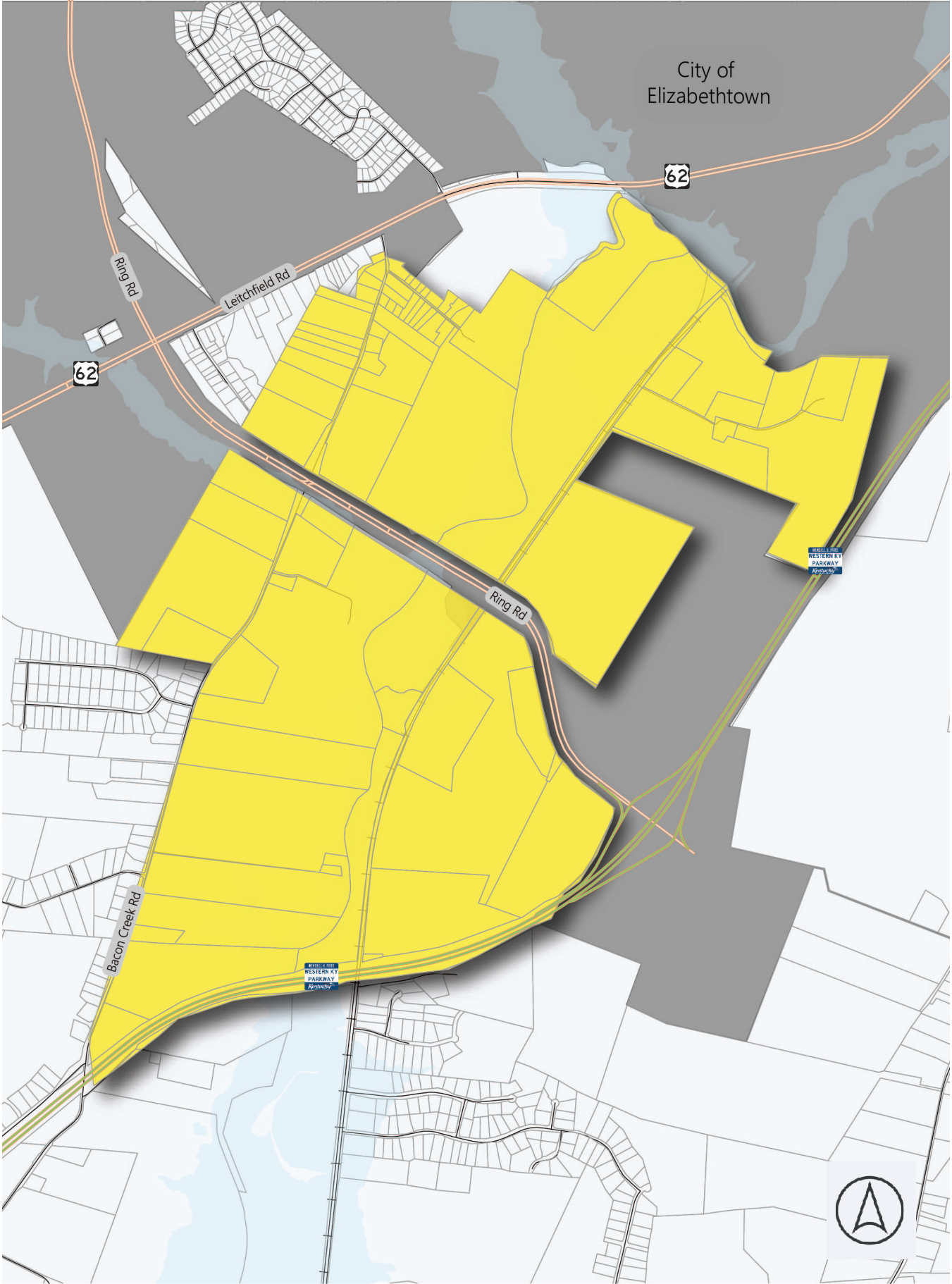
Utility Criteria

- Utilities should be extended and upgraded within this planning area prior to intense development.

Character Criteria

- Evaluate the development of an appropriate unifying design theme to reflect the historic, agricultural character of the area, such as 4 board fencing along W Glendale Hodgenville Road (KY 222) and Gilead Church Road (KY 1136).
- Industrial development should have a variety of materials as well as varying building facades and rooflines.
- Facade materials should be varied in a thoughtful manner to enhance the aesthetic quality of the development, but the variation of materials should not detract from the overall design.
- Campus-style industrial development, with a focus on green areas and less intrusive site development standards, should be encouraged.
- Non-residential development should use high quality, durable, visually pleasing exterior finishes and materials.
- Additional landscaping and other visual site improvements should be required for non-residential development.
- Signs should be low, monument-style signs that visually blend with the character of Glendale. Signs should not be internally-illuminated with no digital components.
- Appropriate exterior lighting should be low intensity and directed to specific areas to minimize bleeding onto adjacent sites and spaces.
- Service, mechanical, electrical, and other equipment should be screened without disrupting the integrity of the site or architecture.
- Pocket parks should be considered when opportunities are available within developments.

27-Industrial Park



Industrial Park

This planning area is part of the Industrial Areas future land use group and is located to the south of the Elizabethtown city limits. It generally includes areas between the Western Kentucky Parkway to the south and east, Bacon Creek Road (KY 1904) to the west, and Leitchfield Road (US 62) and Valley Creek to the north. Gaithers, the former railroad stop, is also located in this planning area. This planning area also faces annexation pressures as Elizabethtown continues to grow, which can present difficulties for future planning efforts if it is not coordinated.

This planning area is a logical expansion of the T.J. Patterson Industrial Park, which is currently at capacity. Most of the 2.05 square miles (1,291 acres) has been zoned Industrial Holding (IH) since the adoption of zoning in 1995 being "held" with a ten acre minimum lot size for future industrial developments.

Existing Land Use

The property in this planning area is largely undeveloped or agricultural. Most developed parcels are located along Bacon Creek Road, north of Ring Road. Limited, scattered residential uses are also located in this area.

Natural Features

This planning area is characterized by open fields that are gently rolling to flat. The Valley Creek drainage area and associated flood hazards cross this planning area. There are no other significant constraints to development.

Transportation Features and Public Facilities

Ring Road (KY 3005) is a major throughfare that crosses this planning area and provides east-west access. Leitchfield Road (US 62) and the Western Kentucky Parkway also provide access to the larger region. The extension of Ring Road may present increased traffic concerns within the planning area. The railroad also crosses this planning area and can provide rail service.

There is an electrical substation operated by Kentucky Utilities (KU) in this area as well as the Hardin County Road Department. There are no schools within the planning area; however, Central Hardin High School is in close proximity, as well as the Hardin County Cooperative Extension Office. This area is served by the Central Hardin Fire Department. The Elizabethtown Wastewater Treatment Plant is located just outside of this planning area on the south side of the Western Kentucky Parkway on Gaither Station Road. Water service is provided to the planning area by Hardin County Water District No. 2. There is an 8-inch water line that is parallel to Ring Road as well as along Gaither Station Road. The Elizabethtown Sewer Department has a 42-inch gravity sewer line along Gaither Station Road that ends south of the Western Kentucky Parkway and connects into an 8-inch force main that is owned and maintained by Hardin County Water District No. 2.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Industrial Areas, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern includes industrial uses and complementary service-oriented commercial uses.
- Residential should be limited or prohibited in this planning area.
- As infrastructure allows, higher intensity development should be encouraged.
- The land uses must provide for the protection of the economic viability of the properties within this planning area to be used for industrial activities.
- A transition should be provided in land use intensity, scale, and massing from this planning area to less intense uses in the adjacent planning areas.
- It is anticipated that much of this area will be annexed as development occurs, especially properties that front Ring Road (KY 3005).

Access Criteria

- Impacts to the road network, such as turning lanes or new signals, should be proportionally assessed as new development occurs.
- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- Opportunities for on-site shared parking should be identified and encouraged.
- New and infill development should be connected and pedestrian-friendly.

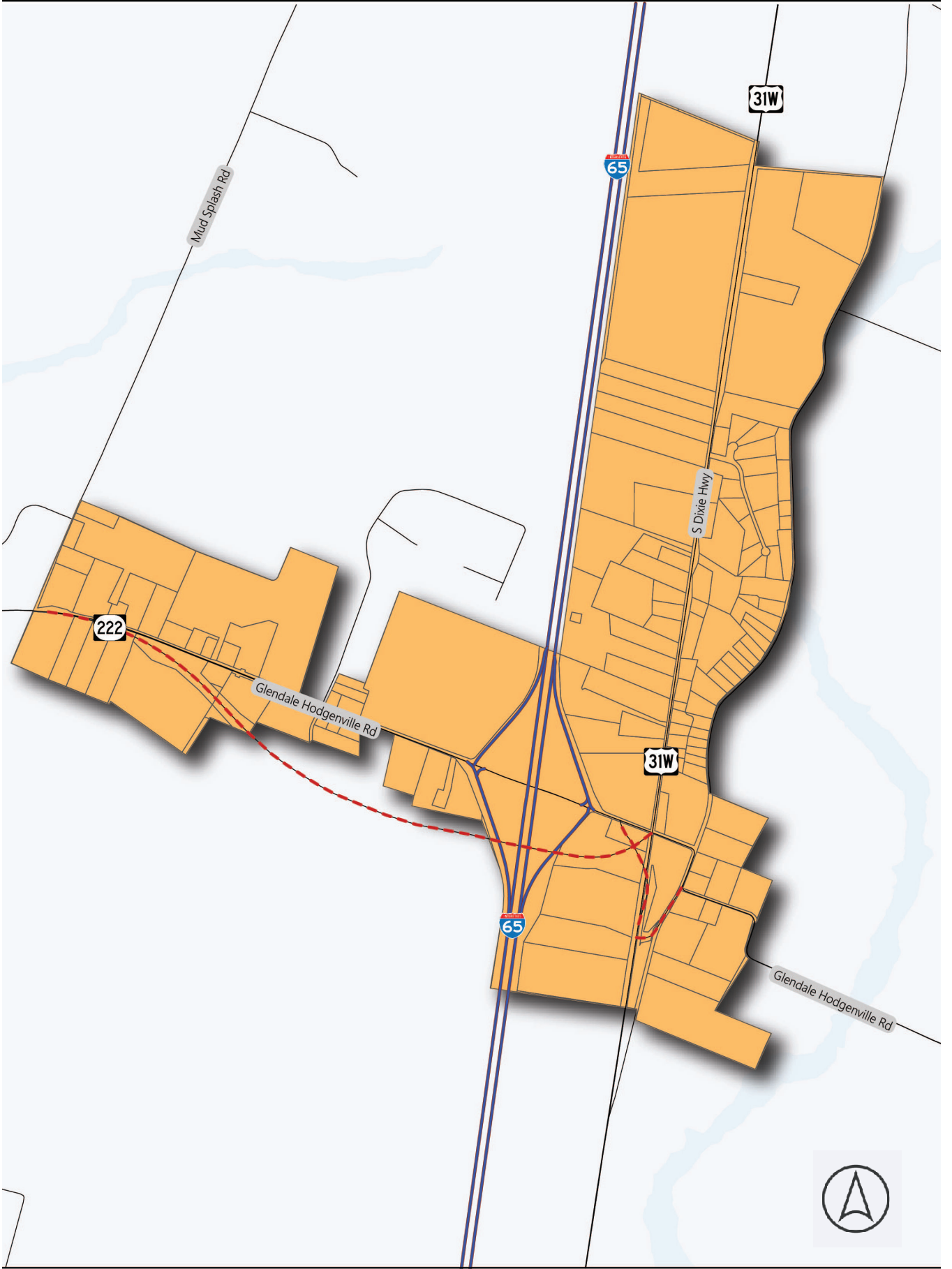
Utility Criteria

- Water and sewer service should be extended to this planning area prior to intense development.

Character Criteria

- Non-residential development should use high quality, durable, visually pleasing exterior finishes and materials that reflect the character of the community.
- Industrial development should have a variety of materials as well as varying building facades and rooflines.
- Facade materials should be varied in a thoughtful manner to enhance the aesthetic quality of the development, but the variation of materials should not detract from the overall design.
- Campus-style industrial development, with a focus on green areas and less intrusive site development standards, should be encouraged.
- Industrial and commercial areas should be screened from less intense uses, such as residential.
- Transition between uses, such as a change in density and intensity of uses, should be encouraged. Preferred transitions include increased setbacks with landscaping and buffering.
- Additional landscaping and other visual site improvements should be required for non-residential development. For highly visible developments, landscape requirements should create a visual interest that provides a screen between the roadway and development.
- Signs should be low, monument-style signs that visually blend with the surrounding character. Signs should not be internally-illuminated with no digital components.
- Industrial and commercial buildings should be located closer to the right-of-way with parking in the rear, where appropriate.
- Community facilities/amenities to serve industries (such as walking paths and pocket parks) should be provided.

28-Glendale Junction (I-65)



Glendale Junction (I-65)

This planning area is part of the Interstate Commercial future land use group and is located at the interchange of I-65 and West Glendale Hodgenville Road (KY 222) in Glendale. Glendale Junction abuts the Glendale Rural Village Planning Area as well as the Glendale Industrial Planning Area and faces significant growth pressures in the near future due to the BlueOval SK Battery Park and the construction of a new interchange on Glendale Hodgenville Road (KY 222) and I-65. With sewer availability, the new interchange, and close proximity to the battery park, this planning area could potentially see the most growth, development, and ultimately change in the near future. This growth and development has the potential to build upon Glendale's. The planning area includes parcels both east and west of I-65. East of I-65, it includes areas between the Hardin County Fairgrounds, I-65, Sportsman Lake Road and parcels just south of KY 222, and west of I-65 it includes most parcels adjacent to KY 222 between the interstate and Mud Splash Road. The Glendale Junction Planning Area is approximately 1.14 square miles (728 acres) in size, an increase by approximately 127 acres from the previous Comprehensive Plan in 2019.

It is anticipated that due to sewer availability, new development and construction in the vicinity, this planning area will see tremendous growth into the future. This important crossroads creates a need for more in-depth planning guidance, potentially in the form of a separate small area/neighborhood plan.

Existing Land Use

This planning area is primarily composed of interstate related commercial activities, such as truck stops, service stations, restaurants, hotel, and vehicle repair shops. There are some areas of low-density residential development, primarily along South Dixie Highway, that also currently exist in this area.

Natural Features

This rather small area is relatively flat and has no constraints on development.

Transportation Features and Public Facilities

The interchange at I-65 and KY 222 is currently being reconstructed to accommodate development at the battery park and improve the traffic flow in this planning area. This planning area has high accessibility with I-65, KY 222 and US 31W.

Sewer facilities are available to portions of this planning area through Hardin County Water District No. 2. An 8-inch gravity main is located on both sides of the interchange with construction beginning in 2022 to extend the sewer main to serve the battery park and some adjacent areas. Hardin County Water District No. 2 provides water service to the planning area as well. There is an 8-inch water line that runs along South Dixie Highway (US 31W), and an 8-inch line that runs parallel to Glendale Hodgenville Rd (KY 222). There are not any schools in this area. The Glendale Volunteer Fire Department provides fire service to the planning area and a new emergency services facility is being considered due to the anticipated growth.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Interstate Commercial, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is the expansion of interstate-related commercial uses and uses that complement the nearby industrial uses.
- Master planned developments that integrate and coordinate development on multiple parcels should be encouraged or incentivized over piecemeal development of individual parcels.
- As infrastructure allows, higher density development should be encouraged.
- Low density residential development within this area is discouraged.
- Mixed use developments that incorporate multi-family and commercial may be appropriate in areas with adequate access and utilities.
- Multi-family residential may be appropriate in certain locations as a transition between residential or the Glendale Rural Village and non-residential uses if sewer is available.
- Limited light industrial uses that support nearby industrial development may also be appropriate along US 31W.
- A transition should be provided in land use intensity, scale, and massing from this planning area to less intense uses in the adjacent planning areas.
- Residential development should be discouraged adjacent to I-65 due to noise from the interstate.

Access Criteria

- Impacts to the road network, such as turning lanes or new signals, should be carefully reviewed and proportionally assessed as new development occurs.
- Access points to the roadway should be limited during the development review process through requiring frontage roads, shared driveways, right-of-way dedication, and other appropriate access management techniques to preserve the function of the roadway.
- Vehicular connections between adjacent existing and future developments should be required when feasible.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.
- Opportunities for on-site shared parking should be identified and encouraged.
- New and infill development should be connected and pedestrian-friendly.

Utility Criteria

- Utilities should continue to be expanded within this planning area prior to intense development.

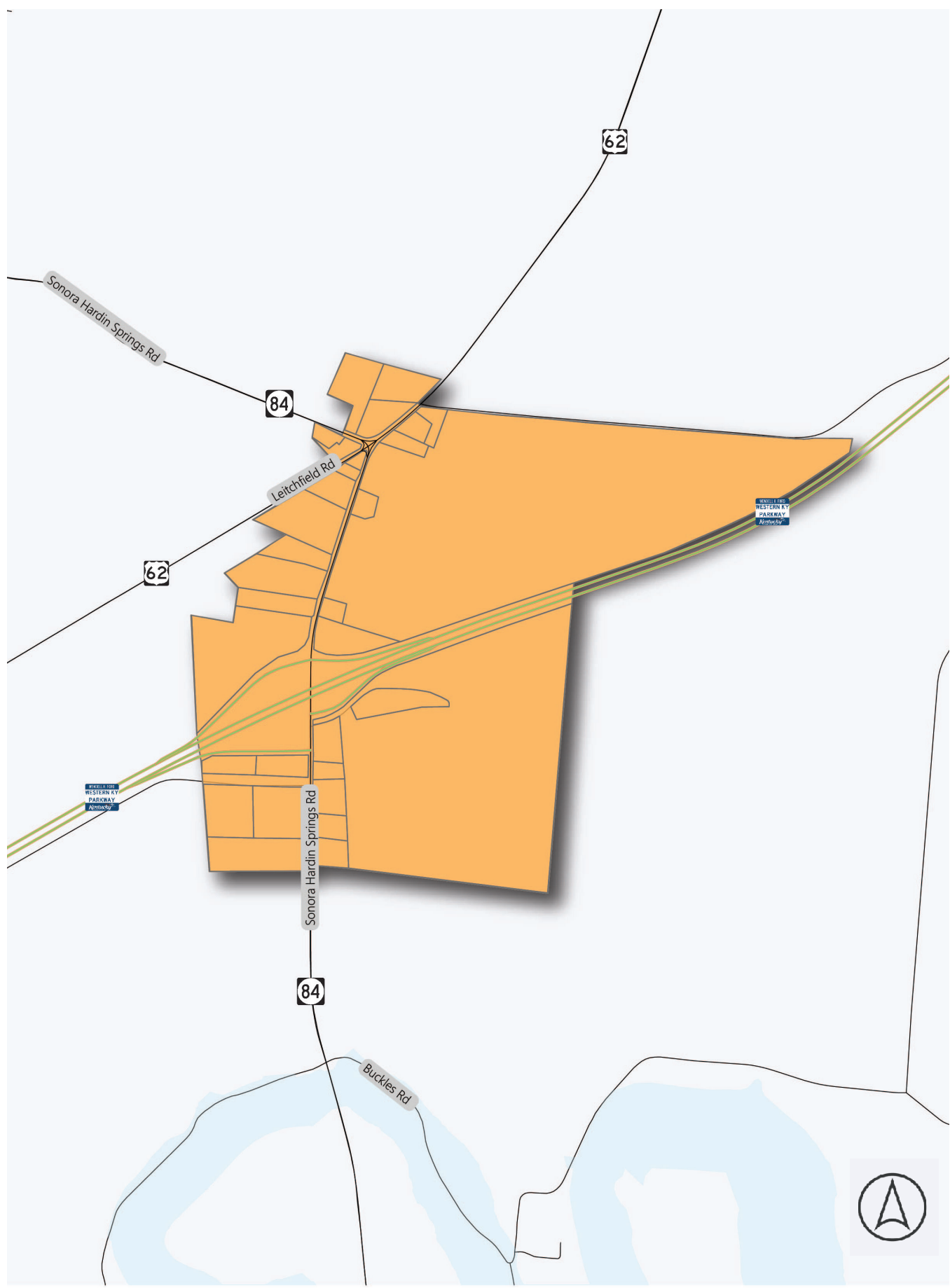
Character Criteria

- New and infill development should be of the highest urban design standards and provide an appropriate unifying design theme.
- Setbacks should be reduced, where appropriate, to maintain the rural village character, massing, and scale in proximity to downtown Glendale.
- Industrial and commercial buildings should have parking located in the rear, where appropriate.
- Sidewalks, streetlights with banners, public art, street furniture, and similar visual enhancements that reinforce a consistent character should be required along the major corridors.
- Development should use high-quality, durable, visually pleasing exterior finishes and materials.
- Non-residential development should have a variety of materials as well as varying building facades and rooflines.
- Facade materials should be varied in a thoughtful manner to enhance the aesthetic quality of the development, but the variation of materials should not detract from the overall design.
- All development in this focus area should be held to a higher level of design, including, fences, lighting, and an architectural style that supports the Glendale historic district.
- Signs should be low, monument-style signs or a signature multi-tenant sign that compliments the finishes and character of the development. Pole signs should only be permitted in proximity to I-65. Signs should not be internally-illuminated with no digital components.
- Transition between uses, such as a change in density and intensity of uses, should be encouraged. Preferred transitions include increased setbacks with landscaping and buffering.
- Additional landscaping and other visual site improvements should be required for non-residential development. For highly visible developments, landscape requirements should create a visual interest that provides a screen between the roadway and development.

KY 222 Transition Target Area: Parcels adjacent to KY 222 between I-65 and Mud Splash Road

- Development should transition in scale, massing, and character and act as a “welcome” corridor for the Glendale historic district.
- Setbacks should be further reduced closer to the Glendale Rural Village Planning Area in order to match the existing, historic development pattern.
- Sidewalks should be required along KY 222 but additional amenities (such as street trees, street furniture, and decorative street lighting) should be required.

29-White Mills Junction



White Mills Junction

This planning area is part of the Interstate Commercial future land use group and is centered around the White Mills interchange with the Western Kentucky Parkway. It is the smallest planning area and only contains parcels located at or near the interchange of the Western Kentucky Parkway and Sonora-Hardin Springs Road (KY 84), and the properties at the intersection of Sonora Hardin Springs Road (KY 84) and Leitchfield Road (US 62). This important crossroads creates a need for more in-depth planning guidance. The White Mills Junction Planning Area is approximately 339 acres (.53 square miles) in size, and it increased by 312 acres from the previous 2019 comprehensive plan.

Existing Land Use

The few parcels located in this planning area are used for limited commercial activities, including service-related commercial (such as a Dollar General Store and service stations), as well as a few churches and residential dwellings. There are also currently a few vacant parcels where development could occur.

Natural Features

This planning area is relatively flat and is located in the Wellhead Protection Area for the White Mills Water Plant operated by Hardin County Water District No. 2. Previous testing has identified sinkholes in this planning area that can limit development.

Transportation Features and Public Facilities

This planning area is defined by the interchange at the Western Kentucky Parkway and KY 84 and has access to the larger region. Fire protection is provided by the White Mills Fire Department. No schools or other public facilities exist in this area. Portions of this area are located in a Source Water Protection Area. For development that occurs in these areas, the construction of decentralized wastewater collection and treatment systems with long-term management, operation and maintenance is preferred for protection of the source water. Hardin County Water District No. 2 provides water service to the planning area. There is a 12-inch water line that runs parallel to Sonora Hardin Springs Road (KY 84) from the south and a 10-inch water line along Sonora Hardin Springs Road (KY 84) from the west.

Recommended Land Use and Development Criteria

In addition to the development criteria outlined in Step 2 for Interstate Commercial, proposed projects within this planning area should also be evaluated against the following criteria:

Recommended Land Uses

- The recommended land use pattern is the expansion of interstate-related commercial uses to serve the needs of interstate travel.
- Neighborhood, convenience, and general commercial uses are also encouraged in this planning area.
- Residential development within this area is discouraged.
- A transition should be provided in land use intensity, scale, and massing to less intense uses in the adjacent planning areas.

Access Criteria

- Access points to the roadway should be limited through the development review process and other appropriate controls (such as right-of-way dedication) should be used to preserve the function of the roadway.
- Shared driveways and vehicular connections between adjacent existing and future developments should be encouraged.
- Neighborhood, convenience, and general commercial uses are encouraged where adequate infrastructure and utilities are in place.
- Development should be carefully reviewed so it does not create traffic congestion or capacity problems along major corridors.

Utility Criteria

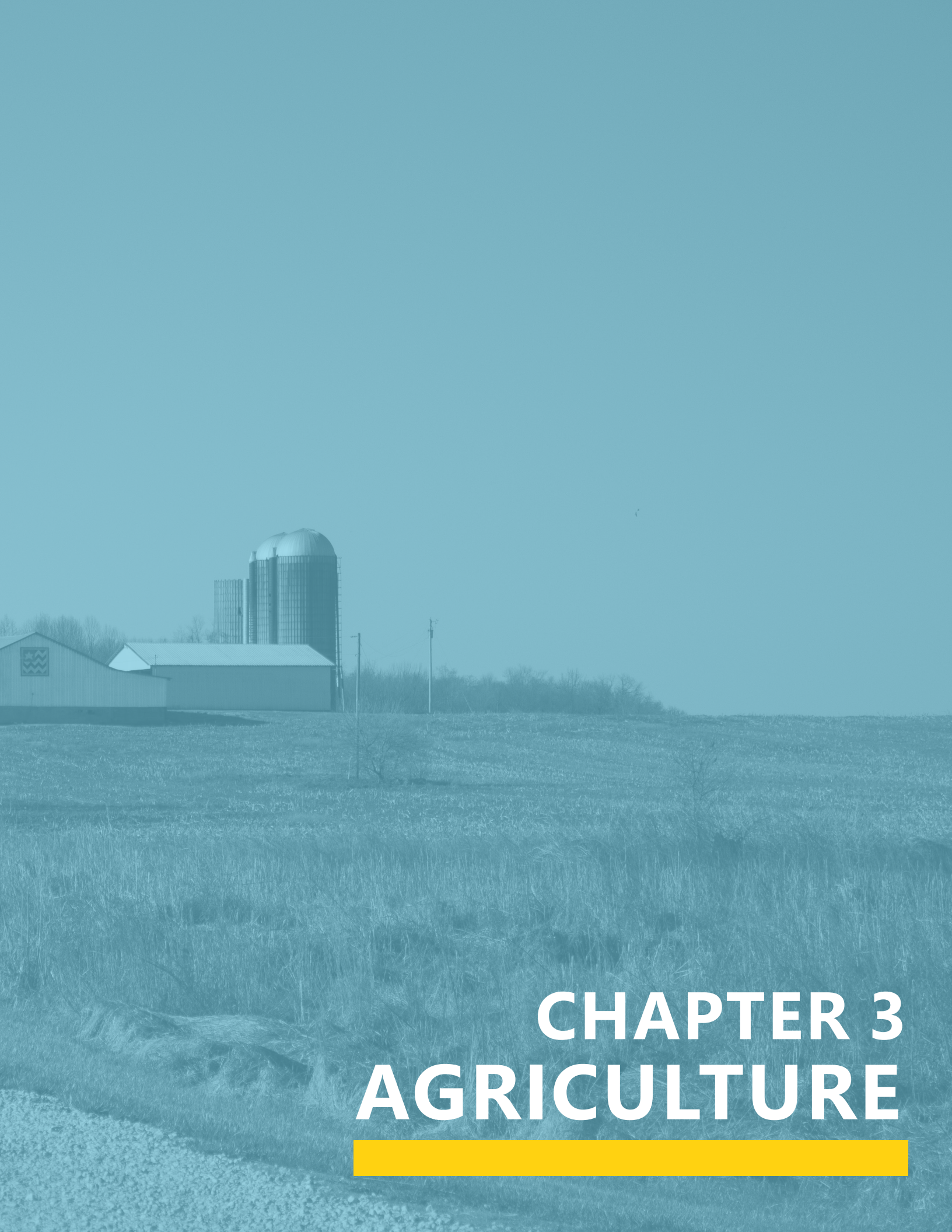
- Sewer service should be extended to this planning area prior to intense development.

Character Criteria

- Development should use high-quality, durable, visually pleasing exterior finishes and materials that reflect the character of the community.
- Additional landscaping and other visual site improvements should be required.
- Signs should be low, monument-style signs or a signature multi-tenant sign that compliments the finishes and character of the development. Pole signs should only be permitted directly adjacent to the Parkway. Signs should not be internally-illuminated nor include digital components.

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CHAPTER 3 AGRICULTURE



INTRODUCTION

Agriculture is a significant contributor to many economic and social activities as well as a food source for millions of people. Not only do people rely on agriculture for their livelihoods and food for their families, industry depends on agriculture for raw goods and materials for manufacturing. Agriculture can also help to reinforce a community's identity as well as preserve natural areas and environments.

The following is intended to provide an overview of the existing conditions for agriculture and the natural environment within Hardin County. Additional data and more detailed analysis can be found in Appendix B: Existing Conditions Analysis.

AGRICULTURE AND FARMING

Agriculture is a vital employment sector in Hardin County. Agriculture is more than a job, however. It is also an identity and a way of life, and it plays a vital role in the county's socio-economic development. The rural villages in Hardin County were established along rail lines, in part, as a means to transport agricultural products to Louisville, Nashville, and beyond. Agriculture is a significant economic contributor to the local economy; in 2017 the market value of products sold in Hardin County was over \$59 million. According to the USDA, agriculture and agriculture-related jobs employ almost 11% of Hardin County's residents.

Agriculture provides opportunities for community building and can also provide a platform for the preservation of culture, traditions, and practices that have often been passed down through generations. Multiple organizations provide support and resources to farmers and the agricultural community in Hardin County. The USDA's National Resource Conservation Service (NRCS), Hardin County Farm Bureau, US Consolidated Farm Service Agency, and the Hardin County Extension office are organizations that offer information and resources on disaster preparedness and recovery, as well as publications on multiple types of agricultural operations, farmer's cooperatives, agritourism, and water quality.



EXISTING CONDITIONS

The following provides a highlight of the existing farming conditions within the county. Additional data, conditions, and maps can be found in Appendix B.

Soil Types

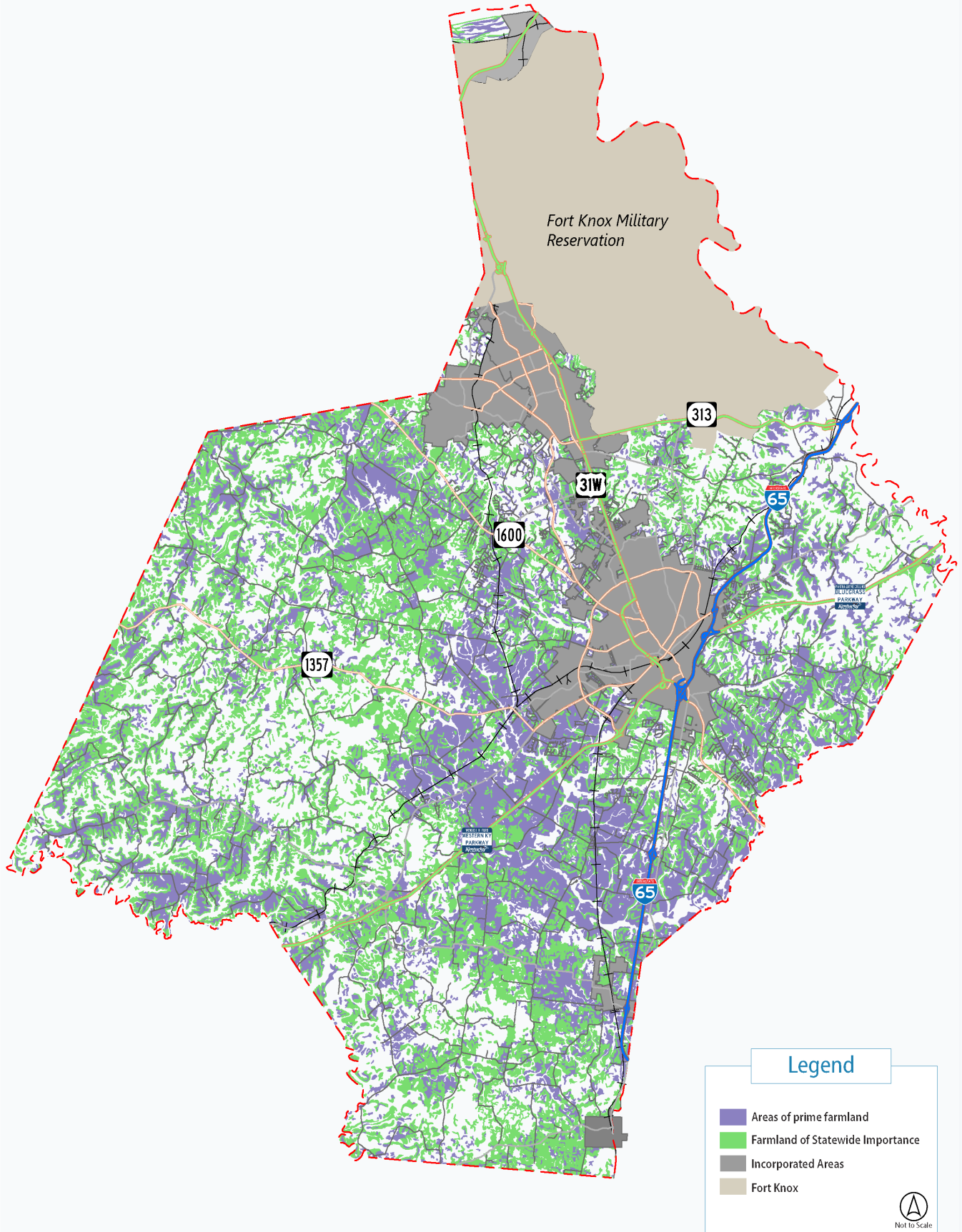
While seemingly simple on the surface, the soils in Hardin County are essential for not only the viability of agriculture but also development. Soils are the basis of our food system, they help to clean water, and even protect areas from flooding. The properties of soils are also essential in determining engineering needs for buildings, roads, and other development. The majority of soils in Hardin County are a loam composition, which means that the soil is relatively evenly comprised of sand, silt, and clay particles (see soils map in Appendix B). These soil types are ideal for farming due to its ability to retain moisture while also draining well.

Soil types are classified by the USDA based on their ability to support farming. Almost 49% of the soils in Hardin County can be classified as either Prime Farmland or Farmland of Statewide Importance (see figure 3-1). "Prime Farmland" is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for other uses. "Farmland of Statewide Importance" are areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some of these areas may produce as high of a yield as prime farmland if conditions are favorable.

"Prime Farmland if Drained/Protected from Flooding" is land that meets all the prime farmland criteria except for depth to seasonal high-water tables; however, these areas are suitable for drainage. About 10% of the soils can be classified as Prime Farmland if drainage and protection mitigation measures are put in place because they are located in areas with water courses. Additional information on Hardin County's soils can be found in Appendix B: Existing Conditions Analysis.



Fig 3-1: Productive Farmland



Soil Conservation District

The Kentucky Soil and Water Conservation Commission assists local conservation districts across the state administer the Agricultural District and Conservation Act that was passed by the Kentucky General Assembly in 1982. This act and subsequent program plays a valuable role in protecting agricultural land and farms throughout Kentucky for food and fiber production as well as preventing farmland from being converted to other uses.

A contiguous area that is at least 250 acres and in active agricultural production is eligible to be part of the state's Agricultural District Program. The agricultural land can be under more than one ownership and/or parcels if each parcel is at least 10 acres (or 11 acres with a homestead). The total acreage can drop below 250 acres over time but each parcel must meet the minimum size requirement. Land within this district cannot be annexed and cannot be condemned without mitigation. It also is taxed at the agricultural rate, is eligible for deferred assessment costs when water lines are extended, and receives extra points when applying for State Cost Share or to the Purchase of Agricultural Conservation Easements (PACE) Program. There are a total of 2,855 acres in the Conservation Ag District program in Hardin County.

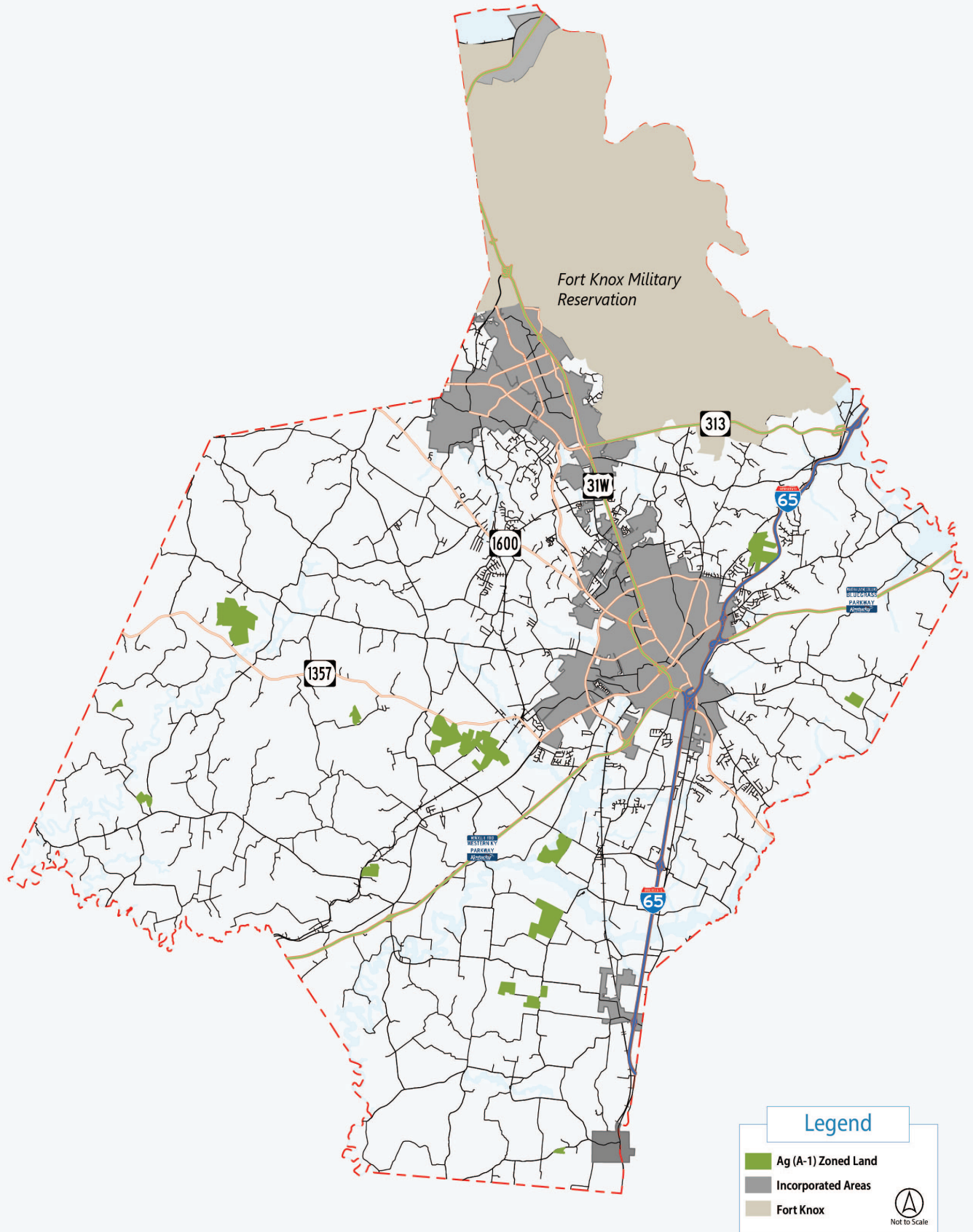
AG Zoning District

The county's zoning ordinance, *Hardin County Development Guidance System*, includes an agricultural zoning district (A-1). The intent of this zone is to preserve agricultural land and agricultural operations while still allowing for very low-density development. This zone allows for agricultural related commercial activities with the issuance of a Conditional Use Permit. Map amendments proposed for the A-1 zone must be a minimum of 25 acres (one parcel or multiple contiguous tracts).

There are 3,755 acres zoned A-1 in Hardin County. While this seems minimal for a county that is over 630 square miles (403,200 acres), the A-1 district was just created in 2009. Adding the A-1 zoning district to the zoning regulations did not include an areawide rezoning and all properties currently zoned as A-1 were initiated by individual applicants. Additionally, agricultural uses are permitted by right in all zoning districts in Hardin County except for R-5 (which is reserved for mobile home communities). Properties zoned A-1 are scattered throughout the county, with the majority of these properties located west of Elizabethtown (see maps in Appendix B). There are other uses that are permitted in the A-1 district, including single family dwellings and institutional uses, such as schools and churches. However, these uses should be complementary to the surrounding agricultural uses. Uses with greater intensity and impact are allowable upon approval of a conditional use permit.



Fig 3-2: Agriculture (A-1) Zoned Land



Right to Farm Ordinance

In October of 1994, the Hardin County Fiscal Court adopted a Right-to-Farm Ordinance. The intent of the ordinance was to provide protection to farmers from new property owners that locate in close proximity to a farm. The ordinance was drafted to protect from "nuisance suits" that could be detrimental to agricultural operations, and the ordinance provides an avenue for non-binding dispute resolutions for property use conflicts and concerns of acceptable farming procedures. Example farming operation nuisances can include noises, odors, and fumes as well as improper spraying and dispersal of chemical fertilizers, soil amendments, and pesticides.

Census of Agriculture (USDA)

Every five years, the US Department of Agriculture (USDA) completes a Census of Agriculture. This Census is a complete count across the U.S. of farms and ranches, and the people who operate them. The Census looks at land use and ownership, production practices, income, expenditures, and yields and provides data by state and county to provide a more detailed look at the local agriculture industry.

There were 1,305 farms totalling 199,201 acres in Hardin County in 2017, which was a 4% decrease in the number of farms from 2012. The mean farm size was 153 acres, but 80% of the farms in Hardin County are less than 180 acres in size. This is reinforced with about 98% of farms in Hardin County being considered family farms. The county had 2,147 total farm producers in 2017, 35% of which were female and more than 25% were considered new and beginning farmers.

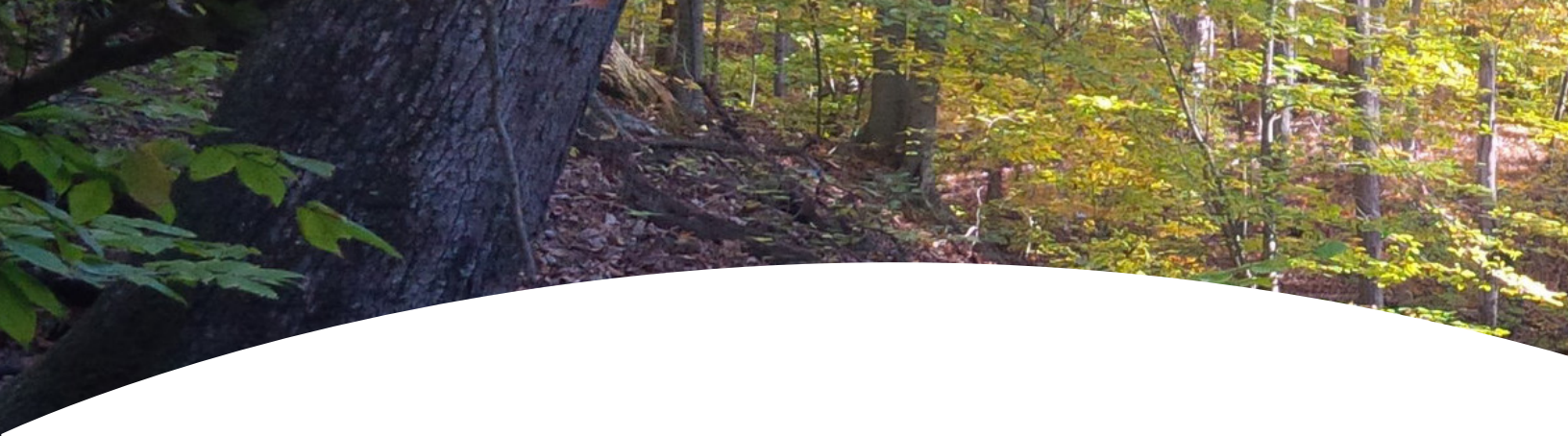
Cropland comprises the largest percentage of farmland (55%) in Hardin County. Additionally, 22% of land used for farms is woodland, 19% is pastureland, and 4% is made up of other uses.

The market value of agricultural products sold in Hardin County was \$59,242,000 in 2017, which equates to \$45,396 per farm. While the number of farms decreased 4% between 2012 and 2017, the market value of the products sold increased 2% and the market value per farm increased 6%. This reinforces that agricultural practices are becoming more efficient with technological advancements and practices.

About 70% of the total market value of agricultural products is crop production, and 85% of sales from crop production are grains, oilseeds, dry beans, and dry peas. Other crops produced in the county include tobacco, vegetables, tubers, and hay. Soybean production encompasses 38,144 acres, followed by hay at 29,228 acres, and grain corn at 23,400 acres. There were 30,523 cattle and calves in Hardin County in 2017; the next largest livestock inventory is hogs and pigs with 7,291 animals. Poultry counts are often withheld to avoid disclosing data for individual operations, but there were 161 poultry producing farms in 2017.

HARDIN COUNTY RIGHT TO FARM ORDINANCE





NATURAL ENVIRONMENT

Hardin County is the fourth largest county in Kentucky, and it includes many different types of topography and natural features. Growth and development that is sensitive to the natural environment can help preserve natural resources, productive farmland, and wildlife habitats. It can also reduce exposure to pollutants, stormwater runoff, and urban heat island effect as well as promote the access and protection of open spaces. Smart, deliberate development that promotes the preservation of these environmental areas can lead to a more resilient and sustainable future that will benefit the well-being of both the environment and those that live here.

Hardin County has a diverse geography and environment, from the steep terrain of the Muldraugh Escarpment in the northern areas of the county to the rolling, fertile landscapes of the southern and western parts of the county. There is an increased karst landscape throughout the county, which include higher instances of sinkholes, sinking streams, caves, and springs. There are 6,968 mapped sinkholes in Hardin County, which frequently occur in these karst areas (see Appendix B). There are five rivers that traverse Hardin County: the Ohio, Nolin, Rolling Fork, Rough, and Salt Rivers. Hardin County has many areas that are within the 100-year floodplain as well as many Source Water Protection Areas that serve as the primary source for the drinking water in the county.

According to the USDA in 2017 there were 199,201 acres of farmland in Hardin County. Cropland is the highest percentage of land use of the land classified as farmland at 55%; 19% of the land is classified as pastureland, and another 22% of the farmland is classified as woodland. Another 4% of farmland is classified as "other". The prime farmland and farms of state significance are found more outside of the incorporated areas in the central part of the county, stretching south toward Hart and Larue Counties.

There are several nature preserves and recreational areas in Hardin County, including the Vernon Douglas State Nature Preserve and Jim Scudder State Nature Preserve. More information on these can be found in Chapter 5: Community Facilities and Utilities.



Floodplains and Environmentally Sensitive Areas

The Federal Emergency Management Agency (FEMA), in partnership with local governments, regulates development within the floodway and floodplains. There are three main flood zones identified in Hardin County: the floodway, 100-year floodplain, and 500-year floodplain. The floodway includes the channel and adjacent land that are necessary to move water along a river, stream, or other watercourse without increasing the base flood elevation. These areas are strictly regulated to ensure any impacts do not increase flooding within the watershed or watercourse.

The 100-year floodplain (Flood zones A and AE) are areas that have the highest chance of flooding with a 1% (or greater) annual chance of flooding in any particular year. Development is limited in the 100-year floodplain and must comply with specific standards if allowed. State and local floodplain permits are also required. The 500-year floodplain (shaded flood zone X and zone X) are areas that have moderate to low risk of flooding with a 0.2% chance of flooding in a given year. A map of the floodplains within Hardin County can be found in Appendix B.

Mining Operations

While there are five active mining operations (rock quarries) in Hardin County as well as several prospective locations for various silicas and clays. The current mining operations are two located outside of Stephensburg, one within the Fort Knox Military Reservation, one just south of Fort Knox, and one south of Upton.



Credit: Alan Goldstein



Credit: Gina Cleary

RECOMMENDATIONS

AGRICULTURE AND NATURAL ENVIRONMENT

OVERVIEW

One goal and its corresponding objectives identified in Chapter 2: Goals and Objectives are included within the agriculture and natural environment element. Each of these are further explained in this section in order to provide additional details on direction and how it specifically impacts Hardin County as development occurs. It will require numerous partners, decision makers, and other organizations to implement this plan's vision through coordinated efforts in the future. This plan recognizes that these groups will need to come together and set action plans that are coordinated and encompass funding and decision makers outside of the planning commission in order to fully realize the community's vision. With this, only those policies and action steps that the Hardin County Planning & Development Commission should be responsible for leading and completing are outlined for each of the plan's goals.

GOAL 4

Encourage development that is sensitive to the environment, non-renewable resources, productive farmland, and natural areas that reinforces the county's rural character and promotes the utilization of existing community resources.

Growth and development require a balance between preserving the existing landscape and natural features while also preparing for future growth. Natural areas and existing farmland are more than just how the land is used. These areas have a functional purpose by providing food, stormwater retention, and water sources. They also foster an identity for the community that provides a source of pride and resonate with residents on why they love to live in Hardin County. This goal aims to preserve the environmentally sensitive areas that are important to the county's future while also strengthening the bond residents of Hardin County have with the natural environment and rural landscape.

OBJECTIVES

AGRICULTURE AND NATURAL ENVIRONMENT

OBJECTIVE 4.1

Promote development that protects environmentally sensitive areas and natural features.

OBJECTIVE 4.2

Encourage the preservation of productive agricultural land and protection of prime farmland and existing agricultural operations as new development occurs.

OBJECTIVE 4.3

Encourage development to complement the physical surroundings while avoiding activities which would alter natural systems.

OBJECTIVE 4.4

Balance the need for mineral extraction with the potential impacts to adjacent properties and the natural environment.

OBJECTIVE 4.5

Preserve "Source Water Protection Areas" by restricting encroachment and considering additional land use regulations around these essential resources.

OBJECTIVE 4.6

Encourage the implementation of conservation subdivisions that would provide flexibility to developers and promote the protection of open space.

OBJECTIVE 4.7

Encourage programs, such as conservation easements, and adopt policies such as new subdivision types or open space requirements that preserve natural resources and provide open space or parks.

OBJECTIVE 4.8:

Discourage and restrict development in the floodplain to protect existing waterways, minimize the loss of property, and protect the well-being of the community.

PROTECTION OF ENVIRONMENTALLY SENSITIVE AND NATURAL AREAS: Objectives 4.1, 4.3, 4.5

Development should be directed to areas of Hardin County that are not environmentally sensitive or areas that would not present construction challenges. Hardin County has a substantial amount of karst topography and floodplains throughout the county as well as steep terrain (particularly in the northern portion of the county) that can limit the ability of development. Additionally, source water protection areas that provide drinking water to Hardin County are in the southern and western part of the county.

Development should be discouraged or limited in these areas unless the impacts can be adequately mitigated and the site should complement or embrace the environment as best possible. In addition, any land uses that do occur should be lower-intensity (such as larger-lot single family houses).

FARMLAND PRESERVATION: Objectives 4.2, 4.6, 4.7

Hardin County has a rich agricultural history, and agriculture is a primary industry for the county. Productive farmland (not just prime farmland) should be preserved and protected not only to provide areas for food production but also to preserve the county's rural character. Development should be directed to areas with poor soils, sites that are not desired for agricultural operations, or areas where uses that conflict with agricultural operations area already established. The Purchase of Agricultural Conservation Easements Corporation (PACE), part of the Kentucky Department of Agriculture, was established in 1994 as a means to protect farmland in the Commonwealth. Agricultural conservation easements are a voluntary tool that protects farmland from future development; however, the landowner retains ownership rights of the land, including the rights to sell, while protecting the property from development in perpetuity. Hardin County currently has three properties in the PACE program totaling almost 890 acres.

Conservation subdivisions are development tools communities can use to protect natural areas and farmland. Conservation subdivisions allow flexibility with regards to lot size while also preserving agricultural land or open space. In turn, this allows for the protection of natural areas and/or farmland while indirectly providing passive recreation space for residents of the subdivision. Conservation subdivisions provide for innovative and creative design and can also allow for a mixture of housing types. The zoning ordinance and subdivision regulations should be reviewed to determine standards that protect farmland and open space while also providing an incentive to attract developers to create these subdivisions.

While Hardin County does not have a land trust, policies encouraging conservation easements or open space requirements could protect farmland and natural features throughout the county. Conservation easements can also be established by property owners who want to ensure their property is protected into the future, even if they choose to sell it. A conservation easement is a legally binding agreement and can be an alternative to land trusts and similar organizations. Property owners should be encouraged to work with regional or state land conservation trusts or establish conservation easements to perpetually protect areas.

Finally, zoning regulations can also aid in preserving farmland in the county through multiple ways. The county adopted an agricultural zoning district in 2009. This district is intended to preserve farmland and protect agricultural operations by only allowing very low-density development. Additionally, if specific areas with necessary infrastructure and utilities are allowed to develop at higher densities for residential development, it can prevent sprawling subdivisions and reduce the number of acres developed. Ultimately, allowing higher residential densities in these more urbanized areas can reduce development pressures in the rural areas while fulfilling housing needs.

MINERAL EXTRACTION: Objective 4.4

Mining and mineral extraction are needed uses in order to provide materials for building and fuel. However, this use can have larger impacts to the environment and surrounding properties. Noise, vibration, and dust can affect surrounding uses if adequate buffers and setbacks are not considered. Additionally, these sites can become abandoned after the minerals are extracted, leaving a scarred landscape that is not productive. Local zoning regulations should be reviewed to ensure adequate development standards are in place to protect surrounding properties and also requirements for site reclamation after the mining operation closes.

FLOODPLAIN MANAGEMENT: Objective 4.8

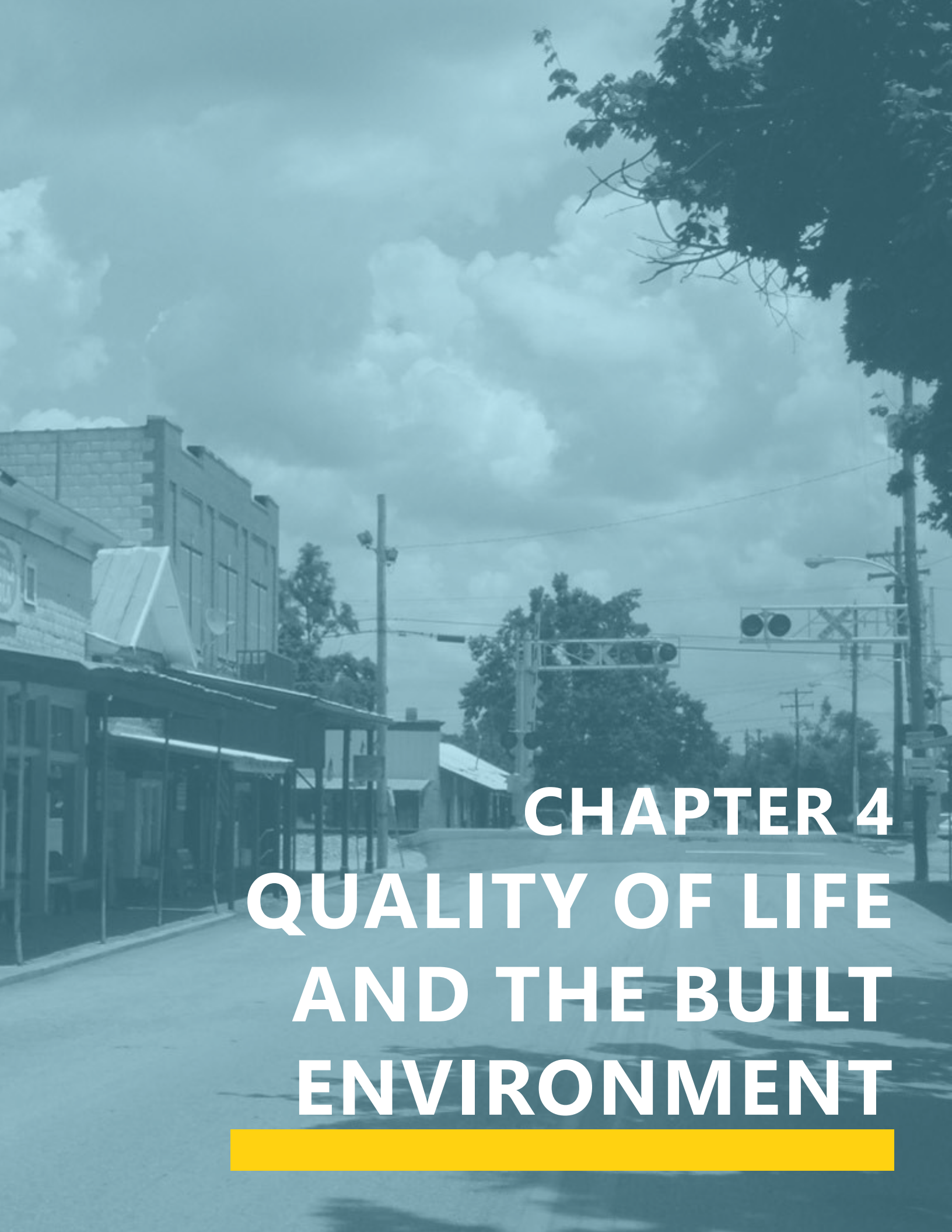
Hardin County has many rivers, streams, and creeks that frequently flood during heavy rain events. They not only serve an important role in the local and regional environment, but they can also pose a threat to property. Development within the floodway should be prohibited and development within the 100-year floodplain should be restricted and only permitted with additional site and design considerations. Limiting development in a floodplain can lower the larger community's flood risk and also reduce damage to personal property when flooding does occur.

ACTION STEPS

AGRICULTURE AND NATURAL ENVIRONMENT

1. Evaluate the zoning ordinance and subdivision regulations to determine if additional or revised subdivision types are needed to accommodate future housing growth, such as open space or conservation subdivisions.
2. Review current regulations to ensure adequate standards are in place to protect environmentally sensitive areas as well as standards if development does occur near these areas.
3. Assess the current zoning regulations for mining and mineral extraction uses to ensure impacts are mitigated and the sites are reclaimed.
4. Evaluate the Hardin County Stormwater Manual to determine if amendments are needed to address drainage and flooding issues.





**CHAPTER 4
QUALITY OF LIFE
AND THE BUILT
ENVIRONMENT**

INTRODUCTION

There are a multitude of factors that make up the quality of life in a community. It is the opportunities and possibilities for the residents and businesses within Hardin County that really make it a great place to live, work, and raise a family. Housing availability and affordability significantly impact a person's quality of life as well as their ability to earn a living through a quality job. The built environment – which includes the buildings, structures, and infrastructure – and the natural environment also directly impact a person's quality of life. Hardin County has a rich history and character of an agricultural community with environmental features that impact how the land can be used.

The following is intended to provide an overview of the existing built environment within Hardin County. Additional data and more detailed analysis can be found in Appendix B: Existing Physical Conditions Analysis. Unless otherwise stated, the data used in the existing conditions is from the 2000, 2010, and 2020 Decennial Censuses and the 2016-2020 American Community Survey (ACS) 5-year estimates.

HOUSING

A central element of quality of life is housing. Housing options, including various types and price points, are important for individuals and the community. People have different housing needs at different stages of their lives, and having a range of options allows people to find a home that meets their current needs. More than 1,400 owner-occupied, single-family dwellings were constructed in the unincorporated portion of Hardin County between 2010 and the end of 2022 in addition to more than 500 permits for manufactured homes (240 single-wide and 267 double-wide). There are also 58 permanent accessory dwellings permitted in Hardin County. However, only 32 multi-family dwelling units were constructed from 2010 to 2022 (based on building permits issued). More dense development, such as multi-family, is limited in many areas of the unincorporated county due to lack of sewer infrastructure.

Housing options can also play a role in ensuring a level of affordability by allowing people to move from various price points as they move through life. It can also allow for a more diverse community by supporting a broader mix of people from different socioeconomic backgrounds. This is especially important as the cost of housing is rapidly rising while wages are not necessarily keeping pace. The 2020 median rent in Hardin County was \$811 per month, which would be 70% of the weekly income for a person who works full-time and earns minimum wage (\$7.25 per hour).

There are 46,970 housing units in Hardin County, which includes 14,338 units in Elizabethtown. There are 4,911 vacant units in Hardin County (1,299 of which are in Elizabethtown) with a vacancy rate of about 10.5%. The vacancy rate decreased 3.2% (163 dwelling units) and owner-occupied units increased by 4.1% (1,011 units) between 2010 and 2020. The number of renter-occupied units increased more dramatically during this time, with a 28.4% increase (3,622 new units).

The median home value in Hardin County is \$157,000, which is almost 20% higher than the median home value in 2010. Hardin County's median home value is higher than the state (\$147,100), however it is lower than the nation (\$229,800), Elizabethtown (\$175,400), and many surrounding counties.

Census data for home value is typically lower and dated easily based on market fluctuations. Data from the Hardin County Planning & Development building permit records show the average reported construction cost of a single-family dwelling in the county was \$201,402 in 2020, \$248,073 in 2021, and \$272,787 for 2022, which is based on the 423 single-family homes built in this three-year time period. While these average prices better reflect the rise of inflation and supply chain issues the building industry faced during the COVID-19 pandemic, they do not include home values of the existing housing stock.

ECONOMIC DEVELOPMENT

A strong economy can lead to higher wages and salaries, and it can provide additional disposable income to spend in the community. Economic development initiatives can lead to the creation of new jobs, providing opportunities for a diverse economic landscape, an improved standard of living for those in the community, and access to better education, healthcare, and housing. Hardin County has a strong labor force, which in turn is an asset to attract additional industries and foster innovation and entrepreneurship.

Hardin County has a strong manufacturing and goods production sector that provides higher-paying jobs with an average weekly gross salary of \$1,184. The strength of this sector is only going to increase as the BlueOval SK Battery Park comes online. This transformative project will likely attract additional complimentary and supplemental companies to the area. Hardin County has also historically had a strong goods production sector, information sector, and leisure and hospitality sector.



Credit: Kentucky Tourism

Workforce: Hardin County's labor force includes about 54,375 residents (63.3% of the population), which is a similar percentage as peer communities and higher than the state (59.5%). There are approximately 43,097 jobs in Hardin County, and just over half of those jobs (50.5%) are filled by residents of Hardin County. The average commute time for residents of Hardin County is 22 minutes, which is less than the state average (23.7) and in line with the peer communities. With almost half of the Hardin County population leaving the county each day for work, these residents are more likely to shop and spend money outside of the county.

The Bureau of Labor Statistics (BLS) provides industry profiles that include the number of businesses, the annual average employment, and the average wages per employee. Some of the larger industries within Hardin County include goods-producing and manufacturing, information and financial activities, as well as leisure and hospitality businesses. In 2020, goods producing and manufacturing businesses totaled an average of 14,411 jobs in Hardin County, with an average wage of \$61,545 per year. Other noteworthy industries include the Information industry, which had 920 jobs across 53 businesses in 2020 with an average salary of \$53,760. Additionally, the construction industry, which employed 1,282 people at 215 companies in 2020, had an average salary of \$50,308 per year.

The three industries with the largest employment in Hardin County are the manufacturing, goods-producing, and trade and transportation sectors that, combined, have a total 22,123 jobs. Some of the larger employers within these sectors include Altec Industries, Metalsa, Kruger Packaging, and Quest Industries.

Agriculture Economy: The agricultural industry in Hardin County is an important piece of the economic landscape. There were 1,305 farms in 2017 in Hardin County with an average size of 153 acres. The market value of agricultural products sold in Hardin County in 2017 was \$59,242,000, representing a 2% increase from 2012. The three largest crop acreages in the county are soybeans (38,144 acres), hay/haylage (29,228 acres), and corn (23,400 acres). Livestock inventories as of December of 2017 include 30,523 cattle and calves and 7,291 hogs and pigs, which are the two largest livestock categories.

Largest Employers: The three largest employers in Hardin County are Fort Knox, Baptist Health Hardin, and the Hardin County Schools. Fort Knox, the county's largest employer, has a daytime work week population of approximately 26,000 people (see Appendix B for more information). Hardin County Schools is the second largest employer with 2,213 employees, and Baptist Hardin Health has 1,250 employees. While not one of the largest employers, a vital partner in the county is the Elizabethtown Technical and Community College (ECTC), which employs over 350 full time faculty and staff. Cornerstone institutions like these provide high-wage, high-demand jobs to support the high quality of life in Hardin County.

BlueOval SK Battery Park: In September, 2021, officials announced that the BlueOval SK Battery Park, a joint venture between Ford Motor Company and SK Innovation, would begin construction on a 1,551-acre campus to develop electric vehicle batteries outside of Glendale. This \$5.8 billion investment will transform the employment landscape in Hardin County. The battery park will eventually employ over 5,000 people, which does not include the ancillary businesses that will support the operation, and it is expected to be operational by 2025. While a great economic driver, this project will also present some potential challenges for Hardin County with regards to temporary and workforce housing and infrastructure to support new development.

CHARACTER

A community's character reinforces who they are, tells the local history, and instills a sense of belonging. It can be the reason that makes people want to move to or visit a community and this character builds upon, and is typically defined by, the buildings, places, local schools, and people in the community. Preservation of the historic, rural communities in the county is critical to the county's character. These places instill a sense of pride for those that live there, and this is important to transfer to future generations.

The rural character and small-town feel are critical assets to Hardin County. There is a rich history and strong connection with the rural landscape through farmland that has been cultivated for generations as well as the natural environment. Significant destinations, such as Fort Knox, and historical routes, such as the railroads, have also shaped the county's character for centuries. Residents of Hardin County have a strong sense of pride in the county, and this is especially true around the rural villages of Glendale, Rineyville, Cecilia, and Stephensburg.

Cecilia is located southwest of Elizabethtown along KY 86 (Hardinsburg Road), north of the intersection with US 62 (Leitchfield Rd). Cecilia was formed at the junction of the Illinois Central Railroad's Louisville to Paducah main line and the branch to Hodgenville. The community is primarily residential with some smaller-scale retail and institutional uses, such as St. Ambrose Catholic Church and Cecilia Baptist Church. There are also some light industrial uses as well as agricultural uses in the immediate vicinity.

Glendale is located south of Elizabethtown along the Louisville and Nashville Railroad line and I-65. Downtown Glendale is east of the intersection of KY 222 (Glendale Hodgenville Rd) and KY 1136 (New Glendale Rd). There is a broad mix of residential and commercial uses along with some institutional uses. The area will also have industrial development in the future. The commercial uses are primarily located along the community's quaint Main Street. Historic Glendale is a tourist attraction and hosts the annual Glendale Crossings festival every October.

Rineyville is located northwest of Elizabethtown along KY 1600 (Rineyville Rd) and is situated along the Paducah and Louisville Railway that bisects the town. The community is predominantly residential, although there are some smaller-scale commercial uses and institutional uses.

Stephensburg is the smallest of the rural villages. It is located off US 62 along KY 1764 (Franklin Crossroads Rd), southwest of Cecilia. Stephensburg is also situated along the Illinois Central Railroad's Louisville to Paducah main line. Stephensburg is predominantly residential with some institutional and smaller-scale retail uses in the immediate vicinity.

All four of these rural villages are similar in character. They have similarities at a functional level as well – all are located along rail lines and state highways, have similar development patterns, and hold a rich history as part of Hardin County. All of these attributes create a strong identity and sense of belonging within these rural villages that should be protected and preserved.

LAND USE

Land use in the unincorporated areas of Hardin County can generally be broken down into four broad categories – agricultural/undeveloped, residential, commercial, and industrial. The predominant current land uses in Hardin County are residential and agricultural, which comprises almost 98% of the unincorporated areas. Many of the state highways also include commercial development. The way land is used can be influenced by factors including population growth, economic development, and transportation/sewer infrastructure. Effectively managing how land is used can also impact the environment and the economy.

While the predominant land uses in Hardin County are agricultural/undeveloped and residential, not all land is specifically zoned agricultural or residential. Of the almost 480 square miles in the unincorporated areas of Hardin County, residentially-zoned land comprises 461.7 square miles and agriculturally-zoned land makes up only 5.87 square miles (3,755 acres). This lower acreage of agriculturally-zoned land does not necessarily reflect the land uses accurately because the county has only had an agricultural zoning district since 2009. Additionally, industrially zoned land makes up 8.57 square miles (5,486 acres) and commercially zoned land makes up 3.19 square miles (2,044 acres).

Hardin County also has several unincorporated areas that follow a traditional village pattern with a mix of commercial, residential, and institutional uses, such as churches and schools. There are several commercial corridors in Hardin County along state highways, such as KY 313 and KY 1600. These are discussed in greater detail as individual planning areas in Chapter 2: Future Land Use Plan. Finally, Fort Knox provides a different type of land use with various military uses. Approximately 53% of the land area within Fort Knox is located in Hardin County comprising 89.1 square miles (57,353 acres).



Credit: Unknown

GOOD GOVERNMENT

Everyone benefits when government works efficiently, especially when there are ample, easy opportunities for everyone to participate in the public process. By providing access to public meetings, public documents, and public offices, the local government can ensure that everyone is welcome to participate in making Hardin County an even better place.

The Hardin County Planning & Development Commission and the Hardin County Board of Adjustments are public boards who seek public input on a regular basis. These entities have “open door” requirements that require action to be taken during a public meeting and prohibit decisions from being made outside of these meetings (KRS 81.600). However, these entities go beyond the minimum requirements and aim to engage residents and business owners. Agendas for the Planning Commission and Board of Adjustments are posted on the Planning & Development’s website as well as minutes of past meetings and staff presentations for past and upcoming hearings. Additionally, staff are always available to answer questions and receive input on specific public hearing items as well as broader development issues. The Hardin County Government also has a tool available for residents of the county to receive text updates for various items administered by the county government.

Hardin County has many dedicated government or quasi-governmental partners to coordinate growth and development in the county. These partners include entities and organizations such as the Radcliff-Elizabethtown Metropolitan Planning Organization (MPO), Fort Knox, Kentucky Transportation Cabinet (KYTC), Lincoln Trail Area Development District (LTADD), and the Hardin County Soil Conservation District. Other organizations and non-profits also play vital roles in supporting these entities in their activities.



RECOMMENDATIONS

QUALITY OF LIFE AND BUILT ENVIRONMENT

OVERVIEW

Six goals and their corresponding objectives identified in Chapter 1: Goals and Objectives are included within the quality of life and built environment element. Each of these are further explained in this section in order to provide additional details on direction and how it specifically impacts Hardin County as development occurs. It will require numerous partners, decision makers, and other organizations to implement this plan's vision through coordinated efforts in the future. This plan recognizes that these groups will need to come together and set action plans that are coordinated and encompass funding and decision makers outside of the planning commission in order to fully realize the community's vision. With this, only those policies and action steps that the Hardin County Planning & Development Commission should be responsible for leading and completing are outlined for each of the plan's goals.

GOAL 1

Promote Hardin County as a great place to live.

Availability and affordability are two housing issues facing Hardin County as well as coordinating housing growth with utility expansion. The rate of new development is sometimes outpaced by the growth pressures around the incorporated cities and Fort Knox. Hardin County has a lower cost of living and a high quality of life that many people desire; because of this, Hardin County is attractive to people working in the region as well as residents of Louisville because it is within commuting distance without the development constraints of a large city. The region's job opportunities make Hardin County a great place to live, especially for those with families because of the strong schools, great amenities, and sense of safety.

As the demand for housing continues to increase and costs also continue to soar, housing options become less affordable. This makes it difficult for lower-wage workers and young adults to secure housing. While housing availability and affordability are not new issues Hardin County, the announcement of the BlueOval SK Battery Park project further intensified the need for additional housing, both temporary housing for construction and trade workers as well as permanent housing for future employees.

Hardin County's solution is not as simple as building more houses and apartments. The availability and/or cost of extending sewer service is a key limiting factor as well as aligning new housing development with the capacity of the various public services and attracting additional developers to the county.

OBJECTIVES

HOUSING

OBJECTIVE 1.1

Promote a variety of housing types to accommodate all ages, abilities, family types, and incomes.

OBJECTIVE 1.2

Promote high-quality residential development, including temporary workforce housing and multi-family residential developments.

OBJECTIVE 1.3

Support rehabilitation programs that preserve the existing housing stock and encourage the adaptive reuse of existing buildings.

OBJECTIVE 1.4

Support a supply of housing that responds to population and employment growth.

OBJECTIVE 1.5

Allow for affordable housing options that are compatible with adjacent uses, such as accessory dwelling units, manufactured homes, and mobile home parks.

OBJECTIVE 1.6

Enforce a system of contemporary building codes that enable energy efficiency and the creative design of buildings.

OBJECTIVE 1.7

Encourage the preservation of existing neighborhoods and rural villages through enhanced development standards and compatible uses.

HOUSING GROWTH: Objective 1.4

The Hardin County Chamber of Commerce, in coordination with Elizabethtown-Hardin County Industrial Foundation, ECTC, and Baptist Health Hardin, completed a study in August of 2023 to determine the anticipated growth within the county. Housing growth should be anticipated in both the short and long term. Based on current projections, Hardin County will need 8,800 housing units to accommodate the growth associated with BlueOval SK. In the short term between 2024 and 2025, the county is expected to need housing for up to 2,500 full time employees.

HOUSING AFFORDABILITY: Objective 1.5, 1.6

Affordability is a big concern for many in Hardin County, and this will only become a larger issue in the future. The market will largely direct the affordability of housing but zoning and subdivision regulations also impact this. Advancements in building materials and construction best practices have allowed for the ability to provide an energy efficient dwelling that could reduce housing costs by reducing utility costs. For example, large lot size requirements push development further into the agricultural area, requiring higher costs for utility extensions and higher lot costs for home buyers. Additionally, options such as accessory dwelling units can provide affordable rental options and also offer property owners the potential for additional income as well as the flexibility to use their property. Planning for a variety of housing types, price points, and ownership types (such as rentals) with several densities is needed to ensure that the growing housing demands will be met.

To support housing prices that are affordable for those who work and want to live in Hardin County, additional housing types could be utilized. Multi-family dwellings (such as apartments) can provide numerous units in a relatively affordable manner; however, the necessary infrastructure and utility capacity needs to be available. Other options, such as manufactured homes and mobile home parks, provide an affordable housing option that can be implemented quickly to meet a surge in housing demand. RV parks and campgrounds are also another similar option to address temporary housing needs for construction and trade workers. RV parks can be quickly constructed and have the benefit of future redevelopment since there is minimal permanent infrastructure in place. Tiny homes are another affordable option because they are significantly smaller than traditional dwellings and therefore cost less to construct. Tiny homes could be an option for those who desire a smaller living footprint or want to significantly downsize. Finally, accessory dwellings can also provide affordable options since they are typically smaller and incidental to a single-family house on the same property. They can also supplement income for the property owner.

HOUSING AVAILABILITY: Objectives 1.1, 1.2 & 1.3, 1.7

The expected housing needs in the next five years are anticipated to initially outpace housing availability. Temporary workforce housing will be the initial housing needs to be met, followed by the need for a variety of housing types for the influx of new residents and associated population increase.

Temporary housing needed during the multi-year construction of the battery park has multiple challenges. These workers will typically relocate to the county for a short period, from just a few months to potentially a few years. Because of the shorter duration, they are looking for rental units, such as apartments, extended stay hotels, or even campgrounds for RVs. Regulations should be considered on ways to accommodate the need for temporary housing while also protecting the long-term viability of these uses.

In contrast, housing to accommodate the 5,000 new jobs at the battery plant, some of which will be relocating to Hardin County, will also be needed long-term. It is anticipated that multiple types of housing will be needed to accommodate the preferences of these workers as well as the quality of life amenities they expect. This will likely include high-density housing and multi-family residential developments such as apartments, townhomes, and patio homes. Another option to increase the housing stock throughout the county is to encourage the rehabilitation of the existing housing and infill sites with adequate access to infrastructure. The current regulations should be evaluated to adequately accommodate these housing types as well as encourage infill and rehabilitation.

It is also important to evaluate that housing growth align with infrastructure, specifically sewer. County officials should also coordinate with utility providers, such as the City of Elizabethtown and Hardin County Water Districts No.1 and No. 2, to plan for residential growth that follows the expansion of infrastructure.

ACTION STEPS HOUSING

- 1. Evaluate the findings from the Chamber, Industrial Foundation, ECTC, and Baptist Health Hardin Study and determine if any impacts should be considered by the Planning Commission for future housing growth.**
- 2. Evaluate the zoning regulations to determine needed amendments to support housing affordability and availability, specifically minimum lot sizes, density, permitted dwelling types (such as apartments, townhomes, and patio homes), and zoning incentives to encourage rehabilitation or infill.**
- 3. Consider amendments to the zoning ordinance and subdivision regulations to incentiveize planned residential developments over scattered single-parcel development.**
- 4. Evaluate standards that should be placed on temporary housing solutions, such as RV parks, in order to protect the long-term viability of these uses.**
- 5. Revise land use regulations to increase the density for single-family and multi-family residential developments where the necessary infrastructure and services are available (including sewer, professional fire departments, and emergency services.)**
- 6. Evaluate reducing the minimum lot sizes in the rural areas.**

GOAL 5

Create opportunities for high-wage, high-demand businesses and industries to locate in Hardin County.

Hardin County has a solid foundation for businesses and industries to be successful through partnerships with the Elizabethtown-Hardin County Industrial Foundation, Hardin County Chamber of Commerce, and Radcliff Small Business Alliance. This economic base of both small and large businesses has created a range of job opportunities, increased the quality of life, and capitalized on the region's lower cost of living. Hardin County is now on the cusp of additional rapid growth in the coming years. Even with this on the horizon, economic development is a continual process that can build on the current successes and provide economic stability and resiliency in the future. By placing a focus on economic development, the county can continue to expand workforce opportunities and attract amenities that residents desire in their communities.



Credit: Nataliya Hora



Credit: Elizabethtown-Hardin County Industrial Foundation

OBJECTIVES

ECONOMIC DEVELOPMENT

OBJECTIVE 5.1

Promote high-wage businesses and targeted industries to locate or expand within Hardin County.

OBJECTIVE 5.2

Work with partners to identify and attract targeted businesses that diversify the local economy and capitalize on local economic assets.

OBJECTIVE 5.3

Continue to support the Fort Knox Military Reservation through coordination and planned growth.

OBJECTIVE 5.4

Provide adequate space for the proper location of commercial and industrial uses.

OBJECTIVE 5.5

Align educational opportunities with current and future employment needs within the county.

OBJECTIVE 5.6

Support the viability of agricultural businesses within the county.

OBJECTIVE 5.7

Support the continued operation of the Elizabethtown Regional Airport.

OBJECTIVE 5.8

Encourage small-scale businesses within the rural villages with a focus on the redevelopment of vacant buildings and sites.

OBJECTIVES, CONT'D.

ECONOMIC DEVELOPMENT

OBJECTIVE 5.9

Promote the expansion of existing businesses and industries within Hardin County.

OBJECTIVE 5.10

Support small business development and entrepreneurship within Hardin County.

OBJECTIVE 5.11

Continue coordination and cooperation with key partners including the Elizabethtown-Hardin County Industrial Foundation and the Hardin County Chamber of Commerce.

OBJECTIVE 5.12

Promote the expansion and employment of investment opportunities in Hardin County.

OBJECTIVE 5.13

Promote the development and prosperity of small businesses, and promote the expansion of existing businesses and industry in Hardin County.

BUSINESS AND INDUSTRY ATTRACTION AND RETENTION: Objectives 5.1, 5.2, 5.7, 5.9, 5.10, 5.12, 5.13

Hardin County has a strong manufacturing and goods production base, which offers very competitive wages. The T.J. Patterson Industrial Park provides both large and small sites for industries with access to interstates/parkways, rails, and utilities. Partners such as the Elizabethtown-Hardin County Industrial Foundation, Hardin County Chamber of Commerce, Radcliff Small Business Alliance, and ECTC all strategically align to support business attraction and retention through various efforts.

Additionally, the BlueOval SK Battery Park will bring in thousands of high-wage jobs and is expected to attract other high-wage businesses that will provide operational support. The expansion of existing businesses should also be encouraged if adequate infrastructure is in place. Existing commercial and industrial uses in the rural, unincorporated areas should be permitted to expand if it does not impact nearby property owners or the natural features of the area.

Continued collaboration with the Elizabethtown-Hardin County Industrial Foundation is important in order to foster a coordinated effort to retain the existing businesses while also attracting targeted and diversified industries, and industries that will support the battery park. The Elizabethtown Industrial Park is right on the city/county line, but still plays an important role in the growth and development of the county. Future expansion of the industrial park would be into the county, so cooperation between entities is beneficial.

The Hardin County Chamber of Commerce is another invaluable partner in business attraction and retention. The partnership between county staff and the chamber can maximize the ability for the chamber to bring high quality jobs to the county. The Radcliff Small Business Alliance is another important team member in moving Hardin County forward by promoting and advocating for the interests of small businesses in Radcliff and Vine Grove.

The Elizabethtown Regional Airport plays an important role in economic development that provides accessibility to business executives, as well as some freight transportation. This asset should continue to be supported as the community and the regional economy grow.

COORDINATED AND COMPATIBLE GROWTH:

Objective 5.3, 5.11

Fort Knox is a valuable partner, major employer, and economic engine within the county. The total annual economic output is about \$4.8 billion, with \$1.3 billion in payroll and entitlements. Fort Knox, as a single entity and location, is second only to UPS as Kentucky's largest employer. There are almost 5,600 facilities on the installation, and the total cost to rebuild infrastructure (replacement value) is \$11.1 billion.

Fort Knox also has a large impact to the county and region's population. The installation's daytime population during the work week is about 26,000 people, and about 100,000 people travel to Fort Knox for mission purposes each year. Additionally, almost 59,000 retirees and their dependents live within a 40-mile radius of the Army post.

In 2024, the Army Command Assessment Program (CAP) will be permanently stationed at Fort Knox. The program is used to evaluate the best talent to serve in consequential leadership positions across the Army and thousands are expected to visit the Army post each year for this program.

Coordination with the Garrison command, particularly with regards to the unincorporated areas that surround Fort Knox in the KY 313 Corridor, is critical in order to support the mission of the installation and reduce land use conflicts. The county should continue to play an active role with the installation in terms of compatible uses and development in the KY 313 corridor.

PLANNED GROWTH: Objectives 5.4

There are approximately 5,486 acres in Hardin County currently zoned either Light Industrial (I-1), Heavy Industrial (I-2), or Industrial Holding (IH). Additionally, there are almost 2,000 acres currently zoned commercial (B-1, B-2, C-0, C-1, or C-2). These businesses and industries contribute to the local economy and future locations for industrial and commercial should be coordinated with water and sewer utilities. Having adequate land zoned for industrial and commercial growth and expansion is important and should be coordinated with the Elizabethtown-Hardin County Industrial Foundation and T.J. Patterson Industrial Park.

EDUCATION AND TRAINING: Objective 5.5

Large employers in the county have specialized training and educational needs and therefore, have created partnerships with Elizabethtown Community & Technical College (ECTC) to ensure their talent pipeline. However, this is not possible for the vast majority of businesses and industries. Instead, they rely on the local school system, both primary and secondary, to provide education and training to prepare people for the workforce.

Hardin County Schools offers the Early College & Career Center (EC3) program. This program includes different pathways to career readiness, including automotive technology, computer science, welding, and culinary arts. Continued coordination between the Hardin County Schools, the Elizabethtown-Hardin County Industrial Foundation, ECTC, and WKU (Elizabethtown campus) is essential in shaping these pathways to meet the needs of current and future employers in Hardin County.

RURAL ECONOMIC DEVELOPMENT: Objectives 5.6, 5.8

Hardin County is fortunate to have active and passionate leadership at the Farm Bureau. It is a priority of the community to protect and preserve farmland, and coordination with the Farm Bureau can provide insight into best practices to support agricultural businesses at a county level.

The rural villages also offer a glimpse back to the historic village pattern that was centered at rail stops. They offer an identity to those that live in and around them. As markets and development patterns shift over time, there is an opportunity to redevelop and reuse existing buildings and sites in a way that provide support for the rural areas and businesses. These villages can also be hubs for agricultural tourism, or agritourism. From u-pick farms, pumpkin patches, and animal interactions to farm-to-table restaurants and farmer's markets, these uses can create tourism, jobs, and entertainment options in rural areas. Agritourism can also help to preserve productive farmland and further reinforce the county's identity. Capitalizing on this movement will allow Hardin County to further celebrate their identity and oldest industry.

ACTION STEPS ECONOMIC DEVELOPMENT

- 1. Coordinate future economic development uses and sites with the Industrial Foundation, Fort Knox, and utility providers to coordinate efforts.**
- 2. Review zoning regulations and districts located within the rural villages to determine if amendments are needed to align with this plan.**

GOAL 6

Preserve Hardin County's history and culture through the recognition and preservation of its historic sites, rural character, and natural surroundings.

OBJECTIVES CHARACTER

OBJECTIVE 6.1

Recognize the significance of historic sites within Hardin County that are designated or eligible to be designated as Historic Sites in Kentucky and/or the National Register of Historic Places.

OBJECTIVE 6.2

Preserve and protect the rural villages, historic towns, and agricultural landscape in Hardin County, and encourage appropriate redevelopment opportunities that protect the rural and historic character.

OBJECTIVE 6.3

Encourage the adaptive reuse of historic structures and sites in a way which is compatible with their historic character.

OBJECTIVE 6.4

Promote and support public libraries, museums, and cultural activities.

OBJECTIVE 6.5

Promote the development of standards and guidelines for commercial developments, including site and building design criteria and enhanced landscaping requirements.

Hardin County has a rich history, from its historic agrarian identity and growth along the rail lines to its continued relationship with Fort Knox to its role as a hub for manufacturing. Historic Elizabethtown and the rural villages are also an iconic element for the historic character and identity of the county. Having a community identity, or having a robust collection of historic sites, can create a distinct character of a community where people want to visit and where they want to live. Protecting historical sites and fostering this identity should not only strengthen the desire for residents to stay in Hardin County, it can also be a driving force in individuals and families relocating to Hardin County.

HISTORIC STRUCTURES AND RURAL VILLAGES:

Objectives 6.1, 6.2, 6.3

Hardin County has numerous historic sites and buildings within the rural villages as well as throughout the county. These places can instill a sense of pride among residents, be drivers of tourism, and reinforce the county's character. They represent a story from the community's past and provide an opportunity for future generations to understand their significance. These sites and structures cannot be replaced or replicated. When applicable, the county should encourage these historic places to become designated by the state and placed on the national register to support their protection and to help facilitate state and federal funding for their renovation and restoration.

Preservation and adaptive reuse of the historic sites and structures should be a priority. While changes to the interior are not as critical to be done with a historical nature, the exterior of these structures should be restored or preserved in a way that reflects the historic character of the building and/or area. Reuse of these structures not only improves the visual appeal from the street and nearby properties, it also supports the historic and existing development patterns.

The rural villages in Hardin County are unique; like the county's historic buildings, they reinforce the county's character, create a sense of belonging, and provide opportunities to foster small businesses in the county. Their individual character is reinforced by the concentration of houses, local businesses, churches, schools, and other destinations. New development within these historic villages should be encouraged if it is aesthetically compatible with the surrounding development, reinforces the village's character, continues the existing development pattern, and is compatible with existing land uses.

Hardin County has a diverse natural landscape. From the steep terrains of the northeastern part of the county to the rolling agricultural landscapes of the southern areas, these natural landscapes are deeply connected to the character of the county and those that live here. Preserving natural features can provide opportunities for recreation and can play a role in regulating the water quality in the area.

CULTURAL DESTINATIONS: Objective 6.4

Cultural institutions, such as libraries, schools, churches, and museums, are some of the most coveted amenities within communities. These institutions serve many functional purposes, from supporting learning, literacy, and education to being a place that is a haven for those without access to these resources. However, they provide more than just a place to learn or gather; these places become community anchors, create civic pride, and instill a sense of belonging with residents – all of which builds the character of the county. Because of this, it is important for the county to be a partner with these institutions.

There are many civic groups that operate throughout Hardin County, including the Cecilia Ruritan Club, Veterans of Foreign Wars (VFW), Rotary Club of Hardin County, American Legion, Lions Clubs, Optimist Club, and the Masonic Lodges, to name a few. Additionally, there are many churches throughout the county, representing all types of faiths and religions. Churches and civic organizations across Hardin County provide a foundation for an identity and character that is important.

DESIGN STANDARDS: Objective 6.5

The visual appeal of the public roadways or rights-of-way and adjacent private development are leading contributors that define a community's character and image. Having robust site design criteria can enhance the built environment. Placemaking, or designing places that capitalize on the local assets and character and also create public spaces that improve the community and well-being, should be encouraged within the villages. This can assist in creating places where people enjoy being, instead of a place people just need to go. This can also translate into private development. Building material, landscaping requirements, and signage standards are elements that are immediately noticeable as well as site layout. The existing zoning ordinance should be reviewed and amendments should be considered to create minimum design standards for the key corridors and villages within the county. By creating inviting and attractive public spaces, placemaking and enhanced design standards can encourage people to spend more time outside and can increase economic activity.

ACTION STEPS CHARACTER

1. Evaluate if additional design standards are needed in the rural villages in order to protect their character and charm.
2. Consider adopting building and site design standards for development, specifically non-residential, that is located along high-traffic corridors in the county.
3. Evaluate signage standards and regulation in the villages and along key corridors.
4. Consider creating a placemaking program to develop and implement placemaking projects within Hardin County.
5. Support the development of a plan to foster the Agritourism industry in Hardin County as a way to promote agriculture and local businesses throughout the county.
6. Work with partners to support the rehabilitation of historic structures throughout the county.

GOAL 8

Proactively plan for quality development that is compatible with surrounding land uses and responds to market demands.

Land use is something that directly impacts everyone, even if they don't know exactly what "land use" means. How the environment is built and shaped has real ramifications and impacts to residents and visitors alike. With potential exponential growth on the horizon, how land use is coordinated today will influence the county for many generations.



OBJECTIVES

LAND USE

OBJECTIVE 8.1

Ensure that new development and redevelopment complies with the county's future land use plan and future land use map.

OBJECTIVE 8.2

Define areas within the county for the highest and best use for residential, commercial, industrial, and agricultural that make effective use of existing and proposed services and facilities.

OBJECTIVE 8.3

Evaluate and revise the Hardin County Zoning Ordinance and Subdivision Regulations to align with the goals, objectives, and policies of the Comprehensive Plan.

OBJECTIVE 8.4

Coordinate industrial growth with the Elizabethtown-Hardin County Industrial Foundation, City of Elizabethtown, and other entities.

OBJECTIVE 8.5

Ensure that the location of future large-scale utilities is compatible with surrounding land uses.

OBJECTIVE 8.6

Adopt design standards for specific elements, such as signs, to reinforce Hardin County's character and image.

OBJECTIVE 8.7

Restrict noise-sensitive land uses (such as housing) near major noise generators, including major highways, railroads, firing ranges, loud industry, and the Fort Knox Military Reservation.

OBJECTIVE 8.8

Encourage that all land uses are developed in a manner compatible with surrounding land uses.

OBJECTIVE 8.9

Facilitate a good transition between land uses of a variety of types and densities, such as screening, landscaping, and transitional or form-based zoning.

PLANNED FUTURE GROWTH: Objectives 8.1, 8.2, 8.3, 8.6 & 8.7, 8.8, 8.9

The county's future land use plan provides specific guidance on areas in the county that may have unique features that may influence what type of development is best suited in a location. This three-step process provides development guidance that includes the best types of uses, site considerations, access and utility requirements, and environmental impacts. As development occurs throughout the county, it is essential that approvals are made based on this plan in order to prevent conflicts. For example, residential is discouraged in the unincorporated areas surrounding Fort Knox due to noise impacts from the base, and high intensity commercial and industrial uses are discouraged from the western part of the county to protect the source water areas. While Fort Knox is a valued partner and community member, the accompanying land uses associated with base activities can be incompatible with certain types of land uses. The county's development should be closely coordinated with the base's plans.

Periodic review of the zoning and subdivision regulations allow staff and commission members to see what is working within the codes and where revisions are needed. These reviews should include alignment with goals, objectives, and policies within the comprehensive plan, but should also be conducted for deficiencies or discrepancies in the code. This includes evaluating sign standards that balance their function with the impacts to the character and safety of the community.

While sign standards and messaging can be tricky to navigate and regulate, signage is a vital element for many businesses. Signs can also become unsightly and dangerous from deferred maintenance and abandonment. Staff should review the current zoning ordinance and revise the signage standards to create the aesthetic character and image desired for the county.

HIGHEST AND BEST USES: Objective 8.2

The highest and best use of a property balances dozens of factors, such as site considerations, infrastructure condition, utility capacity, and impacts on properties in the vicinity. Other factors can include the development potential and the market demand for different uses of the property as well as the overall, strategic vision of the larger community. Determining the highest and best use of an area can maximize not only the value of land in an area but also the public and private investment in the required infrastructure and utilities needed to serve that development. Ultimately, strategically and comprehensively addressing land use can help local governments to effectively direct development in these areas to minimize conflicts and impacts to other areas of the county.

COORDINATION: Objective 8.4

Continued cooperation and coordination with other departments, incorporated cities, partners, and organizations as it relates to land use can allow for small issues to be resolved before they become larger issues. Partners like the Elizabethtown-Hardin County Industrial Foundation, Hardin County Chamber of Commerce, and Radcliff Small Business Alliance understand land and market conditions and constraints. This coordination can identify obstacles to future industrial expansion and allow coordinated industrial growth, infrastructure, and utilities in the most appropriate places for future industrial land.

UTILITIES: Objective 8.5

Finding appropriate locations for large-scale utilities is in the best interest of everyone. Appropriate locations can alleviate concerns of utilizing farmland for industrial uses. It can also be appropriate to site them in locations close to major transmission areas for more effective power transmission.

ACTION STEPS

LAND USE

1. Complete a periodic review of the zoning ordinance and subdivision regulations to identify any amendments that are needed to align with future comprehensive plan updates, market trends, or other issues.
2. Work with the Elizabethtown-Hardin County Industrial Foundation, Hardin County Chamber of Commerce, and the Radcliff Small Business Alliance to identify market trends and business needs as it relates to the zoning ordinance and subdivision regulations.
3. Coordinate development proposals and development patterns with officials at Fort Knox and their long-range plans.
4. Identify appropriate locations for large-scale utilities that aligns with the comprehensive plan.
5. Evaluate potential amendments to the sign standards that provide additional regulation for visual and safety impacts.
6. Periodically evaluate current versus future staffing levels that are needed to effectively administer planning and development functions in Hardin County.
7. Conduct an assessment of the future land use map on an annual basis to ensure the use of land in Hardin County is done in an appropriate and efficient manner.
8. Complete a small area study for the Glendale Planning Areas to better prepare for the anticipated growth.

GOAL 9

Foster a culture of coordination and collaboration with residents, regional partners, and local governments.

Good things happen when public participation is increased. When residents believe that they are heard by their public officials, trust can be fostered in the work the officials are doing. Being able to participate in the public process is fundamental to the system of government in place. It is difficult today to actively participate in the governmental process, and contemporary technologies should be utilized to foster an increase in public participation.

OBJECTIVES

GOOD GOVERNMENT

OBJECTIVE 9.1

Establish effective coordination between the various city and county governments as development occurs, including coordinating annexation.

OBJECTIVE 9.2

Create an open and accessible platform for citizen participation to ensure input is equitable, non-discriminatory, and responsive.

OBJECTIVE 9.3

Continue collaboration with county departments and key partners (such as Fort Knox, Lincoln Trail ADD, Lincoln Trail Health Department, Hardin County Schools, KYTC, water districts, utility companies, and others) to support long range planning efforts and regional collaboration.

OBJECTIVE 9.4

Coordinate development operations with other departments of county government, public boards including the Planning Commission and Board of Adjustments, and the Hardin County Fiscal Court.

LOCAL COORDINATION: Objectives 9.1, 9.3, 9.4

Hardin County has a strong, long-standing relationship with the city governments in the county. Coordination between the local governments provides assurances to community members that government is working together to ensure that services are offered efficiently and to everyone in Hardin County. Additionally, as the cities continue to expand and annex land as development occurs, this annexation should also be coordinated with the city and county to ensure public infrastructure (such as roads) are appropriately maintained as well. Regular coordination meetings, such as quarterly, between the county, cities, and key partners can ensure that development is coordinated and issues that arise can be discussed with those key partners.

CITIZEN PARTICIPATION: Objective 9.2

There have been many advances in the past ten years with internet-based meeting platforms, online engagement, and just spreading information quickly. Providing increased access to development applications and public hearings allows a broader range of residents to engage in the public process. Further, providing ways to provide feedback online can also increase public participation and buy-in.

ACTION STEPS GOOD GOVERNMENT

1. Hold regular coordination meetings with the cities, Fort Knox, and other entities to address future development and potential annexation.
2. Evaluate options to increase online public engagement, such as social media.



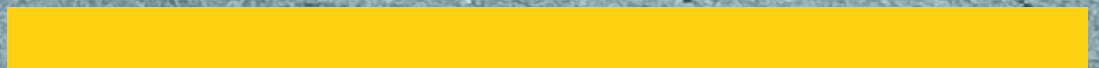


Hardin County
Water District No. 2

Glen D. Dalton

White Mills
Water Treatment Complex

CHAPTER 5 COMMUNITY FACILITIES AND UTILITIES



INTRODUCTION

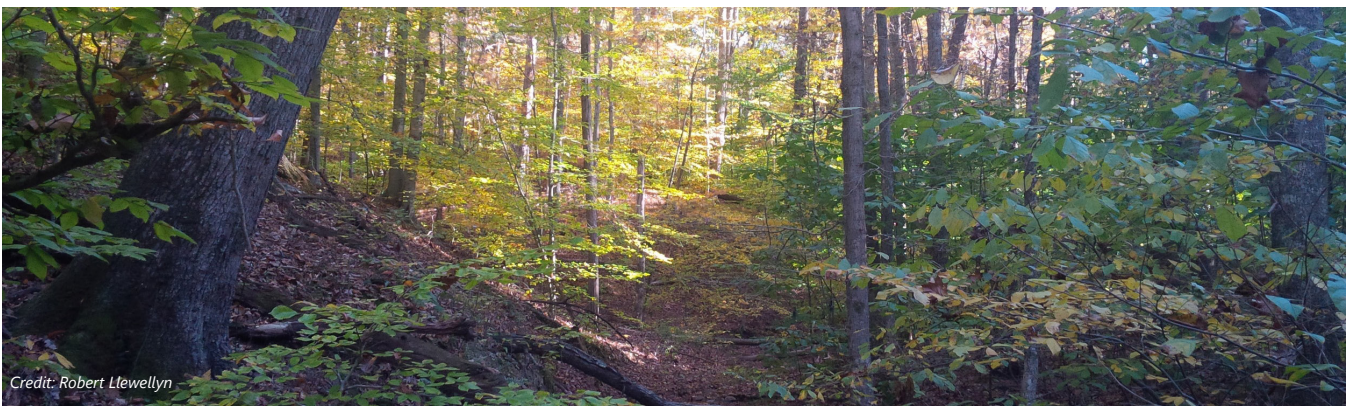
Community facilities and utilities are essential to providing a high quality of life in Hardin County. The various services and facilities that are provided by local governments, public entities, non-profits, and private businesses include amenities such as museums, libraries, parks, and other cultural centers as well as facilities such as government buildings, fire departments, and police stations. Utilities can include both public and private providers of water, sewer, electric, natural gas, telephone, cable, and broadband service. Community facilities and utilities not only provide important and required services, but they are also important for providing access to the necessities for a healthy and productive lifestyle.

The following is intended to provide an overview of the existing community facilities and utilities within Hardin County. Additional data and more detailed analysis can be found in Appendix B: Existing Physical Conditions Analysis.

RECREATIONAL FACILITIES AND OPEN SPACE

As part of the many important facilities that serve community needs, recreational facilities and open spaces serve an important role for promoting healthy lifestyles and well-being of the county's residents. Adequate recreational facilities and open spaces are amenities that residents expect within their community. They are needed to maintain and attract new growth and also provide a means for people to physically connect with their environment and community. These facilities also often serve as ways to preserve important and sensitive natural areas and resources. Well-designed recreational and open spaces can also provide a public health benefit by providing easy options for activity and exercise.

Unincorporated areas within a county often have historic and culturally significant places that can be part of open space and recreational uses and can serve as connections for civic engagement with the larger county and region. These open spaces and recreational facilities are a driver and important consideration when people and businesses are making decisions on where to live or locate. The availability of open space and recreational facilities generally also have a positive impact on property values, reduces pollution, and attracts visitors. With the anticipated residential growth in Hardin County, it will be important to consider these types of facilities in the overall needs of the community.



Credit: Robert Llewellyn

There are only a few public and semi-public recreational facilities within Hardin County. The Vernon-Douglas State Nature Preserve is a public area that is located in north eastern Hardin County off the Bluegrass Parkway. This 730-acre preserve was created to protect mature second-growth forestland and includes five miles of hiking trails through rugged terrain. The Jim Scudder State Nature Preserve is publicly-owned area that protects one of the best remaining examples of limestone glades in Kentucky as well as several rare plant species. The Hardin County Fiscal Court dedicated 58 acres of county property in 1987, initiating the Kentucky Nature Preserve's first land protection partnership with local government. An additional 109 acres were dedicated in 2005 and 64 acres added in 2009. Numerous parks and recreational facilities are also owned and operated by the cities within the county.

The county mainly relies upon local non-profits and community organizations to develop and maintain recreational facilities within the smaller villages, such as the Rineyville Community Park, Glendale Park, White Mills Community Park, and South Hardin Sports Fields in Cecilia. Taylor Bend Park is also a privately-owned park that is located on the Nolin River south of Glendale.

Some recent subdivision developments have included open space, such as the 14-acre Beckley Woods Nature Preserve in the Beckley Woods Subdivision on New Glendale Road, and a pocket park in Ambrook Estates in Stephensburg. Additional open space or preservation of natural areas should be encouraged as part of subdivision review and design as well as potential county-owned recreational facilities or open spaces where feasible.

Similar size counties in Kentucky, such as Daviess, Warren, and Madison Counties, have dedicated parks, recreational facilities, and nature preserves that include passive and active recreation. Many also have regular programming that includes seasonal sports leagues and regular events. These amenities can reinforce civic engagement and community connections, provide a family atmosphere, and support opportunities for highlighting local history and culture.



UTILITIES

Utilities are essential services that are critical for the operation of a community. They comprise a broad range of necessities including sewer, water, electricity, natural gas, telecommunications, and broadband. Utilities can often be taken for granted, but they can face critical challenges such as aging infrastructure, regulatory constraints, and environmental concerns. Coordination between county officials and utility partners is vital to ensure that adequate and efficient access to utilities is available for new developments.

The following provides a highlight of the existing utilities within the county. Additional data, current capacities, and maps can be found in Appendix B.

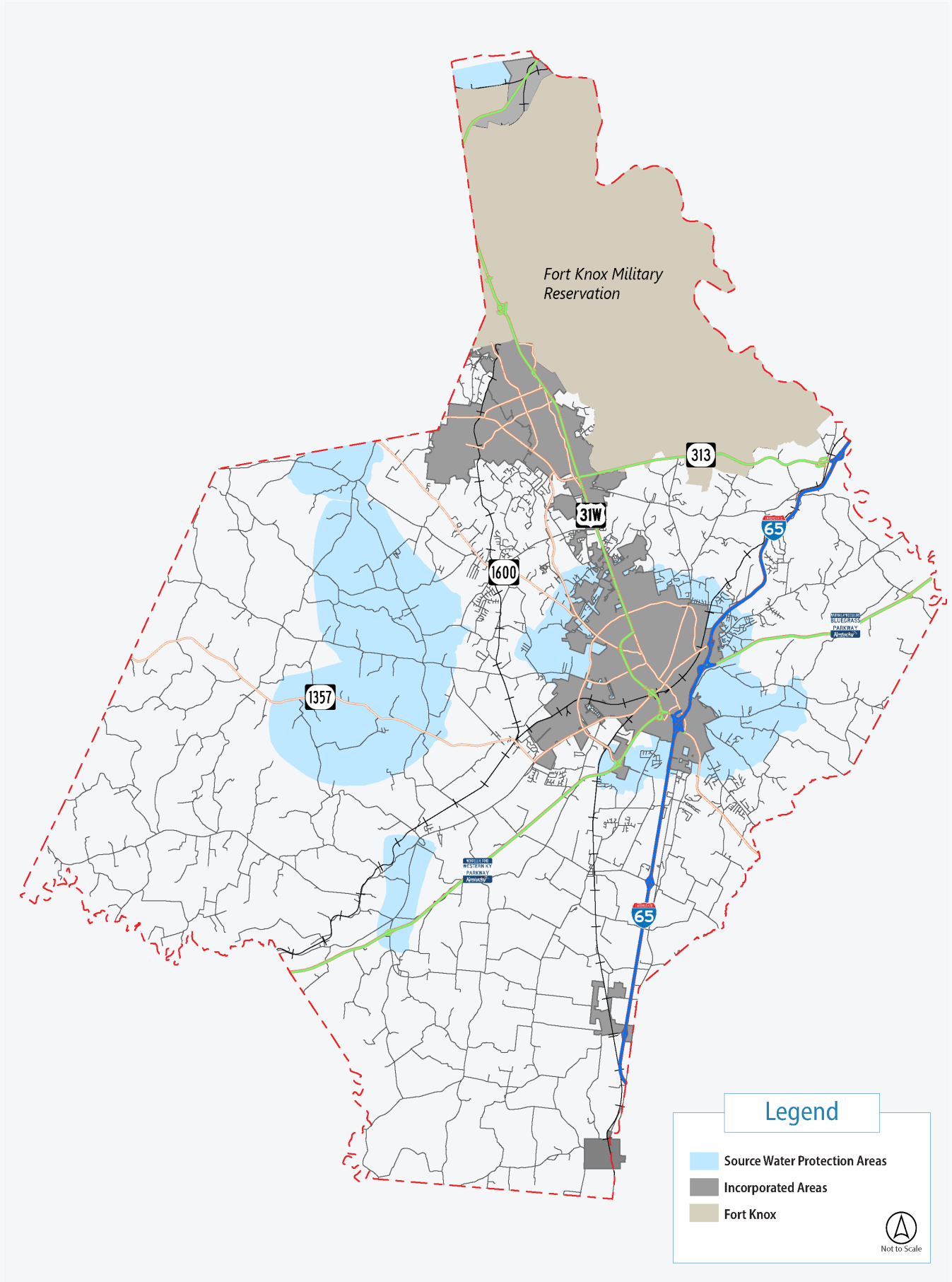
Water Supply & Water Sources

Public water supply should be considered with any development proposal. Water utilities provide important insight for development potential. Because of this, a hydraulic analysis should be performed to determine if the availability of water is adequate to serve the proposed use or development. Additionally important, the Source Water Protection Areas used by the water districts need to be protected. Any development projects in the Source Water Protection Areas should comply with the Source Water Protection Plans established by the water districts. There are only a couple of areas in Hardin County that do not have public water service. The area of Mount Olive Road west of Sonora-Hardin Springs Road (KY 84) in the western portion of the county does not have public water available. Additionally, there is an area north of the Joe Prather Highway (KY 313) along Wooldridge Ferry Road that does not have public water available. The other areas of the county that don't have public water readily available is the area where Bardstown Road intersects with Lower Colesburg Road and Youngers Creek Road and south across the Bluegrass Parkway and about 75 parcels just south of Vine Grove.

Hardin County is currently served by multiple public water systems: Hardin County Water District No. 1, Hardin County Water District No. 2, and the Vine Grove Water Municipal Systems. Hardin County Water Districts No. 1 and No. 2 cover both the unincorporated areas of the county as well as the urban cores of Elizabethtown (Hardin Co. Water District No. 2) and Radcliff (Hardin Co. Water District No. 1). Vine Grove provides distribution services, but does not operate their own treatment facility. Bardstown Water Company has limited service lines connecting some households near the Bluegrass Parkway and US 62; however, they are not providing new extensions to the area.

Hardin County Water District No. 1 produces 3.4 million gallons per day, with the ability to purchase an additional 3.5 million gallons per day from the Louisville Water Company and Hardin County Water District No. 2 when needed. Hardin County Water District No. 1 owns Fort Knox's Muldraugh Water Treatment Plant and distribution system that has the capacity to produce 7 million gallons per day. The plant is sourced from ground water from the West Point well field near the Ohio River. Hardin County Water District No. 2 produces a total of 11.1 million gallons per day at its two treatment facilities with the ability to purchase an additional 5 million gallons per day from the Louisville Water Company.

Both Hardin County Water Districts have completed interconnects between each other and with the Louisville Water Company so that supplementary supply can be directed where needed. Hardin County Water District No. 1 also has a contract to oversee management of the water system at Fort Knox. Both Hardin County Water Districts are regulated by the Kentucky Public Service Commission. Water supply planning is conducted on a regional level with needs analysis and project planning through the Lincoln Trail Area Development District Water Supply Council.



Sewer and Septic Systems

Public wastewater service has generally been limited to incorporated areas within Hardin County. Most unincorporated areas utilize on-site treatment (septic systems). The use of on-site systems can be appropriate for low density development on sites with appropriate soil characteristics. Areas in western Hardin County with karst topography may need additional review for on-site systems, as the terrain and soils may not be compatible with necessary natural treatment processes. Historically, Hardin County has seen a much higher average of permitted septic systems than comparable counties in the state. Fiscal Court has adopted a zoning ordinance (*Hardin County Development Guidance System*) that regulates when and where developments must connect to public sewers rather than permitted septic in areas with sewer service. As development density increases in the County, it may be necessary to implement some level of public sewer in these growth areas.

The City of Elizabethtown, Hardin County Water District No. 1 (Radcliff service area), and the City of Vine Grove have wastewater treatment plants that primarily provide centralized treatment to EPA standards for their respective municipal boundaries. Hardin County Water District No. 1 also provides sewer service in areas around Radcliff with a capacity of 6 million gallons per day and an average of 1.6 million gallons per day; Hardin County Water District No. 1 owns and operates the Fort Knox Wastewater Treatment Plant.

Hardin County Water District No. 2 previously completed regional wastewater studies to identify areas within their service territory in need of centralized treatment now and into the future. Since those studies, Hardin County Water District No. 2 completed regional sewer efforts resulting in the development of trunk conveyance lines servicing specific areas in southern Hardin County, including the BlueOval SK Battery Park and downtown Glendale. Continued cooperative efforts for efficient sewer service in more densely developed rural areas are recommended to be continued.

Electric

All of Hardin County has electric service available and is served by three electric utilities, Kentucky Utilities, East Kentucky Power, and Nolin Rural Electric Cooperative. Service areas for these utilities are defined and set by the Public Service Commission. Coordination between the county and these providers is important to minimize conflicts between utility locations within developments. Electric service has generally been available with adequate capacity; however, higher intensity land uses may require more extensive coordination and planning with electric providers.

Natural Gas

Unincorporated Hardin County has only limited natural gas service. Where available, it is provided by Elizabethtown Gas Department and Louisville Gas & Electric (LG&E). The Elizabethtown Gas Department manages a gas storage facility near Cecilia, and all development proposals in this area must comply with the established easements for the properties that are part of the storage area.

Telecommunications and Broadband

Hardin County is adequately served by traditional landline telecommunications. According to Broadband Now, an organization that analyzes bi-annual FCC reporting from service providers on coverage, the majority of the county has numerous broadband providers, including Windstream, Comcast, and Brandenburg Telecom; however, there are areas of the county that have fewer options that often offer lower speeds. The Federal Communications Commission (FCC) sets baseline thresholds for broadband service across the country, which is currently 25 Mbps (download). While this baseline provides internet service, it does not typically meet today's needs. The central, southern, and western parts of Hardin County have average download speeds that far exceed the FCC baseline, but areas in northern and eastern Hardin County may not have the broadband capabilities to facilitate today's broadband needs.

With the changing landscape of broadband access and connectivity needed for commercial, educational, and personal use, continued advancement and investment is necessary by providers for unincorporated areas. Recent trends in remote work and e-learning brought to light the need for widespread affordable connectivity. Cellular communications are generally available with at least 4G LTE services across the county, with 5G service available around Elizabethtown and southern areas of Hardin County.

Community facilities and services are an integral part of the character of a community. Adequate and efficiently provided community facilities are needed so that Hardin County can prosper and have an excellent quality of life, including emergency response, public safety, education, and healthcare. Hardin County has been fortunate in that the public services and community facilities have been adequately provided for in the past and have not been an overriding factor in determining growth patterns.

Coordinating plans such as this and other information from local governments plays a key role in helping guide the provision of these services to the community at large.

Emergency Response Services

The Hardin County Emergency Management Service (EMS) has the demanding task of coordinating response efforts among various agencies during emergency events. Their office is in Elizabethtown and is associated with a broader State Emergency Management network. This network provides a coordinated system of mitigation, preparedness, response, and recovery to the lives, environment, and property across the Commonwealth. Hardin County Emergency Management assists and acts as a liaison between governmental agencies, such as FEMA during states of emergency. They also provide preparedness plans for Hardin County associated issues, such as severe weather outbreaks or hazardous materials.

The Hardin County Emergency Medical Services (EMS) is an advanced life support service that provides both emergency and non-emergency service. The ambulance service employs paramedics and emergency medical technicians, and they operate 14 ambulances and one emergency response vehicle. The Hardin County EMS currently has administrative offices in the Hardin County Government Center in Elizabethtown and stations at North Hardin Station #2 located in Radcliff and the South Hardin Station #3 located in Sonora.

Hardin County also operates a centralized Enhanced 911 dispatch center that consolidates communication services for the Hardin County Sheriff's Office, Hardin County Emergency Medical Service, Hardin County Coroner, Hardin County Animal Control, fire departments for Elizabethtown, Vine Grove, and county volunteer departments (Central Hardin, Rineyville, KY 86, West 84, Stephensburg, White Mills, Upton, Sonora, Glendale, and Valley Creek). The Hardin County Sheriff's Department provides public safety services for West Point.



Public Safety Services and Facilities

The county is served by the Hardin County Sheriff's office, located in the Hardin County Government Center in Elizabethtown. The Kentucky State Police (KSP) also provide services, where appropriate, through Post 4 in Elizabethtown. The Hardin County Detention Center was constructed in 1996 in Elizabethtown. It currently has a total capacity of 648 beds and is the fifth largest county jail in Kentucky.

Hardin County has rural volunteer fire departments with stations that are strategically located throughout the county to provide adequate response times for emergency calls (see fire districts map in Appendix B). A goal is to provide the departments with the support needed to obtain the best insurance rating possible and the Planning & Development Commission encourages development to be located within five miles of a fire station to support this.

Public Health

The Hardin County Health Center is part of the Lincoln Trail District Health Department network with local offices in Elizabethtown. It provides a range of essential clinical services, disease prevention, community health education, and oversight of public environmental health (food and sanitation and on-site septic regulation). More information can be found in Appendix B.

Solid Waste Facilities

Hardin County Government owns the Pearl Hollow Landfill located on Audubon Trace. This facility opened in 1997 and is permitted to accept waste from all 120-counties in Kentucky and two counties in Southern Indiana. Currently, annual volume exceeds 300,000 tons, and the landfill has been designed to provide for solid waste disposal needs of Hardin County for approximately the next 100 to 120 years. The Pearl Hollow Landfill is operated by Republic Waste Services

Hardin County has been designated as a "Certified Clean County" since 2004 and has mandatory trash collection with curbside service or pickup for all residents and businesses. This state designation was created in 2001 as an incentive program to assist in cleaning up illegal waste and dump sites. The County also has recycling drop off locations for residents in Elizabethtown, Vine Grove, Glendale, Sonora, and Eastview (residents can take eligible household recyclables to these trailer drop-off locations.)

Schools and Educational Facilities

Hardin County has both public and private schools. Two public school systems, Hardin County Schools and Elizabethtown Independent Schools, are the primary provider of educational services in the county for kindergarten through 12th grade. Hardin County Schools consists of 23 schools (three high schools, one early college & career center, five middle schools, 13 elementary schools, and one alternative school). There were 14,111 students enrolled in Hardin County Schools system for the 2022-2023 school year, and 2,213 people were employed by the school system. Hardin County Schools also operates Family Resource Centers at schools across the county. These programs provide vital services to students and their families to enhance students' abilities to succeed in school by assisting families in meeting some basic needs.

The Elizabethtown Independent School system is comprised of one high school, one middle school, and two elementary schools in addition to the Panther Academy and Valley View Education Center. There are almost 2,500 students currently enrolled in the school system for the 2022-2023 school year. The Elizabethtown Independent School system also offers the Family Resource & Youth Service Center which includes individual and group counseling, education enrichment opportunities, and parent education and support programs.

Private schools provide educational facilities that also serve the community and reduce demand on the public school system. Post-secondary education opportunities are available at the Elizabethtown Community & Technical College (ECTC) and a satellite campus of Western Kentucky University. Both of these education providers are located on College Street Road in Elizabethtown on one campus.

Libraries

The Hardin County Public Library (HCPL) is located in Elizabethtown. The library offers access to free database services and programs for all ages, including Summer Reading programs, homebound delivery service, Bookmobile services, eBooks, a 24 hour book kiosk, and copy/printing/faxing capabilities. The library hosts book clubs, storytime events, movies, informational classes, craft-making sessions, and fitness classes. The library has study rooms and a meeting room which can be reserved for free. HCPL has been fine-free since February of 2022.

A recent expansion and renovation to the library will include a new 3,264 square foot children's activity area, a new dedicated Teen Room, an added family style restroom, and a complete overhaul of the public space with new carpet, painting, and lighting. A new covered space in the rear of the building will allow the library to hold more outdoor programming. The library also boasts an active Friends of Library group made-up of volunteers who organize themselves independently to support the library and our community.

Health Facilities

Baptist Health Hardin (formerly Hardin Memorial Hospital) is located in Elizabethtown and is a regional healthcare center. Baptist Health Hardin has a capacity of 300 beds and provides care to approximately 400,000 residents of Hardin County and the nine surrounding counties. They are a full-service hospital, offering emergency care services including pediatric care, surgical services, pulmonary care, and obstetrics. As the third largest employer in the county, the hospital has a medical staff of over 470 providers in 32 different specialties and more than 2,400 employees. The facility is currently undergoing a significant addition with a 282,000 square foot outpatient care center.

Animal Control

Animal control activities for all of Hardin County and the incorporated cities are the responsibility of the Animal Control Department. The Animal Control Department employs four control officers and has seven other employees and numerous volunteers in various capacities at the shelter. The new facility expanded Animal Control's space from 2,000 to 14,000 square feet with state-of-the-art technologies and more than 130 kennels (from 60 kennels).

RECOMMENDATIONS

COMMUNITY FACILITIES AND UTILITIES

OVERVIEW

Two goals and supporting objectives that are outlined in Chapter 2: Goals and Objectives are included within the community facilities and utilities element. Each of these are further explained in this section in order to provide additional details on direction and how it specifically impacts Hardin County as development occurs. It will require numerous partners, decision makers, and other organizations to implement this plan's vision through coordinated efforts in the future. This plan recognizes that these groups will need to come together and set action plans that are coordinated and encompass funding and decision makers outside of the planning commission in order to fully realize the community's vision. With this, only those policies and action steps that the Hardin County Planning & Development Commission should be responsible for leading and completing are outlined for each of the plan's goals.

GOAL 2

Provide adequate recreational facilities and open spaces that improve the quality of life.

The availability of recreational facilities and open spaces are important amenities to retain existing residents and attract future citizens to the county. They improve the livability of the community and offer opportunities for citizens to adopt healthy lifestyles and connect to the natural environment. Identifying those areas and spaces where those facilities are most needed and compatible with surrounding land uses should be a goal for the county. Capital costs and future operational and maintenance costs should be considered for any future facilities.

OBJECTIVES

PARKS AND RECREATION

OBJECTIVE 2.1

Develop a parks and recreation master plan for the county that identifies recreational needs for residents, appropriate recreational spaces within land uses, and the capital improvements and programming needed to adequately serve the growing population.

OBJECTIVE 2.2

Promote open space requirements for new residential developments that provide opportunities for recreational amenities.

OBJECTIVE 2.3

Encourage development of facilities that provide diverse recreational opportunities with both low-cost and affordable passive facilities, such as open spaces and nature trails, as well as higher intensity facilities, such as playgrounds and athletic facilities, that offer opportunities to the widest range of residents.

OBJECTIVE 2.4

Encourage, work with, and build upon partnerships and collaborations with community groups, schools, cities, governments, and subdivision developments to capitalize upon interest in and support of recreational facilities that promote healthy lifestyles for all residents.

OBJECTIVE 2.5

Encourage coordination of open space preservation along natural features, new and existing conservation easements, and adjoining residential developments, especially with the potential for connecting trails or pathways and places of historical significance.

OBJECTIVE 2.6

Maintain, improve, and expand current facilities in coordination with any recreational master plan.

OBJECTIVE 2.7

Promote recreational opportunities that utilize the various creeks, Nolin River, Ohio River, Rolling Fork River, and Salt River, and capitalize on the natural features and nature preserves of the county.

PLAN FOR PARKS AND RECREATION: Objectives 2.1, 2.3, 2.4, 2.6, 2.7

As Hardin County grows, the development of a formal written document, such as a parks and recreation master plan or other strategic direction, is needed to guide public park and recreational development, provide adequate open space, and recreational opportunities for residents and coordinate resources in an efficient manner. This strategic direction should identify the needs (facilities and programming), geographic areas that are not adequately served, and potential funding sources. It should also identify other partners that can provide either facilities for active or passive recreation as well as programming. Natural features, such as the Ohio River and Nolin River, should also be capitalized on for recreational opportunities. Adequately planned facilities that are compatible with nearby land uses and serve as a focal point for an area can also encourage additional community investment.

REQUIRE OPEN SPACE FOR RESIDENTIAL DEVELOPMENTS: Objective 2.2, 2.4, 2.5

Open space requirements for new residential subdivisions are a good way to create passive recreation opportunities throughout the county. This could be done through the subdivision regulations and zoning ordinance by allowing conservation subdivisions or through providing zoning incentives for conservation easements. As new residential development occurs, requirements for open space should be required to provide opportunities for local amenities within walking distance to residential developments.

ACTION STEPS PARKS AND RECREATION

1. Work with partners (including Greenspace, Inc.) to identify a strategic direction for parks and recreational opportunities within the county.
2. Evaluate the subdivision regulations to determine if amendments are needed to incentivize the use of conservation subdivisions.
3. Evaluate potential zoning incentives that could be used to support additional open spaces within new developments.



GOAL 3

Provide adequate capacity and efficient use of public services, resources, and community facilities.

It is paramount that the necessary services are provided for all residents of Hardin County. The location and density of new development, as well as the intensity of the proposed land use, can affect the demand for utilities as well as the long-term maintenance costs of the infrastructure. Smart development decisions can have long term ramifications in either a positive or negative way, depending on the decision. Higher density development generally requires more intense utility infrastructure to be in place, which increases the cost and maintenance to provide if growth sprawls out. Coordination between utilities, developers, and decision makers ensures that adequate service is available and that development is directed to areas with adequate infrastructure in place that can service the increased demand. Growth and development should only occur where services can be adequately provided.



OBJECTIVES

COMMUNITY SERVICES AND FACILITIES

OBJECTIVE 3.1

Encourage growth that aligns with current and planned water, sewer, electric, and broadband infrastructure and capacity.

OBJECTIVE 3.2

Coordinate new development with public services, such as emergency response, schools, and medical facilities, to ensure adequate resources and response times can be provided.

OBJECTIVE 3.3

Support easily accessible and high quality emergency services and facilities that serve all residents, including specialized care, mental health services, and emergency healthcare.

OBJECTIVE 3.4

Provide an adequate and environmentally-safe solid waste management system that includes resource recovery, recycling, landfilling, and reuse.

OBJECTIVE 3.5

Promote a development pattern that is orderly and which maximizes the efficient capabilities of community services and facilities.

OBJECTIVE 3.6

Require all developments to have adequate emergency services, including adequate water supply and pressure for fire protection.

COORDINATED UTILITY EXPANSION: Objectives 3.1, 3.5

Partnerships with utility providers in Hardin County allow for effective coordination of growth and development in the county. Rural development does not always require access to all utilities, but most development is driven and reliant upon public and private utilities (specifically sewer, water, and adequate public roads). Planned, organized stakeholder meetings with these utilities allow for careful consideration of these factors and result in better planning at the county level.

Broadband has also become a critical utility that is needed for all types of development, but providing broadband to rural areas is not always feasible if left only to private providers. High-speed internet access allows remote work, e-learning, and virtual healthcare – all of which are important for current and future residents and businesses. The county should work with providers in these rural areas where the market does not justify them to expand the broadband network.

ADEQUATE PROTECTION AND SERVICE LEVELS:

Objectives 3.2, 3.4, 3.6, 3.7

As growth and development continues, effective partnerships with public service agencies are necessary to ensure suitable and adequate services are available to new development. This coordination can proactively address deficiencies, and that growth does not happen where these services are not available or cannot be provided.

Providing emergency services, such as police, fire protection, and EMS, is a primary objective the local government can provide. Continued coordination with these agencies is important to align growth and development with the ability to provide effective emergency response times and capacity to all parts of Hardin County. Additionally, it is also important to provide the infrastructure that these emergency response agencies rely upon. For example, fire districts rely on water supply and sufficient water pressure or they must alternately have specific equipment (such as a tanker truck) if this is not available. If the needed infrastructure and/or equipment is not in place to provide a sufficient level of emergency services protection, growth and development should be discouraged in areas that cannot meet this level of service.

HEALTH SERVICES: Objective 3.3

Hardin County is fortunate to have Baptist Health Hardin that services the region. Baptist Health Hardin provides a full range of medical and emergency services and ensuring these services are able to continue to serve the current and future population is important. Coordination with Baptist Health Hardin and other medical care facilities and providers in the county can support quality medical care to everyone in Hardin County.

ACTION STEPS

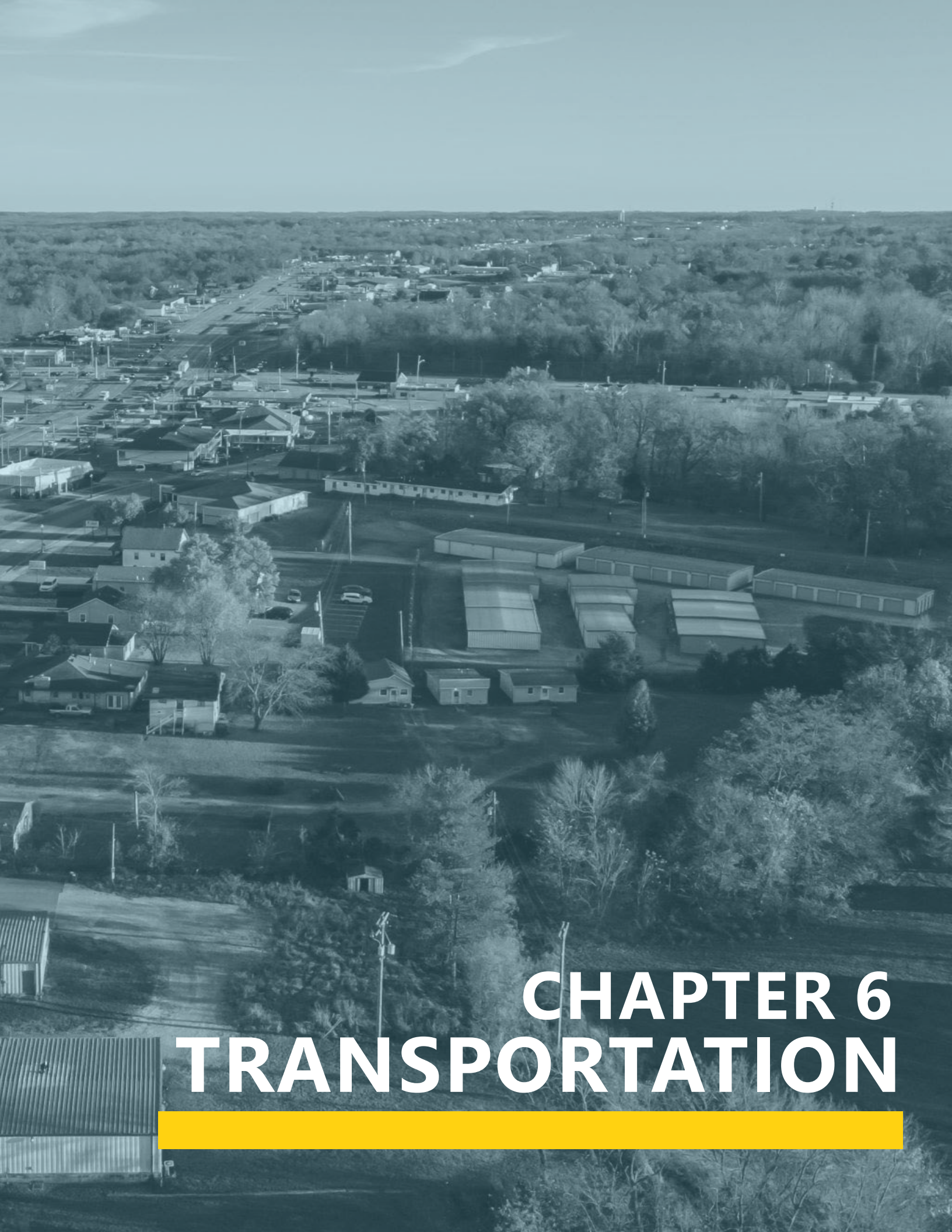
COMMUNITY SERVICES AND FACILITIES

1. Continue to coordinate development proposals with public and private utility providers as well as public service providers to ensure adequate capacities are available.
2. Evaluate if additional fire station locations are needed to adequately serve development.
3. Work with the fire districts to evaluate if there is a need to shift from volunteer departments to full-time, paid responders.
4. Work with local broadband providers to reduce unnecessary barriers associated with the installation of infrastructure, and secure grants to increase access to high-speed internet in areas without adequate speeds.
5. Work with healthcare facilities and providers to coordinate future needs of the county.
6. Evaluate the development of an Emergency Services Master Plan to facilitate the support and growth of emergency services in Hardin County.



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CHAPTER 6 TRANSPORTATION



INTRODUCTION

Developing and preserving a safe and efficient transportation system is essential to the success and wellbeing of the community. Hardin County's economic vitality and growth potential is the direct result of a robust transportation network from interstates and parkways and state highways to the county's rural collectors and local roads. Over the past several decades, many large-scale transportation corridor improvements have expanded opportunities resulting in better connectivity across the county as well as accommodating the need for rural residential development. Transportation corridors within the county move so much more than passenger and freight vehicles; they serve as corridors for water and sewer utilities, electricity, high speed internet, telecommunications, as well as other goods and services. The transportation element of this plan is critical to maintaining pace with the growing needs of Hardin County residents and businesses as well as staying ahead of higher density development opportunities within the urban growth area.

The following is intended to provide an overview of the existing transportation conditions within Hardin County. Additional data and more detailed analysis can be found in Appendix B: Existing Conditions Analysis.

FUTURE REGIONAL AND STATE TRANSPORTATION PROJECTS

The roads, trails, sidewalks, rail lines, and airport that are located within Hardin County do not just serve one community. The county's transportation infrastructure is a critical part of a larger transportation network, and because of this, portions of it are planned and maintained by other regional, state, and federal partners. When these planning efforts are coordinated, the larger transportation network becomes more efficient, safe, and functional.



Hardin County is a part of the Radcliff-Elizabethtown Metropolitan Planning Organization (MPO), which includes Elizabethtown, Radcliff, Vine Grove, Fort Knox, and portions of unincorporated Hardin and Meade Counties. The MPO is operated out of and in conjunction with the Lincoln Trail Area Development District (LTADD). Representatives from Hardin County serve on the Policy Committee, Technical Advisory Committee and numerous special committees established by the MPO. The MPO is responsible for developing and maintaining the official long-range transportation plan (LRTP) for the region. The most recent LRTP is the 2045 Metropolitan Transportation Plan that was approved in January 2020. The most recent short-range funding plan is the 2022-2026 Transportation Improvement Plan (TIP) that was approved on September 16, 2021. There have been several amendments to both plans since they were adopted, and both plans include lists of important transportation projects in Hardin County that would use federal transportation funding.

The MPO has produced multiple studies of areas of Hardin County over the last five years. The Glendale Mobility Study was completed to better prepare for the BlueOval SK Battery Park. This study looked at the local road network to determine where additional capacity was needed to serve the anticipated growth in the Glendale area. The recommendations included short and long-term improvements that are needed but not currently planned by KYTC or the MPO.

The East Elizabethtown Connectivity Study was completed in 2021 and focused on the eastern portion of Elizabethtown and the surrounding unincorporated areas. The primary goals of this study were to identify existing safety and congestion issues in the transportation and pedestrian networks and to identify and prioritize recommended short-term and long-term projects.

The Kentucky Transportation Cabinet (KYTC) oversees the construction and maintenance of the state's routes, highways, and bridges. Hardin County is part of the District 4 office. KYTC administers and implements a highway plan that provides for a six-year outlook with dedicated funding enacted in the recurring state biennial budget. This plan identifies transportation projects that will be funded and prioritized by the state and establishes a schedule for each project. KYTC applies the Strategic Highway Investment Formula for Tomorrow (SHIFT) process, which is a data driven, objective approach to capital improvement projects to assist in prioritizing limited transportation funds. This formula applies to all transportation funding sources that are not prioritized by other means, such as maintenance requirements, or projects dedicated either locally or federally. However, the Kentucky Legislature is responsible for the final six-year highway plan, with the most recent plan being the *2022 Enacted Highway Plan*.

MTP 2022-2026 TIP Amendment #3, October 2022 (also amended the MTP and superseded Amendment #1)					
Route	KYTC ID	Description	Location	Cost	Time Frame
KY 251	4-153.01	Spot Improvements from KY 3005 (Ring Road) to KY 434 (Battle Training Rd)	Elizabethtown to Fort Knox	\$14,460,000 (U,C)	2022-2026
KY 251	4-153.02	Construct Roundabout at KY 251 (Shepherdsville Road) to KY 434 (Battle Training Road)	Elizabethtown to Fort Knox	\$2,500,000 (D,R,U,C)	2024
KY 1136	4-171.00	Minor Widening/Reconstruction from KY 1868 to US 31W	South of Glendale to Elizabethtown	\$18,390,000 (D,R,U,C)	2022-2025
US 62	4-10052.00	Asset Management – Bridge Project at Slough off Rolling Fork	Eastern county line	\$4,422,000 (D,C)	2023
US 86	4-10053.00	Asset Management – Bridge Project at Rough River	Vertrees area	\$2,497,000 (D,C)	2025 - Future
US 86	4-10054.00	Asset Management – Bridge Project at Vertrees	Vertrees area	\$2,497,000 (D,C)	2025 - Future
-	4-80250.00	Air Quality – Extend Ring Road from US 31 W to KY 61 (Lincoln Parkway)	Below Elizabethtown	\$1,000,000 (D)	2023
MTP 2022-2026 TIP Amendment #2, April 2022					
I-65	4-20.01	Interchange Reconstruction – Improve safety and increase capacity of the I-65/I-222 interchange based on existing and future needs of the area	Blue Oval site east of Glendale	\$33,000,000 (C)	2022-2023
KY 3005	4-198.00	New Route - Extend Ring Road from the Western Kentucky Parkway to Interstate 65	Below Elizabethtown	\$33,727,800 (D,R,U,C)	2022-2024
US 62	4-442.00	Reconstruction – Improve safety, mobility, and geometrics on US 62 from I-65 to CR-1038 (Upper Colesburg Road)	From northeast Elizabethtown	\$26,100,000 (D,R,U,C)	2023 - Future

D - Design
R - Right-of-Way
U - Utilities
C - Construction

2022-2026 TIP Administrative Modification #10, August 19, 2022					
Route	KYTC ID	Description	Location	Cost	Time Frame
I-65	4-10055.00	Bridge Rehabilitation Projects in Hardin County	Fort Knox	\$75,000 each (D)	2023
2022-2026 TIP Administrative Modification #9, August 9, 2022					
CR 1100	4-945.00	Safety - Roadside Improvements on CR 1100 (Bewley Hollow Road)	Between Elizabethtown and Fort Knox	\$95,000 (C)	2022
2022-2026 TIP Administrative Modification #8 June 28, 2022					
I-65	4-286.00	Weigh Station Rehabilitation – I-65 Southbound Port of Entry for a Commercial Vehicle Monitoring Station	Between Glendale and Senora	\$16,690,000 (D,C)	2022
2022-2026 TIP Administrative Modification #4 January 5, 2022					
US 62		Safety – Perform Low-Cost Safety Improvements on US 62	Southwest of Elizabethtown through KY 222 and KY 1375	\$1,015,000 (D,R,U,C)	2021-2022

D - Design
R - Right-of-Way
U - Utilities
C - Construction

MTP 2022-2026 2045 Metropolitan Transportation Plan, January 2020 (some of these project are superseded by the above amendments)

Plan includes Bicycle Facilities improvements primarily within incorporated communities in Hardin County (pp62-73), a proposed Fixed Route Public Transportation System between Radcliff and Etown with circulators within each city (p78), and Air, Rail, and River improvements

Route	KYTC ID	Description	Location	Cost	Time Frame
4-153.01	IP20150448	KY 251 Improvements from KY 3005 to KY 434	Between Elizabethtown and Fort Knox	\$31,236,139	2025-2030
US 62	4-442	Improve safety, mobility, and geometrics on US-62 from I-65 to CR-1038	East of Elizabethtown	\$38,834,286	2025-2030
KY 434	IP2006022	Address lane width, shoulders, and maintenance issues along KY 434 between US 31W and KY 251	From Radcliff south of Fort Knox	\$7,543,687	2031-2035
KY 86	IP2010008	Reconstruct the intersection of KY 86 (Hardinsburg Road) and South Black Branch Road	West of Celia	\$1,242,215	2031-2035
BG 9002	IP20070179	Construct Eastbound on and Westbound off ramps on the Bluegrass Parkway at KY 583	Northeastern edge of County	\$7,499,182	2031-2035
KY 1357	IP20090008	Reconstruct the intersection of KY 1357 (St. John Road) and Celia Road to increase sight distance and improve safety	West of Elizabethtown	\$3,085,607	2031-2035
KY 1600	IP20060223	Address safety and geometric deficiencies along KY 1600 from KY 361 to KY 220 (roundabout)	West of Elizabethtown	\$13,565,827	2031-2035
US 62	IP2009009	Address safety, geometric, and maintenance issues along US 62 from Upper Colesburg Road to Stovall Road	East of Elizabethtown	\$35,550,695	2036-2040
KY 1600	IP20070177	Address Safety, geometric deficiencies and maintenance issues along KY 1600 from KY 1882 to KY 144 aft Flaherty	Spans Hardin and Meade Counties	\$44,894,042	2036-2040
KY 1136	IP20080747	Address Capacity and Safety along KY 1136 from the proposed partial Glendale Bypass to the US 31W Bypass	Between Glendale and Elizabethtown	\$24,951,303	2041-2045
Multiple projects and roads		Glendale area projects ... see 2008 and 2021 studies for this area and Blue Oval for more information on the projects transforming this area	Between Western Kentucky Parkway and Interstate 65		

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FUTURE LOCAL TRANSPORTATION PROJECTS

While many larger road projects are funded through KYTC or the MPO, the county is responsible for maintaining the current local roads as well as completing needed improvements to increase safety and capacity.

The Hardin County Road Department is responsible for the maintenance and paving of 562 miles of county roads, including snow and ice removal, mowing, tree trimming, and repairing and installing road signs. The county intends to implement a safety-focused road plan that will assess the current safety needs and conditions of the county-maintained roads. It will propose a plan for upgrading those roads to improve safety. This safety-focused road plan could be an important part of a larger Transportation Master Plan that would look beyond just safety and consider the long-term transportation needs for all roadways throughout the county, considering capacity, safety, maintenance, pedestrian facilities, funding, and other topics.

VEHICULAR SAFETY AND CAPACITY

Vehicular safety and capacity are important aspects of a transportation system, and they play a critical role in ensuring the safe movement of goods and people. Safety is a primary concern for all modes of transportation; capacity, on the other hand, is a measure of the capabilities of the transportation network and how well the network can handle the demand placed on it.

In the more rural parts of the county, some county roads have capacity and/or safety issues stemming from a rural residential development pattern where many parcels have individual driveways connecting directly to a collector or arterial highway. Additionally, some of the local roads may not meet the current standards for pavement width and right-of-way width to support significant development or residential subdivisions.

Overall, the transportation network for Hardin County is adequate in terms of capacity; however, safety issues should be viewed as an on-going process that is regularly analyzed and addressed. The county has some roads and intersections that should be considered for safety improvements based on the KYTC safety screening (see Appendix B for full list of intersections and road segments). There are also some county-maintained roads, such as Bewley Hollow Road and Deckard School Road, that should also be examined. Other constraints, such as steep slopes and flood prone areas, can also impact the safety and capacity of current and future roads. Examples of steep roads include Miller Road and Upper Colesburg Road (see Appendix B for full list of roads).

PEDESTRIAN AND BICYCLE FACILITIES

The overall size and rural landscape of Hardin County have fewer areas that support bicycle and pedestrian facilities, such as sidewalks, crosswalks, bike lanes, and shared use paths. These facilities provide safe and accessible transportation options for people who choose to walk or bike rather than drive.

Safe ways for people to walk and bike are more important in urbanized areas; however, even though there are fewer opportunities in the unincorporated areas of the county, these facilities still play an important role in the safe movement of people. This is particularly true closer to Elizabethtown, Radcliff, and Vine Grove, and within the rural villages of Cecilia, Glendale, Rineyville, and Stephensburg. There are currently very limited pedestrian and bicycle facilities within the unincorporated county. The very limited sidewalks that do exist in the unincorporated portion of the county are typically within residential subdivisions. Pedestrian and bicycle safety continues to be a concern, especially as population and density increases.

The MPO conducted a bicycle facilities study in 2016 in conjunction with Greenspace, Inc. This plan was intended to prepare a comprehensive system of bicycle facilities and to serve as a guide for future bicycle infrastructure improvements. The plan crafted a set of short, medium, and long-range recommendations that range from adding sharrows (where bikes and cars share the road) in the short term to constructing bicycle lanes and shared use paths in the long term.

The MPO also completed the Radcliff/Elizabethtown Metropolitan Planning Organization Pedestrian Plan in 2019. This plan outlined pedestrian-oriented goals that include improving the safety, connectivity, and accessibility for all pedestrians, improving linkages in the pedestrian network, and to improve the quality of life and livability of all communities in the MPO planning area. A similar plan focusing on the walkability of the MPO planning area was conducted in 2009.

FREIGHT: TRUCK, RAIL, RIVER, AND AIR

While moving people between destinations is typically a high priority for communities, moving freight should also be a priority. Freight uses the road network along with rail, air, and water to move goods through and to destinations within the county. This should be coordinated with the overall transportation network as well as the corresponding land uses.

I-65 is part of the National Highway Freight Network, which includes those state highways and interstates designed for commercial truck traffic. Based on freight volumes within the county, trucks predominantly use I-65, the Bluegrass Parkway, and the Western Kentucky Parkway to move through the region.

There are approximately 40 miles of active freight rail line in Elizabethtown and over 160 miles within unincorporated Hardin County. The lines, which run parallel to I-65 and the Western Kentucky Parkway, are mainly operated by CSX Transportation and Paducah & Louisville as mainline routes. RJ Corman, based in Lexington, Kentucky, leases portions of the mainline for operations.

The Elizabethtown Regional Airport, also known as Addington Field, is located near the intersection of Ring Road and St John Road. It is a Class 2 airport that supports general aviation and military operations. Addington Field has a strategic location near the Elizabethtown Industrial Park and has short travel times to the BlueOval SK Battery Park, Louisville, and Fort Knox. Addington Field provides a full-service maintenance facility that is classified as an FAA-certified avionics repair station. Fort Knox also has an airport on post, but use of that airport is limited to base operations. As Hardin County continues to grow and develop, Elizabethtown Regional Airport/Addington Field has the potential and the capacity to also grow and expand. Any future development efforts in close proximity to the airport should coordinate with the airport to ensure potential expansions are not impacted by future growth.

The Ohio River is a valuable resource and asset to Hardin County. It is part of the M-70 corridor, a US Marine corridor that connects Pennsylvania with the Mississippi River. These waterways open up freight and logistics opportunities for West Point by connecting Hardin County with Chicago and New Orleans. The feasibility of a riverport should be reviewed to determine the viability of such a development.

RECOMMENDATIONS

TRANSPORTATION

One goal and the related objectives identified in Chapter 1: Goals and Objectives is included within the transportation element. Each objective for this goal is further explained in this section in order to provide additional details on direction and how it specifically impacts Hardin County. It will require numerous partners, decision makers, and other organizations to implement this plan's vision through coordinated efforts in the future. This plan recognizes that these groups will need to come together and set action plans that are coordinated and encompass funding and decision makers outside of the planning commission in order to fully realize the community's vision. With this, only those policies and action steps that the Hardin County Planning & Development Commission should be responsible for leading and completing are outlined for each of the plan's goals.

GOAL 7

Improve the transportation network so people can safely and effeciently move throughout the county using a variety of modes of travel.

Effective and efficient transportation systems can provide access to essential goods and services that residents need to live and thrive, such as healthcare, education, and employment opportunities. They also play a critical role in the movement of goods for businesses and consumers. An efficient transportation system can also improve the safety of communities by reducing emergency response times and minimizing traffic conflicts.

Hardin County has an adequate transportation system that, overall, functions well. There are rural areas of the county that have more limited accessibility which should be taken into consideration in the decision-making process as development occurs. New growth and development should ensure adequate and safe access to the county's transportation network is available.

OBJECTIVES

TRANSPORTATION

OBJECTIVE 7.1

Prioritize and implement road improvements in coordination with a Transportation Master Plan that maintains and improves the flow of traffic, increases pedestrian and vehicular safety, and provides routes for the efficient movement of people and goods.

OBJECTIVE 7.2

Evaluate and adopt access management regulations that preserve the capacity of public roads and improve public safety.

OBJECTIVE 7.3

Expand and enhance the existing sidewalk, trail, and road networks to provide connectivity between neighborhoods and destinations within the county.

OBJECTIVE 7.4

Encourage appropriate development that supports responsible growth along major transportation corridors including Interstate 65, Western Kentucky Parkway, and Bluegrass Parkway.

OBJECTIVE 7.5

Support and encourage the development of Ohio River facilities that would serve to enhance the marketability for a riverport.

OBJECTIVE 7.6

Evaluate and close streets or streets of record and rights-of-way which are not being used, have not been constructed, or are unnecessary.

OBJECTIVE 7.7

Promote and encourage the implementation of a limited-service public transportation option.

OBJECTIVE 7.8

Promote the importance of rail in Hardin County and coordinate with the railroads to support rail operations in the county.

TRANSPORTATION SAFETY AND CAPACITY IMPROVEMENTS: Objective 7.1

There is concern that as growth occurs in the unincorporated areas in the southern portion of the county, especially along S. Dixie Highway (US 31W), traffic and congestion will eventually mirror the traffic patterns of N. Dixie Highway (US 31W) between Elizabethtown and Radcliff. Focusing on shared access, improved turning movements, and capacity improvements along major and minor arterials, safe travel speeds and safety can be prioritized.

The county should develop a transportation master plan that identifies and prioritizes projects to promote safety, capacity, and network connectivity. This plan would go beyond a safety-focused road plan to evaluate the existing county road network and how it is integrated into the State and US routes with trip generation. It will be critical to understand current deficiencies and expanding development potential that could create deficiencies. It should also include an action plan for road improvements within the county's network that sets the prioritization as funding becomes available. Safety and capacity should be key drivers in the prioritization of projects. The county is currently developing a road safety assessment of existing routes with the intent of identifying appropriate systemic and reactive countermeasures to improve safety. The development of a county-wide road safety assessment could be the starting point for the overall master plan as it can be used to leverage statewide safety program funds as well as the federally funded *Safe Streets For All* grant program.

As Hardin County continues to grow and develop economically, more pressure will be placed on the existing county road network. It is imperative to seek opportunities to upgrade existing roads to appropriate standards of roadway width, clear zone, and pavement structure. Roadway drainage is also an important aspect of the master plan, as funding allows. This should include upgrading hydraulically or structural deficient cross drainage as well as addressing areas that experience persistent flooding.

As Hardin County continues to develop, especially with expanded sanitary sewer facilities, higher density residential and commercial developments will occur in the urban area of the county. The current subdivision regulations and zoning ordinance should be reviewed to determine if revisions are needed to allow development on roads with narrower pavement width and/or right-of-way width. Currently the county restricts subdivision developments with new streets on routes without at least 40 feet of deeded and dedicated right-of-way as well as on routes with less than 18 feet of pavement width. Consideration could be granted to routes without the minimum right-of-way if there is sufficient pavement width and limited geometric deficiencies.

ACCESS MANAGEMENT: Objective 7.2

There are best practices that can be implemented to improve safety and preserve the capacity of the roads. Requiring shared access points and drives, minimizing curb cuts, implementing traffic signal coordination, and increasing minimum ingress/egress distances between private entrances and intersections can preserve capacity, reduce congestion, and increase safety. Incorporating access management (including site location and design) into commercial development along major corridors and at significant intersections would provide increased capabilities to facilitate smart growth in areas that currently provide a good level of accessibility.

CONNECTIVITY: Objectives 7.3, 7.4

In areas that are more urbanized, as well as the rural villages, sidewalk connections are typically desirable and can allow people to safely walk to destinations. A sidewalk inventory analysis can be done in areas where walkability is desired, which can provide a roadmap for the maintenance and installation of the sidewalk network. By providing adequate, accessible pedestrian facilities (such as a complete sidewalk network or a network of multi-use trails) in more urbanized areas adjacent to incorporated areas, safe access is increased for all modes of travel. This could provide a usable pedestrian network that could reduce traffic volume locally to those areas. Additionally, improving and enhancing the sidewalk network could reduce conflicts between vehicles and pedestrians, increasing pedestrian safety. In more rural areas where lower density residential development occurs, sidewalks will not always be needed but consideration of separate pedestrian facilities is highly recommended to promote a higher quality of life and safety.

SMART TRANSPORTATION GROWTH: Objectives 7.5, 7.6, 7.8

The northern part of Hardin County in West Point lies along the Ohio River. This is an advantageous location, situated 23 nautical miles from the McAlpine Lock & Dam in Louisville and 33 miles from the Port of Indiana in Jeffersonville. This strategic location could provide an additional option for industries to send and receive goods and products and could ease capacity issues by reducing the number of heavy over the road trucks on the road network.

Conducting a regular inventory analysis of the existing road network is a tool that local governments can use to ensure regular road maintenance is completed based on the amount of traffic and other factors. This often includes assessments of pavement and bridge condition. This information can better inform decision makers on allocating funding to roads that need the maintenance or need to be expanded and also allow limited resources to be used in an effective manner.

The importance of rail to Hardin County was emphasized with the strategic location of the BlueOval SK Battery Park locating on an active rail line. While new rail lines are likely not to be constructed, coordination with the railroads on the maintenance of crossings and warning signals will ensure smooth operations in conjunction with other forms of transportation.

PUBLIC TRANSPORTATION: Objective 7.7

There is a desire to implement some form of a limited-access public transportation option for Hardin County. One option could be a fixed-route service that runs from the rural villages to specified locations in Elizabethtown, Fort Knox, and the BlueOval SK Battery Park. The MPO is currently conducting a public transit feasibility study to address public transportation options for Hardin County.



ACTION STEPS

TRANSPORTATION

1. Review the zoning ordinance and subdivision regulations to better address transportation impacts by requiring:
 - Shared access drives or frontage streets if developments reach specific thresholds to promote safe and efficient design, especially on roads expected to have more traffic in the future.
 - Minimum distances between new streets or proposed streets and existing intersections.
 - Street intersections that offset, where practical.
 - Proposed streets allow for the extension into surrounding vacant properties, where appropriate, to allow sufficient access for future development and interconnectivity.
2. Evaluate the current standards for right-of-way width that is required for new residential subdivisions with streets.
3. Develop a Transportation Master Plan that would look at long-term transportation capacity, safety, pedestrian, maintenance, and other needs. It would consider both county and state highways.
4. Implement any immediate safety recommendations from the Transportation Master Plan, and seek state and Federal funding to support those recommendations.
5. Continue to work through local and state advisory committees and organizations, such as the Radcliff-Elizabethtown MPO, to ensure cooperative coordination and advocacy for projects deemed most important with the Planning Commission.
6. Continue to seek additional funding sources through local state programs and federal Infrastructure Investment and Jobs Act and Bipartisan Infrastructure Law (IIJA | BIL) grant opportunities. In particular, prepare a Safety Action Plan that will allow the county to be eligible to pursue implementation funding for safety projects through the Safe Streets for All Program.
7. Develop a comprehensive access management policy that can be adopted by local agencies and governments as a local ordinance. Continue to coordinate closely with KYTC and other planning and zoning entities within Hardin County to ensure a collaborative and consistent approach to access management techniques that align with future developments and transportation improvements.



VINE GROVE COMMUNITY HALL



APPENDIX



APPENDIX A: DEMOGRAPHIC AND MARKET ANALYSIS

Understanding the demographics of an area provide keen insight as to how growth and development may unfold over the next 10 to 20 years. For the purposes of this analysis, the data used is from the 2000, 2010, and 2020 Decennial Censuses and the 2016-2020 American Community Survey (ACS) 5-year estimates unless otherwise noted.

These analyses can assist in formulating policies for effective growth, as well as identifying projects that could enhance the quality of life for those that live in the community. Several peer communities or municipalities have been used as a comparison for this analysis. These communities were chosen either for their proximity, similarities in demographics, or similarities in their land use distribution. The peer communities used for this analysis are Daviess County, Shelby County, Warren County, and Elizabethtown as well as Kentucky and the United States.

DEMOGRAPHIC ANALYSIS

Population Growth

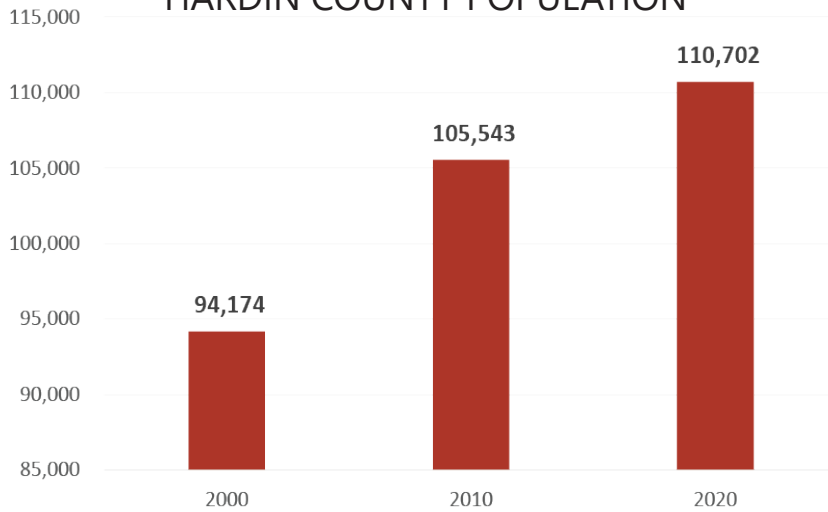
In 2020, Hardin County had a total population of 110,702 people, of which 47,486 people lived in the unincorporated areas (outside of Elizabethtown, Radcliff, Sonora, Upton, Vine Grove, West Point, and Fort Knox). Hardin County has not had the population growth that some of its peer counties experienced over the last decade. From 2010 to 2020, Hardin County had a population growth of 4.9% (with a 2.7% decrease within the unincorporated areas), which was less than Daviess County (6.9%), Shelby County (14.2%), Warren County (18.1%), and Elizabethtown (10%). In 2020, Kentucky saw a 3.8% increase in population from 2010.

The Kentucky State Data Center projects the population of Hardin County in 2040 will be 125,394 people, inclusive of all incorporated areas and military installations. However, this projection does not account for the current development of the BlueOval SK Battery Park in Glendale. With 5,000 jobs being located on that site alone, population growth is expected to vastly outpace the projections. However, it is expected that the majority of this growth will occur within the cities unless utilities and infrastructure are available in other portions of the county.

The median age of Hardin County is 37 years, which represents an almost 5% increase from 2010. The median age is younger than the state (39 years), nation (38.2 years), Daviess County (38.9 years) and Shelby County (39.3 years) but older than Warren County (32.9 years) and Elizabethtown (36.7 years). About 27% of the population in Hardin County is under the age of 20, and 14.1% of the population is over 65 years old. Both of these population groups tend to need additional services such as schools, transportation, and specialized healthcare. Individuals between 25 and 44 years old comprise about 26.5% of the population in the county.

In August of 2023, the Hardin County Chamber of Commerce, in coordination with the Elizabethtown-Hardin County Industrial Foundation, Baptist Health Hardin, and ECTC, released a study measuring and projecting the impact of the BlueOval SK Battery Park on the region. Between 2024 and 2025, up to 2,500 full time employees can be expected, growing up to 5,000 in the years following. Population projections show that over 22,000 people could move into Hardin County in the years following the Battery Park's opening. With this growth, Hardin County could require up to 8,800 new housing units to accommodate future growth in the county. Schools will also need to prepare for future growth. Additionally, about 3,900 new K-12 students can be expected in the future, affecting the school systems in Hardin County.

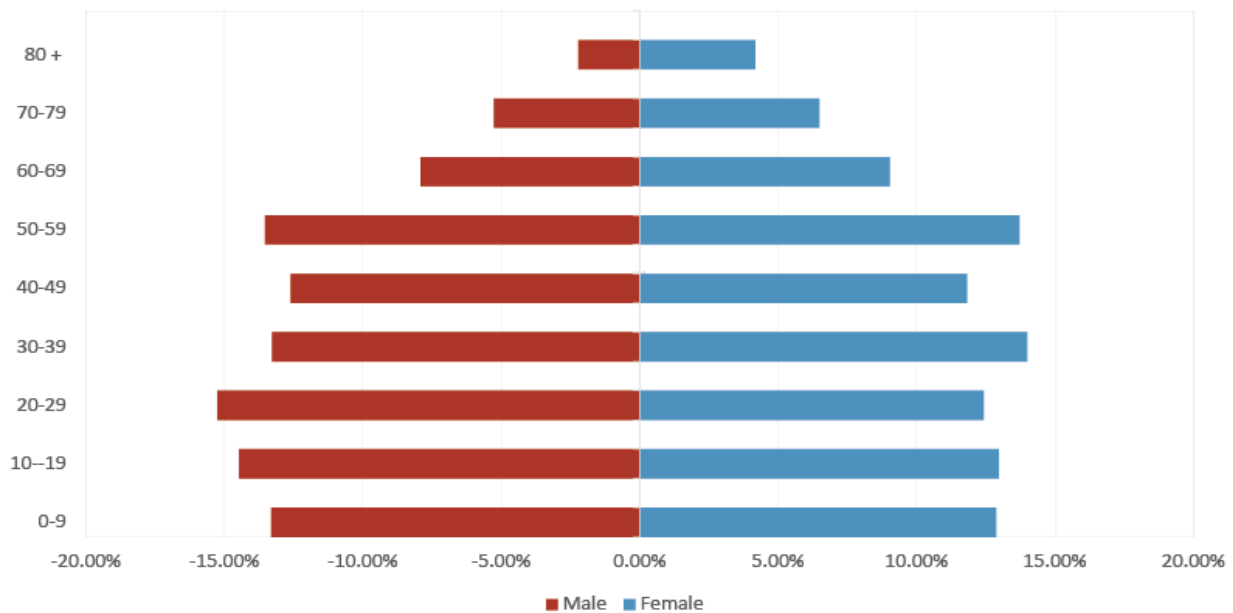
HARDIN COUNTY POPULATION



Slight Growth

Hardin County has not had the population growth that some of its peer counties experienced over the last decade. From 2010 to 2020, Hardin County had a population growth of 4.9% (1.7% growth within the unincorporated areas), which was less than Daviess County, Shelby County, Warren County, and Elizabethtown.

HARDIN COUNTY AGE BY SEX



Aging Population

The median age of Hardin County is 37 years, which represents an almost 5% increase from 2010.

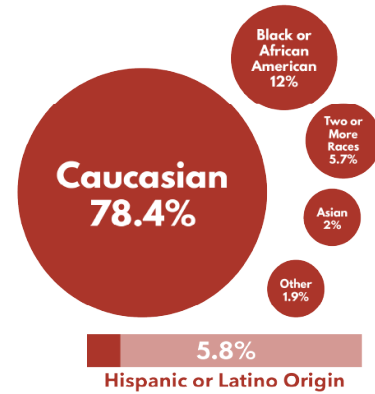
Racial/Ethnic Breakdown

About 78% of the population of Hardin County is white, 12% is African American, 2% is Asian, and 5.7% is two or more races. Additionally, 5.8% of the population is of Hispanic ethnicity. Hardin County is slightly less diverse than the nation, however, it has a more diverse population than Kentucky and the peer counties.

Educational Attainment

Almost 92% of the residents of Hardin County have a high school degree or greater, which is higher than the nation (88.5%), state (87.2%), and peer counties, and the same as Elizabethtown. About 22% of Hardin County residents (over the age of 25) hold a bachelor's degree and 9.3% have a graduate degree, which is lower than the nation, state, peer counties, and the City of Elizabethtown. This indicates that many residents of incorporated Hardin County are likely either entering the workforce or a trade following high school.

HARDIN COUNTY RACIAL & ETHNIC BREAKDOWN



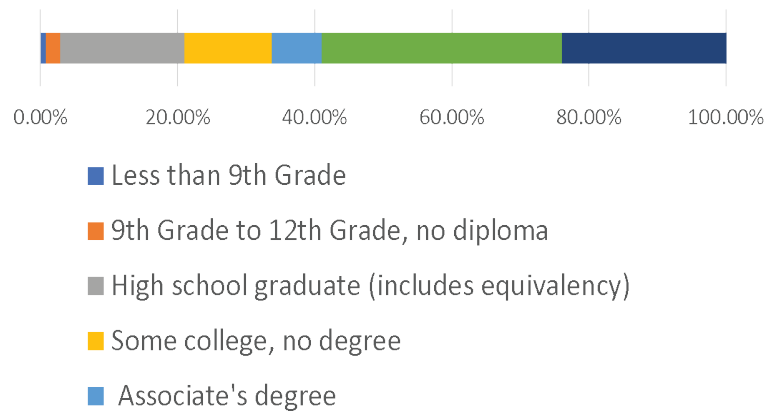
More Racially Diverse

Hardin County is slightly less diverse than the nation, however, it has a more diverse population than Kentucky and the other peer counties.

Trades-Focused Education

About 35% of Hardin County residents (over the age of 25) hold a bachelor's degree or graduate degree, which is slightly lower than peer communities. This indicates that many residents are likely either entering the workforce, military, or a trade following high school.

HARDIN COUNTY EDUCATIONAL ATTAINMENT



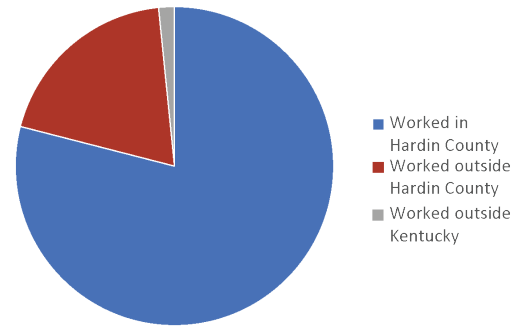
Livability

The median household income of Hardin County is \$57,101. This represents a 20% increase from 2010. This figure is higher when compared to the state (\$52,238) and Elizabethtown (\$47,270), but about 14% lower than the nation (\$64,994). Among the peer counties, Hardin County has a higher median household income than Daviess (\$54,881) and Warren counties (\$54,325). The St. Louis Federal Reserve calculated the unemployment rate in August 2022 for Hardin County at about 3.8%, showing that employment in the county has recovered from the peak of the COVID-19 pandemic.

Commuting

In 2020, 92.7% of the Hardin County workforce commuted to work in a car, truck, or van, with 82.7% commuting alone. About 79% of the workforce lived and worked in Hardin County in 2020, with an average commute time of about 22 minutes. This commute time was similar to the peer counties, state, and nation.

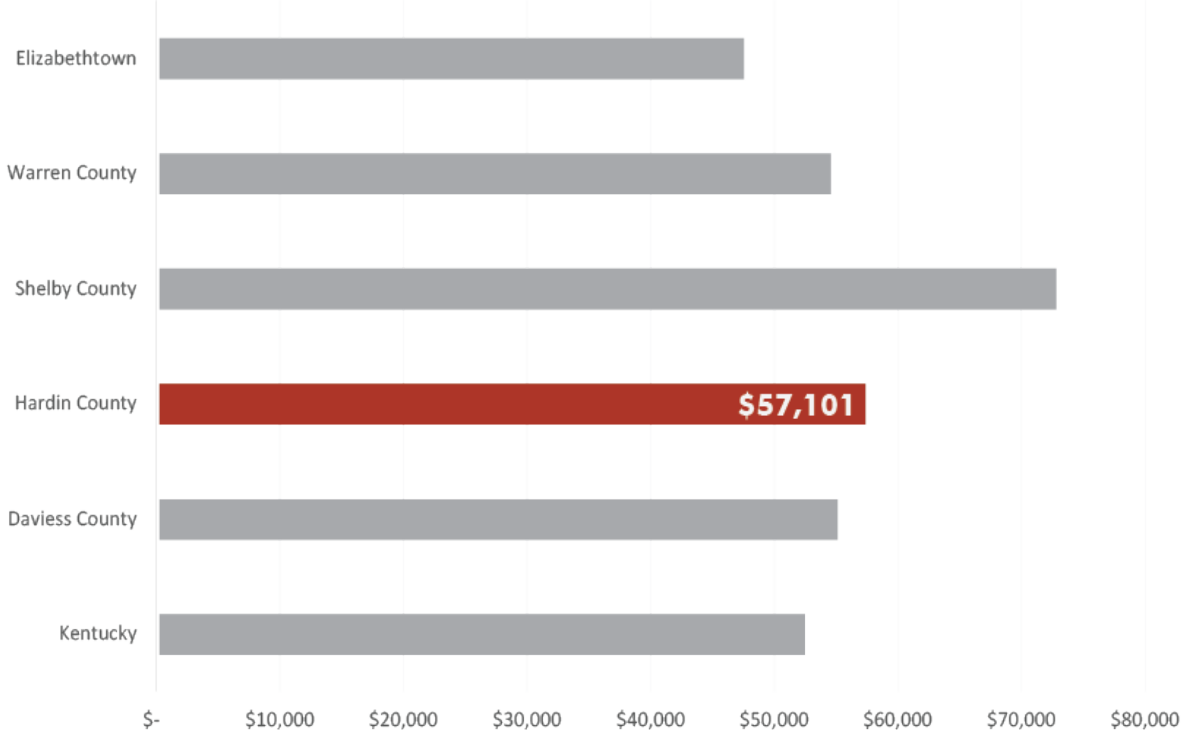
HARDIN COUNTY
COMMUTING PATTERNS



Work Close to Home

The vast majority of residents in Hardin County work in Hardin County, showing the strength of the labor market.

MEDIAN HOUSEHOLD INCOME COMPARISON



Higher Than Average Median Household Income

Compared to the state and peer counties, Hardin County has a higher than average household income.

Housing

The median household income of Hardin County is \$57,101. This represents a 20% increase from 2010. There are 46,970 housing units in Hardin County, which includes 14,338 units in Elizabethtown. There are 4,911 vacant units in Hardin County (1,299 of those are within Elizabethtown), for a vacancy rate of about 10.5%. The 2020 vacancy rate represents a 3.2% reduction from 2010 to 2020 (163 dwelling units). Owner-occupied units increased by 4.1% (1,011 units) from 2010 to 2020. The number of renter-occupied units increased more dramatically with a 28.4% increase, or 3,622 new renter-occupied units, from 2010 to 2020.



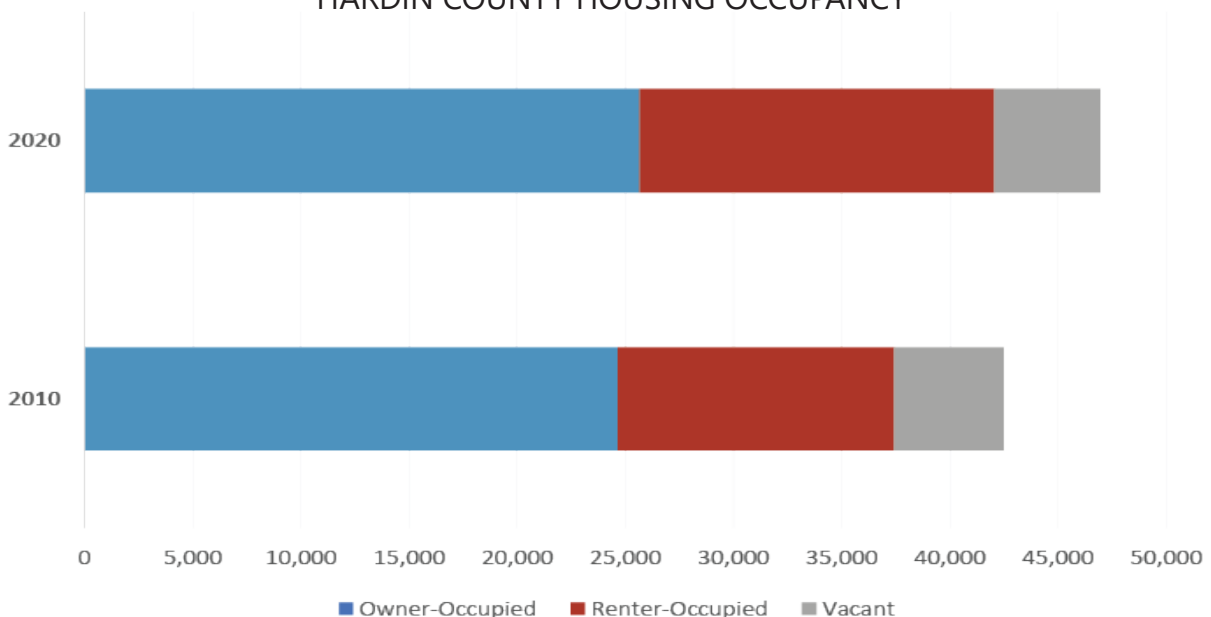
Median Home Value
\$157,000
Median Contract Rent
\$811

According to the ACS, the median home value in 2020 was \$157,000 in Hardin County, which is about 19.6% higher than the median home value in 2010; however, data from the Hardin County Planning & Development calculates the average reported construction cost of newly built homes in the county at \$201,402 in 2020 and \$248,073 in 2021. These figures include 211 new single-family homes built in this time period and reflect the rise of inflation and supply chain issues the building industry faced during the COVID-19 pandemic. The 2020 median home value in Hardin County is higher than the state (\$147,100) and Daviess County (\$143,500), however it is lower than the nation (\$229,800), Shelby County (\$202,000), Warren County (\$180,000), and Elizabethtown (\$175,400). In 2020, the median contract rent within Hardin County was \$811 per month. This is higher than the median rent for the state (\$783) and Elizabethtown (\$765), and similar to the peer counties.

Shifting Housing Occupancy

While owner-occupied has decreased by 3.4%, the percentage of renter-occupied units has increased by nearly 5%.

HARDIN COUNTY HOUSING OCCUPANCY





What Does it Mean for Hardin County?

Hardin County has many advantages going for it. It has a relatively young and educated population, enjoys a low unemployment rate, lower cost of living, and an above average median household income. Additionally, residents have a shorter average commute time for work, indicating that many work within the larger region.

Over the past ten years, the increase in population is commensurate to the decrease in vacancy rates; however, the greater share of occupied units has included renter-occupied units. This could be for a couple of reasons. First, the population is younger than some of the peer communities and likely earlier in their working career, and therefore, they may prefer to rent. Another reason for this could be the wages of the jobs in the county have not kept pace with the increases in housing costs over the past ten years.

MARKET ANALYSIS

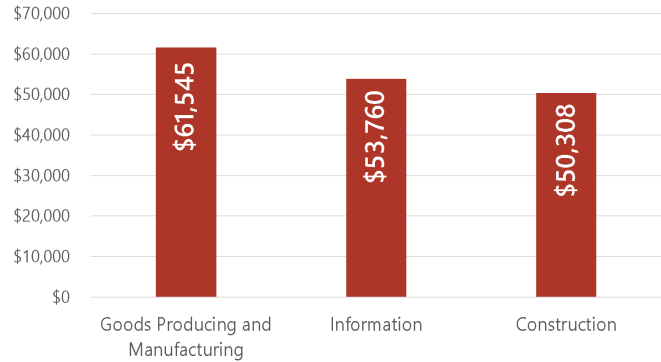
Industrial Profile

Hardin County historically has had a strong manufacturing presence, as well as a strong goods production, military and federal government sector, information sector, and leisure and hospitality sector. Hardin County's manufacturing and goods producing sectors will likely see continued growth over the next decade, due primarily to the BlueOval SK Battery Park, and the ancillary operations that will be needed to support the new plant.

Industry Overview

The Bureau of Labor Statistics (BLS) provides industry profiles that include the number of business establishments, the annual average employment, and the average wages per employee. Some of the larger industries within Hardin County include goods-producing and manufacturing, information and financial activities, as well as leisure and hospitality businesses. In 2020, goods producing and manufacturing businesses provided an average of 14,411 jobs in Hardin County, with an average wage of \$61,545 per year. Other noteworthy industries include the Information industry, which had 920 jobs across 53 businesses in 2020 and an average salary of \$53,760. Additionally, the construction industry, which employed 1,282 people at 215 companies in 2020, had an average salary of \$50,308 per year.

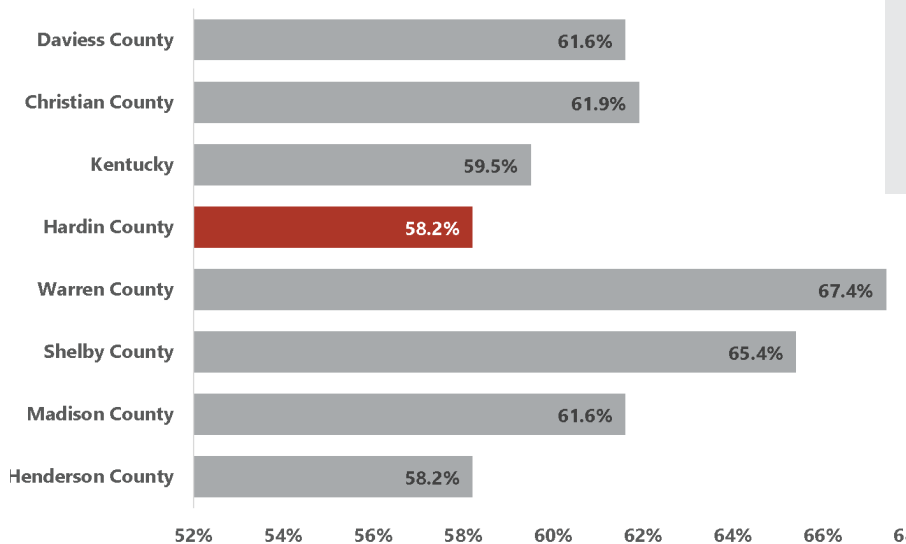
HARDIN COUNTY WAGES



High Wage, High Demand

Industries that provide strong wages in the county are expected to continue to grow into the future.

HARDIN COUNTY LABOR FORCE



Stable Workforce Participation

The percentage of individuals over the age of 16 that are participating in the labor force has remained the same since 2010.

Employment Trends

Hardin County's labor force includes about 54,375 people (63.3%), which is a similar percentage as peer communities and higher than the state (59.5%). There were 44,811 jobs located in Hardin County in 2020, and 79% of those jobs, or roughly 35,400 positions, were filled by residents of Hardin County. About 19% of the Hardin County population (over the age of 16) works outside of the county and 1.5% works outside of Kentucky. With approximately 21,836 workers of the Hardin County population leaving the county each day for work, residents are more likely to shop and spend money outside of the county.

Employment Concentration and Industry Sectors

Regional concentration of employment and industry is tracked by the Bureau of Labor Statistics (BLS). To analyze how a single industry is distributed geographically across the nation, BLS uses a measure called location quotient. Location quotients can determine the share or concentration of particular industry within one community compared to the United States. If the location quotient is greater than 1.0, employment within that industry is more concentrated locally than the nation. Alternatively, if the location quotient is less than 1.0, the specific industry is less concentrated than the nation. The data for location quotients in this analysis is based on the BLS Quarterly Census of Employment and Wages, 2021 annual averages for industries with at least 250 employees (across all employers).

The three industries with the highest employment concentration in Hardin County are all associated with the federal government and only include 16 establishments. This shows the influence of Fort Knox on employment in the county. Fort Knox is the largest employer in Hardin County and the second largest employer in the state.

Educational services (federal government) has the highest employment concentration when compared to the nation (97.68 location quotient), which means education services are almost 98 times more concentrated in Hardin County than the nation. This sector included two establishments associated with Fort Knox in 2021 that included one elementary/secondary school and one miscellaneous school/instruction. These two establishments had an annual average employment of 383 people and annual average wages of almost \$60,000 per employee in 2021.

Public administration for the federal government has the second highest employment concentration when compared to the nation (7.34 location quotient) that included eight establishments in 2021 with about 3,600 average employees annually and an annual average wage of over \$79,000 per employee. National security, such as Fort Knox, accounts for 98% of annual average employees within this sector, while administration of federal human resource programs, conservation program, and economic programs account for the remaining 2%.

Healthcare and social assistance (associated with the federal government) has a location quotient of 4.54 and included six establishments in 2021 with an annual average of 589 employees and an average annual wage of \$66,557 per employee. Almost 75% of the employees in this sector are employed at a federal hospital.

The fourth highest concentration of employment is a private industry. Manufacturing (1.75 location quotient) that includes 95 establishments in 2021 with an annual average employment of 6,712 employees with an annual average wage of \$63,678 per employee. This includes the assembling of component parts as well as the transformation of materials, substances, or components into new products. While the manufacturing industry is not as concentrated than the previous three federal government industries, the manufacturing industry employs almost twice as many people as the previous three industries combined and still has similar wages. It is anticipated that BlueOval SK Battery Park will increase the concentration of this sector.

The following table identifies the industries in Hardin County with at least 250 employees with a location quotient of 1.0 or greater (based on 2021 annual averages).

Industry Sectors with Location Quotient Greater than 1.0 (250+ Employees)				
NAICS Sector	Annual Average Employment Location Quotient	Annual Establishments	Annual Average Employment	Annual Average Wages Per Employee
Educational Services - Federal Government (NAICS 61)	97.68	2	383	\$59,571
Public Administration - Federal Government (NAICS 92)	7.34	8	3,634	\$79,272
Healthcare and Social Assistance - Federal Government (NAICS 62)	4.54	6	589	\$66,557
Manufacturing (NAICS 31-33)	1.75	95	6,712	\$63,678
Management of Companies and Enterprises (NAICS 55)	1.37	17	1,001	\$29,669
Retail Trade (NAICS 44-45)	1.25	416	5,976	\$32,096
Accommodation and Food Services (NAICS 72)	1.17	223	4,428	\$18,880
Education and Health Services – Local	1.04	6	2,693	\$44,216
<i>Source: BLS, Quarterly Census of Employment and Wages, 2022 Annual Averages NAICS Sectors</i>				

While the location quotient is an important tool in identifying industries that are concentrated in Hardin County, it is also important to analyze those industries that employ the largest number of people. Based on the BLS Quarterly Census of Employment and Wages for 2021 (annual averages), the industries with the largest number of employees are all private industries. This includes manufacturing (6,712 employees), retail trade (5,976 employees), healthcare and social assistance (4,975 employees), and accommodation and food services (4,428 employees). These four industries employ more than 22,000 people combined. However, the annual average wages per employee of retail trade (\$32,096) and accommodation and food service (\$18,880) are significantly lower than manufacturing (\$63,678) and healthcare and social assistance (\$51,136). Some of Hardin County's larger employers within these sectors include Altec Industries, Metalsa, Kruger Packaging, Quest Industries, Hardin County Schools, and Baptist Health Hardin. Once fully operational, BlueOval SK will almost double the number of people employed in manufacturing in the county.

The fifth and sixth industry sectors with the largest annual average employment include public administration for the federal government (3,634 employees) that includes Fort Knox and education and health services for the local government (2,693 employees) that includes Hardin County Schools.

Industries with Annual Average Employment with 1,000+ Employees				
NAICS Sector	Annual Average Employment	Annual Establishments	Annual Average Wages Per Employee	Annual Average Employment Location Quotient
Manufacturing (NAICS 31-33)	6,712	95	\$63,678	1.75
Retail Trade (NAICS 44-45)	5,976	416	\$32,096	1.25
Healthcare and Social Assistance (NAICS 62)	4,975	672	\$51,136	0.8
Accommodation and Food Service (NAICS 72)	4,428	223	\$18,880	1.17
Public Administration – Federal Government (NAICS 92)	3,634	8	\$79,272	7.34
Education and Health Services – Local Government (NAICS 61-62)	2,693	6	\$44,216	6
Administrative and Support and Waste Management and Remediation Services (NAICS 56)	2,455	183	\$36,823	0.87
Professional, Scientific, and Technical Services (NAICS 54)	1,564	323	\$63,316	0.51
Construction (NAICS 23)	1,442	227	\$53,362	0.62
Finance and Insurance (NAICS 52)	1,321	149	\$67,015	0.69
Transportation and Warehousing (NAICS 48-49)	1,090	66	\$43,777	0.59
Other Services, excluding public administration (NAICS 81)	1,023	258	\$34,284	0.79
Management of Companies and Enterprises (NAICS 55)	1,001	17	\$29,669	1.37
<i>Source: BLS, Quarterly Census of Employment and Wages, 2022 Annual Averages NAICS Sectors</i>				

BlueOval SK

In September of 2021, officials announced that Ford Motor Company and SK On would begin construction on a 1,551-acre campus to develop electric vehicle batteries outside of Glendale, called the BlueOval SK Battery Park. This investment in Hardin County is the largest economic investment in the state's history. This \$5.8 billion investment, upon completion, will be the largest EV electric battery plant in the world in terms of investment, physical size, jobs created, and manufacturing capacity. The battery park will be comprised of two plants that will eventually employ over 5,000 people, not including the ancillary businesses that will support the operation. Each plant will be over 4,000,000 square feet in size, and when completed, will be the 10th largest manufacturing site in the world for total square footage (8,400,000 square feet.) These two plants will have the capacity to produce more than 80 gigawatt hours.

The facility expects to be operational and producing batteries by 2025. ECTC is also building a new 42,000 square foot technology and training center in coordination with BlueOval SK in Glendale to provide more specific training for occupations at BlueOval SK, with the principal programs supporting battery knowledge, roles, and skills. This \$25 million dollar facility is slated to be completed before 2025.



APPENDIX B: EXISTING CONDITIONS ANALYSIS

The physical conditions of a community not only provide insight on past development trends, challenges, and opportunities, it also provides a basis for decisions and policy regarding future growth and development. This analysis is intended to provide additional detail to support the analysis in Chapters 2-6. The following is structured in the same order as the preceding chapters.

EXISTING CONDITIONS: AGRICULTURE AND NATURAL ENVIRONMENT

Soil Types: Soils can impact the type of development that can be supported but they also provide the basis for productive farmland. There are generally five types of soil - loamy, clay, peaty, sandy, and silty. The majority of soils in Hardin County are loamy soils. Loamy soils contain a mix of clay, sand, silt, and humus. They are high in nutrients, retain water well, and have good drainage.

Other soil types also exist within the county. Clay soils are dense and high in nutrients. They generally retain water very well but tend to have poor drainage. Peaty soils are high in organic materials and provide very good drainage, but they often serve more as a soil amendment to provide additional nutrients. Sandy soils have high concentrations of rock particles; they will generally have higher pH levels. The higher presence of rock particles can provide good drainage, but there is little to no water retention and minimal nutrients in the soil. Silty soils are smaller than sand particles but larger than clay particles. This composition can be detrimental during high rain events and flash flooding because it can easily be washed away.



EXISTING CONDITIONS: QUALITY OF LIFE AND BUILT ENVIRONMENT

Fort Knox Military Reservation: Fort Knox was established in 1918 as a field artillery training center. In 1940, the Army post became the military's home of Armor and Cavalry training, doctrine and development. This status lasted until 2011 when the mission moved to Fort Benning, Georgia, as a result of the 2005 Base Realignment and Closure (BRAC) Commission decisions. However, the installation since gained several new missions and transformed into a multi-command, multifunctional installation.

Today, Fort Knox's major organizations include V Corps, U.S. Army Cadet Command, U.S. Army Human Resources Command, U.S. Army Recruiting Command, 1st Theater Sustainment Command, First U.S. Army Division East, 84th Training Command, 100th Training Division, U.S. Army Reserve Aviation Command, Fort Knox Medical Department Activity (Ireland Army Health Clinic), U.S. Army Reserve Careers Group, U.S. Army Garrison-Fort Knox, Mission and Installation Contracting Command-Fort Knox and the 19th Engineer Battalion. In all, Fort Knox is home to nine general officer-level commands, which is among the most of any U.S. military installation.

Fort Knox's daytime workweek population is about 26,000. The annual transient population (e.g., those who travel to Fort Knox for mission purposes) is about 100,000. Additionally, almost 59,000 retirees and their dependents live within a 40-mile radius of the Army post.

The total annual economic output is at an all-time high of about \$4.8 billion, with \$1.3 billion in payroll and entitlements. Fort Knox, as a single entity and location, is second only to UPS as Kentucky's largest employer. There are almost 5,600 facilities on the installation, and the total cost to rebuild infrastructure (i.e., replacement value) is \$11.1 billion.

Cadet Summer Training (CST) – the Army's single-largest training event – occurs at the Army post May-August each year. About 10,000 Army ROTC cadets and 5,000 cadre travel to Fort Knox for this event. Thousands of family members also visit the area to participate in CST Family Days and attend cadet graduations.

A three-day Army JROTC event called Raider Challenge will start in 2023. This will draw upward of 5,000 JROTC students, instructors and families. Like CST, the regional economy stands to benefit.



In 2024, the Army Command Assessment Program (CAP) will be permanently stationed at Fort Knox. The program continues to expand, and thousands are expected to visit the Army post each year for this program that is used to evaluate the best talent to serve in consequential leadership positions across the Army.

About 101,000 of the Army post's 109,000 acres is comprised of the Fort Knox Range Complex. The complex regularly ranks among the most utilized in the continental United States due to the unique, specialized, wide-ranging and multifaceted training opportunities it provides – be it in the air, on the water or on the ground. It is not uncommon for over 100 training events to occur in a single day, particularly in the summer months.

In 2022, Fort Campbell, Kentucky, units utilized 1,077 training days, and U.S. Special Operations Command units utilized 574 training days on Fort Knox. These events included largescale aviation, ground maneuver and live-fire training.

Among the complex's notable facilities are seven uniquely themed urban training sites. Additionally, it is the only range in the continental United States with a river allowing for 360-degree firing of .50-caliber ball ammunition.

A Digital Air-Ground Integration Range (DAGIR) is also being constructed on a former tank range (Yano Range). Slated for completion in late 2023, it will be the only range of its type east of the Mississippi River. The DAGIR will draw additional ground and aviation units to Fort Knox because of the largescale and realistic training opportunities it will provide. In totality, the complex serves as a joint mission readiness center that directly supports a multitude of agencies and military organizations, to include special operations forces.

Fort Knox is a primary contingency site for Mobilization Force Generation Installation (MFGI) and Army Training Center base expansion. Should these contingencies be activated, thousands of Soldiers and trainees would arrive to Fort Knox for mobilization/deployment requirements and military training, respectively. The installation is also designated a FEMA Base Support Installation whereby the Army post would serve as a regional hub from which to provide support to agencies responding to a largescale emergency in the vicinity.

Fort Knox has played an important role for the Department of Defense and region since its establishment in 1918, and the scope of its impact is perhaps as significant as ever with the multitude of senior-level commands, wide-ranging mission sets, training range capabilities and economic outputs.



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON COMMAND, FORT KNOX
111 E CHAFFEE AVENUE
FORT KNOX, KENTUCKY 40121-5256

February 23, 2023

SUBJECT: Hardin County Comprehensive Plan

Adam C. King, Director
Hardin County Planning and Development Commission
150 N. Provident Way, Suite 225
Elizabethtown, KY 42701-8934

Dear Mr. King:

This letter is in regard to the Hardin County Planning and Development Commission's solicitation for comments on the Hardin County Comprehensive Plan. As the Fort Knox Garrison Commander, I am responsible for the installation's base operations, strategic planning efforts, and obligation to enable military readiness in support of current and future National Defense needs. As such, I take great interest in Hardin County's strategic plan and its ability to shape well-managed county growth complementary to the military mission.

I commend the Commission for its transparency and request for feedback. Careful, collaborative and deliberate planning remains essential to supporting compatible land use that preserves the installation's status as a critical component to the Department of Defense (DOD) mission. Based on the information provided by the Commission, Fort Knox supports the proposed Plan update.

In particular, the preservation of and added specificity to the Plan's designated Kentucky Highway 313 Corridor supports recommended implementation measures from the Fort Knox Compatible Use Plan (CUP) published in January 2022. The CUP was an Office of Local Defense Community Cooperation (OLDCC)-funded study developed by the Lincoln Trail Area Development District (LTADD) with participation from area governments, including Hardin County. This Corridor buffer, created to curb incompatible growth and minimize potential conflicts along the southern boundary of Fort Knox, is critical toward our Army's readiness requirements. Much of our on-post training occurs in this area, involves larger-caliber weapons firing and incorporates frequent military aircraft activity. This noise and activity will increase notably when the 3,000-acre Digital Air-Ground Integration Range (DAGIR) located at the post's southeastern corner opens later this year.

Fort Knox acknowledges the I-65/Highway 313 interchange's potential for Interstate Commercial or Industrial future land use. This location is within the Highway 313 Corridor and less than one mile from the DAGIR. Therefore, we strongly advise that qualifying measures be included for such land use so that daytime and nighttime military training and flights are not impeded by light pollution, tall structures, noise complaints or dense populations where there is aircraft accident potential.

Rural/farmland, conservation/natural habitat, existing flood areas, non-noise sensitive industrial (e.g., storage and distribution centers), solar, structure height limits and use of cut-off/downward facing lighting are land uses and mitigation measures Fort Knox supports throughout the Highway 313 Corridor. Such noise-sensitive developments as Residential with more than one dwelling per 10 acres as well as Commercial with uses entailing overnight stays (e.g., lodging, RV parks, truck/rest stops) would be examples of incompatible land use in this Corridor.

Fort Knox understands that the predominate land use for the Plan's designated North Urban Area is Residential. Given that this area is generally between the cities of Elizabethtown, Radcliff and Vine Grove, it stands to reason that some portions could provide for desired residential areas, to include among personnel working on Fort Knox. There is a particular concern, however, with the North Urban Area lands adjacent to the post as well as the potential annexation by neighboring municipalities resulting in the elimination of the buffers' current land use restrictions. Dense residential development and noise-sensitive land uses would be incompatible, as there are training ranges – to include large caliber firing points – along the southwestern, southern and southeastern portions of the installation. As such, particular focus and action in this area is required to avoid future conflicts.

I appreciate the Commission for listing support to Fort Knox as one of the Plan's standalone goals. The post is one of only a few places where troops can carry out virtually the full complement of training, which contributes significantly to the DOD mission of preparing our nation's warfighters to support and defend our country when called upon. It must also be noted that this demonstrated community support is taken into consideration when determinations are made on installation value and unit/organization stationing actions, which ultimately helps support the long-term viability of Fort Knox.

Today, Fort Knox, as a single enterprise and location, is second only to UPS as Kentucky's largest employer. The installation's annual economic output is about \$4.8 billion, with \$1.3 billion of which in payroll and entitlements. In addition to its world-class and in-demand training range complex, Fort Knox has transformed in recent years into

a multifunctional installation with 9 general officer commands. The missions span worldwide, with a central role in recruiting, training and supporting the warfighter.

The Fort Knox team has long been proud to call central Kentucky its home. The region provides outstanding quality of life opportunities for Army Families, and we recognize that the county's continued economic growth promotes vitality and spurs more opportunities for everyone. We support this growth and at the same time appreciate the partnership toward managing the growth in a manner that takes into consideration the needs of not only Fort Knox but the readiness of our entire National Defense.

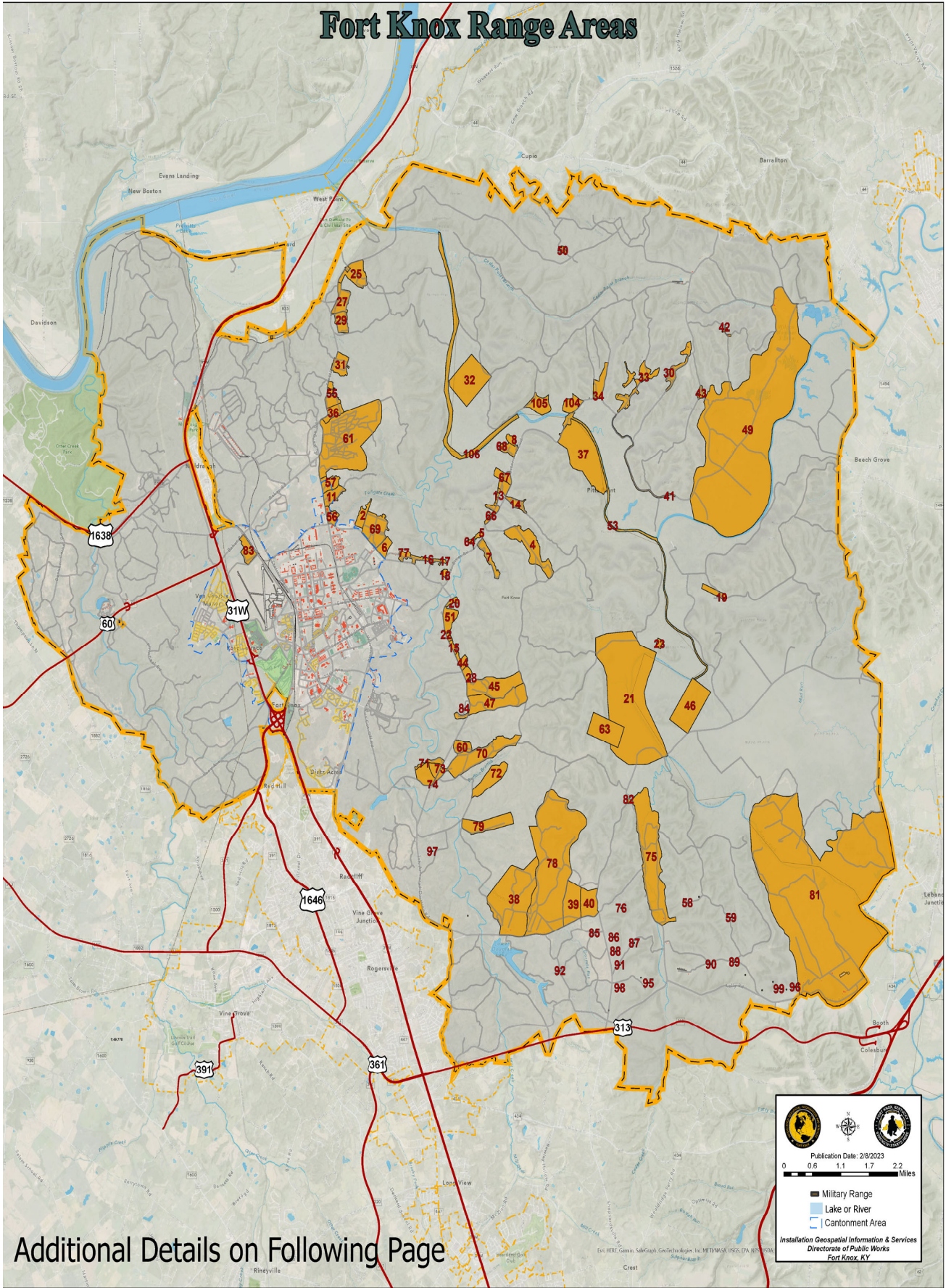
If you would like additional information, please contact the Chief, Environmental Management Division, at 502-624-6684; Chief, Public Affairs Office, at 502-624-4985; or Chief, Range Management Office at 502-624-1447.

Sincerely,

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Lance A. O'Bryan
Colonel, US Army
Garrison Commander

Fort Knox Range Areas

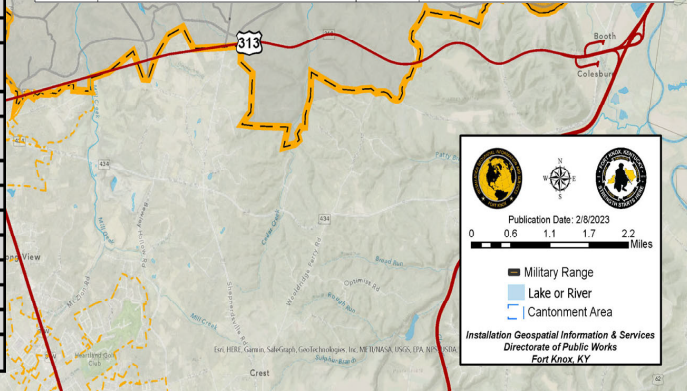


Additional Details on Following Page

Fort Knox Range Descriptions

Weapon System	KNOX Primary Facility	KNOX Alternate Range
M16/M4 Series	Canby Hill	Pells, Wood
	Pells	None
	Scott Mountain	Heins QTR
	Brown	Pells, Wood
	Kennedy, Cedar Creek	St Vith, Wilcox, Donnelly, MFO, Boydston, Yano
9MM	Fraser	Canby Hill, Clark, Handiboe, Finnegan
	Fraser	Lee Pistol
M21 and M24	Scott Mountain	Heins QTR
	Kennedy, Cedar Creek	St Vith, Wilcox, Donnelly, MFO, Steeles, Boydston, Yano
	Yano	None
M107	Wilcox	Scott Mountain; Heins
	Wilcox	St Vith, Baum, Steeles
	Kennedy, Cedar Creek	St Vith, Wilcox, Donnelly, MFO, Steeles, Boydston, Yano
	Yano	None
M249 SAW M240B/M60	Longstreet	Handiboe Range
	Heins QTR	None
	Kennedy, Cedar Creek	St Vith, Wilcox, Donnelly, MFO, Steeles, Boydston, Yano
	Yano	None
M2	Heins	Heins QTR
	St Vith	Yano
	Kennedy, Cedar Creek	St Vith, Wilcox, Donnelly, MFO, Steeles, Boydston, Yano
	Yano	None
M203	FBI	None
	Hackett	None
	Kennedy, Cedar Creek	St Vith, Wilcox, Donnelly, MFO, Steeles, Boydston, Yano
	Yano	None
Hand Grenade	Christensen Practice	Christensen Qualification
	Christensen Qualification	None
	Christensen	None
MK-19	Heins	St Vith, Wilcox
	Hackett	None
	St Vith	Yano
	Yano	None
Mortars (60mm, 81mm & 120mm)	Hackett	None
	FPs in TA3	None
	FPs in TA2	None
	Yano	None
Artillery (Self-Propelled & Towed)	Hackett	None
	FPs in TA2/TA3	None
	Yano	FPs in TA2/TA3
M1-Series	Wilcox	Yano
	Yano	Wilcox
Bradley Fighting Vehicle	Wilcox	Yano
	Kennedy, Cedar Creek	St Vith, Wilcox, Donnelly, MFO, Steeles, Boydston, Yano
	Yano	Wilcox
Stryker (all variants minus MGS)	Wilcox	Yano
	Kennedy	Cedar Creek
MGS	None	Wilcox, St Vith
	None	Wilcox, Yano
AH64D/AH64A Apache	Wilcox	St Vith
OH58D Kiowa Warrior	Yano	Wilcox
	Yano	St Vith
Door Gunnery (M60D/M240H)	Yano	Wilcox, St Vith

Range Number	Range Name	Range Number	Range Name
1	Hooker Mountain 2	54	Rice Range
2	Mendick Range	55	Tollgate Pistol Range
3	Choate Defense Fire Range	56	Fraser CPQC Range
4	Kennedy ISBC	57	Garvin Range
5	Brown Pistol Range	58	Heins QTR
6	Schroeder Range	59	Firing Point 02B, Artillery
7	Scott Moutain Range	60	Firing Point 02A, Artillery
8	Crane Range #2	61	Firing Point 02C, Artillery
9	Hooker Mountain 1	62	Firing Point Ames
10	Hooker Mountain 5	63	House Range
11	Wilson Range	64	Easy Gap Range #1
12	Hooker Mountain 4	65	Easy Gap Range #2
13	Hooker Mountain 3	66	Miller Range
14	Ashley Combat Movement Course	67	Crane Range
15	Lee Rifle Range	68	George-Blair MRF Range
16	Finnegan Range	69	Flat Lick Aerial Gunnery Range
17	Handiboe Range	70	Steeles Tank Range
18	Porter River Road Quarry Demolition	71	Mill Creek M203 Range
19	Snellen Aerial Gunnery Range	72	Brumfield Range
20	McKie Range	73	Christensen Hand Qualification Rang
21	Flat Lick Bombing Range	74	Christensen Hand Accuracy Course
22	Lee Pistol Range	75	Cedar Creek IPBC
23	Rolling Fork Aerial Gunnery Range	76	St. Vith MPTR
24	Christensen Hand Grenade Range	77	Yano MPRC
25	Longstreet Range #1	78	TOW Fam Fire Range
26	Longstreet Range #2	79	TOW Dragon
27	Wood Range #1	80	Mill Creek Claymore
28	Wood Range #2	81	Firing Point 03K, Artillery
29	Zussman MOUT	82	Canby Hill Range
30	Pells ARF Range	83	Crumb Range
31	Arnold Bottoms Aerial Gunnery Range	84	Firing Point 03E, Artillery
32	Rodgers Hollow Demolitions Range	85	Firing Point 03J, Artillery
33	Raridan Hollow Demolitions Range	86	Firing Point 03A, Artillery
34	Morgan AFF Range	87	Firing Point 03C, Artillery
35	Reiley AFF Range	88	Firing Point 03B, Artillery
36	McFarland-Oliver Tank Range	89	Firing Point 02E, Artillery
37	Baum Tank Range	90	Firing Point 02D, Artillery
38	Hackett Range	91	Firing Point 03D, Artillery
39	FBI Range	92	Firing Point 03H, Artillery
40	Wilcox Convoy Operations Site	93	Firing Point 02F, Artillery
41	Andrews Shoothouse	94	Firing Point 02G, Artillery
42	Anaconda Village	95	Firing Point 03F, Artillery
43	Danner Rocket Range	96	Firing Point 02K, Artillery
44	Benavidez Range	97	Firing Point 03G, Artillery
45	Donnelly Range	98	Firing Point 02I, Artillery
46	Hays Flats Aerial Gunnery Range	99	Firing Point 02J, Artillery
47	Boydston Range	100	Firing Point 02H, Artillery
48	Mill Creek Demolitions Range	101	Firing Point 03I, Artillery
49	Wilcox DMPTR	102	Firing Point 05D, Artillery
50	Red Wing Village	103	Firing Point 05E, Artillery
51	Burcham UAC Range	104	Rodgers 4
52	Salt River South	105	Rodgers 5
53	Clark Range	106	Salt River North



EXISTING CONDITIONS: TRANSPORTATION

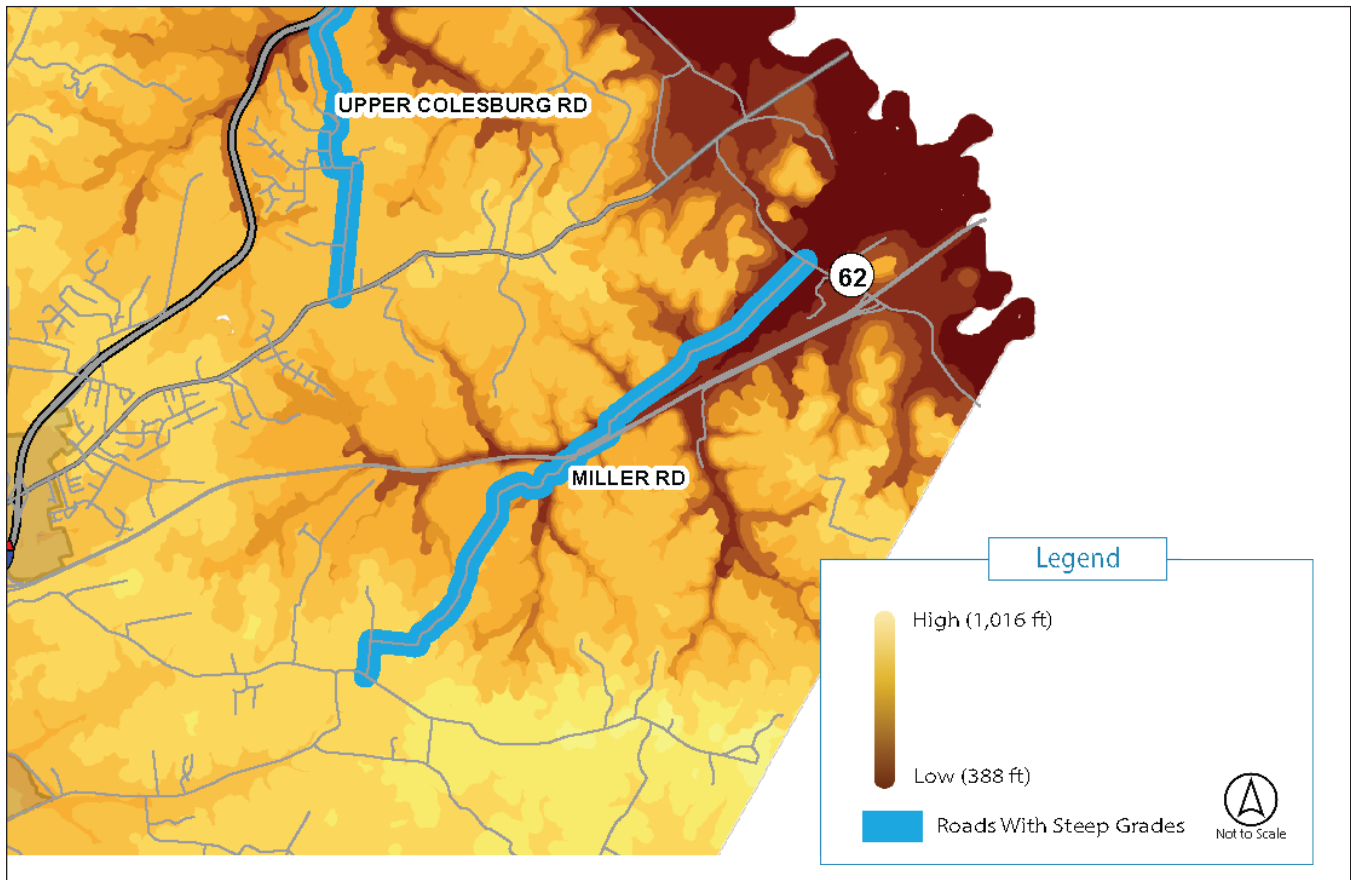
Road Inventory and Traffic Volumes: Hardin County has excellent regional transportation connections, with three freeways and several major arterials serving the county. Figure B-1 shows the major highways and traffic volumes on these major roads.

- I-65 runs north-south through the eastern side of Hardin County. It connects to Louisville and Nashville and carries an average of 40,000 to 65,000 vehicles per day (VPD) depending on the location.
- The Bluegrass Parkway runs east-west between Elizabethtown and Woodford County to the east. This parkway carries an average of 13,500 VPD.
- The Western Kentucky Parkway runs east-west between Nortonville, Kentucky and Elizabethtown. This parkway carries an average of 12,000 to 20,000 VPD.
- Patriot Parkway (KY 361) runs north-south between Elizabethtown and Radcliff. This route carries an average of 10,100 VPD.
- Lincoln Parkway (KY 61) runs north-south between Elizabethtown and Hodgenville. This route carries an average of 15,261 VPD.
- Other Major Regional Highways include US 31W (runs north-south and connects to Fort Knox in the north), US 62 (runs east-west paralleling the parkways), and KY 313 (runs generally east-west through the county and connects to I-65 and Brandenburg).

Many of the highways in Hardin County operate well with little congestion; however, there are some in the urban centers that become congested at peak times, especially during the middle of the day and during the afternoon peak. Ring Road (KY 3005) experiences congestion issues at peak times, including at the intersection with Dixie Highway (US 31W). Also, it should be noted that US 31W and the US 31W Elizabethtown Bypass can experience congestion during peak times or when there is an incident or accident on I-65 .

The Hardin County Road Department is responsible for the maintenance and paving of 562 miles of county roads, including snow and ice removal, mowing, tree trimming, and repairing and installing road signs. The County Road Fund Budget for fiscal year 2022/2023 was \$9,560,977, which was 17.29% of the total county budget. The Road Fund Aid & Fee Revenue was \$2,901,977, which is about 30% of the total funding for county roads. The largest single appropriation was for asphalt at \$5,700,000 (59.6% of the Road fund expenditures).

Most county-maintained roads have low to moderate daily traffic volumes. Both KYTC and the Hardin County Road Department complete traffic counts on select local, county-maintained roads, most of which have between 50 VPD and approximately 3,800 VPD. The county roads with more than 1,500 VPD include: Pear Orchard Road, Deckard School Road, North Black Branch Road, and Tunnel Hill Road. Figure B-1 shows the county roads with KYTC traffic counts.



Road with Steep Grades: The County Road Maintenance System includes two roads that have sections that can be characterized as consisting of steep pavement grades and severe drop offs from narrow road shoulders. These two roads, Upper Colesburg Rd and Miller Road, are identified in the following map. Improvements to these roads for increased safety and the reduction of accidents should be considered. Stovall Road is a fairly flat county road until it approaches Lower Colesburg Road to the north. While Stovall Road does traverse steep terrain in sections, most of the traveling public will utilize the connection to Bardstown Road (US 62). A map of roads with steep grades in Hardin County can be found in the image above.

Flood Prone Roads: There are 20 roads that have been identified by the Hardin County Road Department as roads with a history of flooding and where information signs are posted when flooding occurs. A map of flood prone roads can be found in Figure B-2.

- | | |
|--------------------------|-------------------------------|
| 1. Stewart Road | 11. Sportsman Lake Road |
| 2. Cartwright Road | 12. Dupin Loop |
| 3. Happy Hollow Road | 13. Bacon Creek Road |
| 4. Lower Colesburg Road | 14. Constatine Road |
| 5. Colesburg Road | 15. White Mills-Glendale Road |
| 6. Miller Road | 16. Payne Road |
| 7. Deckard School Road | 17. Nolin Road |
| 8. Boone Road | 18. Cave Road |
| 9. Meredith Road | 19. Buckles Road |
| 10. Gaither Station Road | 20. Webb Mill Road |

Figure B-1: Average Annual Daily Traffic

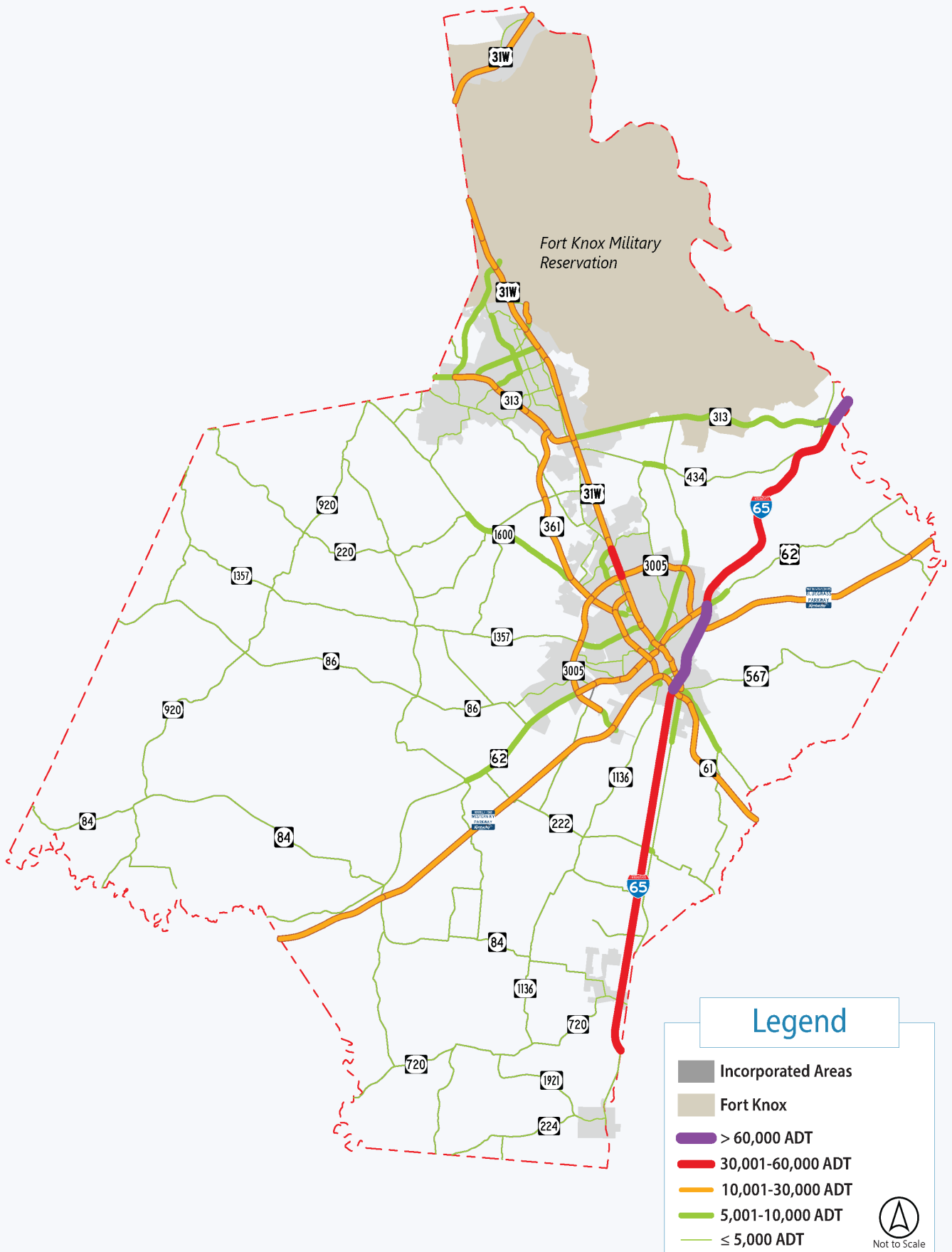
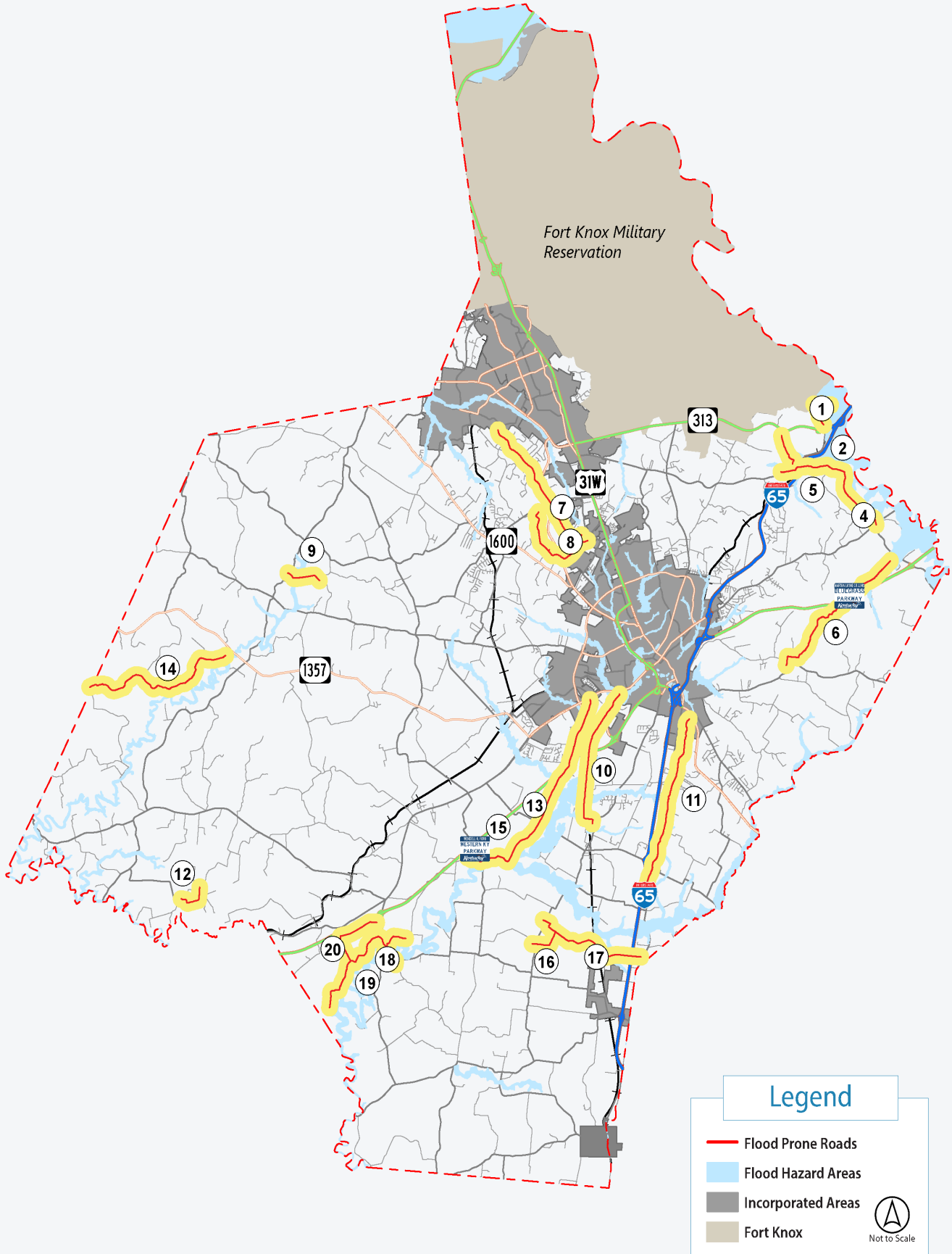
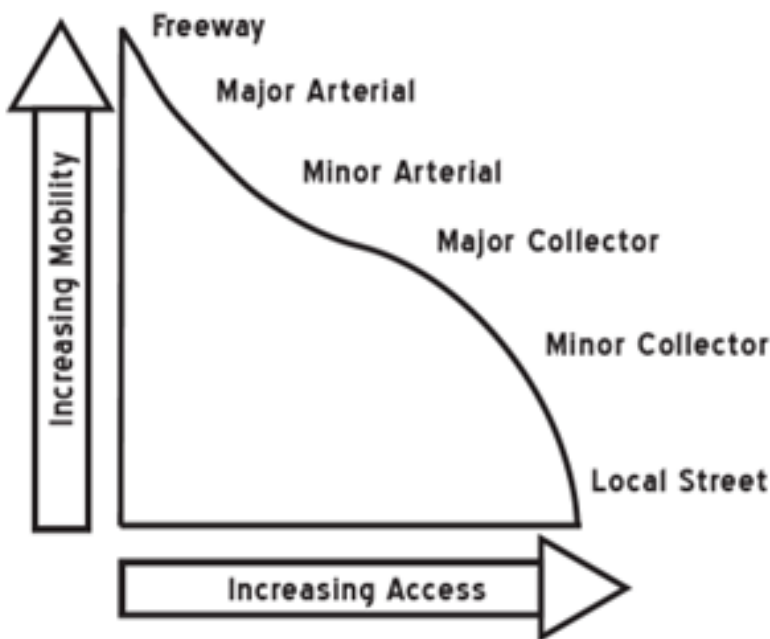


Figure B-2: Flood Prone Roads



Highway Functional Class: Roads are often classified by the role (or function) that a particular road or segment of a road should play in moving people and goods in an area. These classifications separate roads into groups based on how they should balance moving traffic versus providing access to adjacent properties. Within Kentucky, roads are classified into seven functional classification categories, with interstates providing the best traffic flow and least access to adjacent properties and local roads providing the most direct access to adjacent property and slower traffic flow. Higher classified roads (such as interstates) are typically intended for longer distance travel between regions or states, while lower classified roads (such as local roads) are typically used for shorter trips. Each road classification can also be considered rural or urban. The functional classifications for roads in Hardin County are described below.

- Interstates – Provide the most mobility (efficient flow of traffic) and the least access to properties. Roads in this classification include the National System of Interstate and Defense Highways (such as I-65).
- Other Freeways & Expressways – Provide high mobility and low access to adjacent properties. These roads consist of other (non-Interstate) limited access highways (such as the Bluegrass and Western Kentucky Parkways).
- Principal Arterials - Provide a high level of mobility for regional or statewide travel between destinations (such as US 31W and KY 313).
- Minor Arterials - Serve trips of moderate length between smaller destinations as well as larger roads within urban areas (such as KY 3005, KY 86, KY 61, and KY 361).
- Major Collectors – Provide a connection between the local roads or minor collectors and arterials or interstates (such as portions of US 62, KY 447, KY 251, and KY 84).
- Minor Collectors - Provide a connection between the local roads and higher classified roads but have lower mobility with higher opportunities to access properties (such as KY 1136, KY 222, and KY 920)
- Local Roads – Provide the highest level of access to adjacent land but typically have the lowest mobility. These roads are not intended for long distance travel and include all roads that are not classified otherwise.



Ranking of Excess Expected Crashes on Roads and Intersections in Hardin County:

KYTC, in cooperation with the Kentucky Transportation Center at the University of Kentucky, has completed a high-level safety screening of major highways and intersections across the state. This screening compares observed crashes with an expected number of crashes based on the type of highway or intersection and the geometric design of the facility (e.g. shoulder width). The metric developed for planning purposes is termed “Excess Expected Crashes,” or EEC. A positive EEC number indicates that the number of crashes is more than what would typically be expected on that type of road or intersection. In essence, it means that there may be the potential to reduce crashes on the road and intersection through proactive measures. A negative number, however, indicates the road or intersection is functioning better than predicted for that type of road or intersection, and any proactive measures (while it may have value) is less likely to reduce crashes.

For intersections, the intersections of arterials and collectors with the ten highest EEC values in the unincorporated areas of the county are shown in the following tables. The highest values are located on US 31W, KY-3005 (Ring Road), and US 62. Interstates were not included in the review of main routes but are identified below as a secondary route. Data for local roads is incidental to the scope of EEC data collection. Three intersections are distributed across the western half of Hardin County, three adjacent to Elizabethtown, and three along the I-65 corridor.

Highest EEC Values for Intersections along Arterials and Collectors		
Main Route	Secondary Route	EEC Total
S Dixie Hwy (US31W)	Sonora Hardin Springs Rd (KY84)	18.26
Patriot Pkwy (KY361)	Ring Rd (KY3005)	14.37
Leitchfield Rd (US62)	Sonora Hardin Springs Rd (KY84)	10.48
Shepherdsville Rd (KY251)	Battle Training Rd (KY434)	6.17
W Glendale Hodgenville Rd (KY222)	I-65	5.59
Sonora Hardin Springs Rd (KY84)	I-65	5.48
S Dixie Hwy (US31W)	Gilead Church Rd (KY1136)	5.46
Hardinsburg Rd (KY86)	Salt River Rd (KY920)	4.97
Bewley Hollow Rd	Ridgestone Dr	4.41
Rineyville Rd (KY1600)	Crume Rd (KY391)	3.8

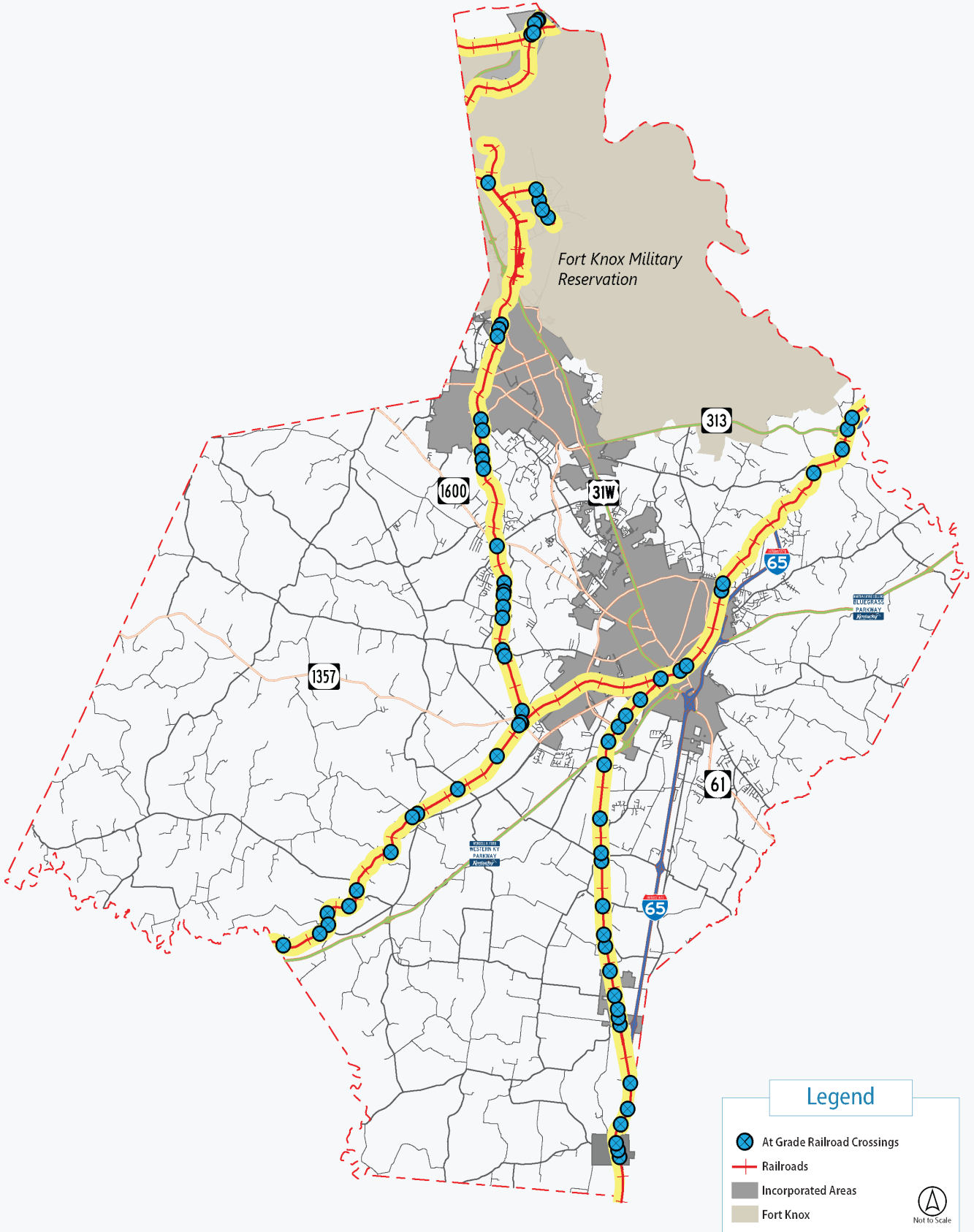
Similarly, the EEC data segments of arterials and collectors with the ten highest EEC values in the unincorporated areas of the county are shown in the following table. Interstates were not included in the review. Data for local roads is incidental to the scope of EEC data collection. The corridors highlighted in the table below are major routes between Elizabethtown and Radcliff (north and northwest), with the highest EEC values being along Bewley Hollow Road, Deckard School Road, Pear Orchard Road Northwest, and Pear Orchard Road. These routes may warrant evaluation for safety improvements.

Highest EEC Values for Arterial and Collector Roads		
Route Name	Description of Intersecting Street	EEC Total
Bewley Hollow Rd	Ridgestone Drive to Pear Orchard Rd NW	5.03
Bewley Hollow Rd	Hollow Bridge Dr to Ridgestone Drive	3.56
Bewley Hollow Rd	Between Battle Training Road (KY 434) and Ravenswood Drive	0.91
Bewley Hollow Rd	Ravenswood Drive to Hollow Bridge Drive (over Bewley Run)	0.34
Deckard School Rd	Between Patriot Pkwy (KY 361) and Blackacre Lane	3.69
Deckard School Rd	Blackacre Lane to Rineyville Big Springs Rd (KY 220)	0.04
Deckard School Rd	at Patriot Parkway (KY 361)	-0.2
Pear Orchard Rd	Columbus Drive to Doris Court	-0.2
Pear Orchard Rd NW	East of Cecil Court	1.79
Pear Orchard Rd NW	Covington Ridge Road to Bewley Hollow Road/Pear Orchard	-0.24

Railroad Crossings: Within Hardin County, CSX and Paducah and Louisville (P&L) operate rail facilities. Incidents on these facilities from 2017-2021 (dates for which data is available through the Department of Transportation Federal Railroad Administration) include ten total accidents or incidents. Of those events reported, there were two fatalities in 2020 at the Kraft Road crossing in Rineyville and one injury in 2022 at the private Americold Industry crossing. All of these fatalities and injuries were caused by the drivers not stopping at the crossing.

In Hardin County, there are 59 public streets that cross the railroad tracks, and only 18 crossings have gates, which can be seen in Figure B-3. The Department of Transportation inventory of crossings in the county estimates ten trains operate daily on the P&L line through West Point, Vine Grove, Radcliff, Cecilia, and Rineyville and nearly ten trains operate daily on the CSX line between Elizabethtown and Sonora. Segments outside of these estimates of activity at at-grade crossings range from one train per week to five trains per day.

Figure B-3: At-Grade Railroad Crossings



Water Supply and Water Sources: Public water supply should be an important factor in any development proposal. Hardin County is currently served by four public water systems: Hardin County Water District No. 1, Hardin County Water District No. 2, Vine Grove Water System, and the City of Bardstown Utility Department. The Fort Knox military post has its own Water Treatment Facility, which is operated by Hardin County Water District No. 1. The raw water sources that the water districts use are included on Figure B-4 as source water protection areas.

All of the water utilities that serve Hardin County are strategically planning future water facilities and distribution systems within the county. Hardin County Water District No. 2 has also previously completed regional wastewater studies to identify areas within their water service area that would benefit from public sewer service currently and in the future. Following the studies, Hardin County Water District No. 2 constructed trunk conveyance lines to service the BlueOval SK Battery Park, the I-65 interchange at Glendale, and Historic Downtown Glendale. The wastewater from this service area is pumped to the City of Elizabethtown's sewer plant for treatment. As of 2023, the Glendale Collection System has approximately 31 residential connections and 17 commercial connections and an industrial connection with the BlueOval/SK battery facilities under construction.

Nearly all of Hardin County residences have access to public water. Hardin County Water District No. 1 and No. 2 have identified extension projects that would provide service to less than 300 households that are not currently served by public water. These unserved areas are spread sparsely across the county in some of the more topographically challenging and least densely developed areas of the county. Additionally, water supply planning is conducted on a regional level with needs analysis and project planning through the Lincoln Trail Area Development District Water Supply Council.

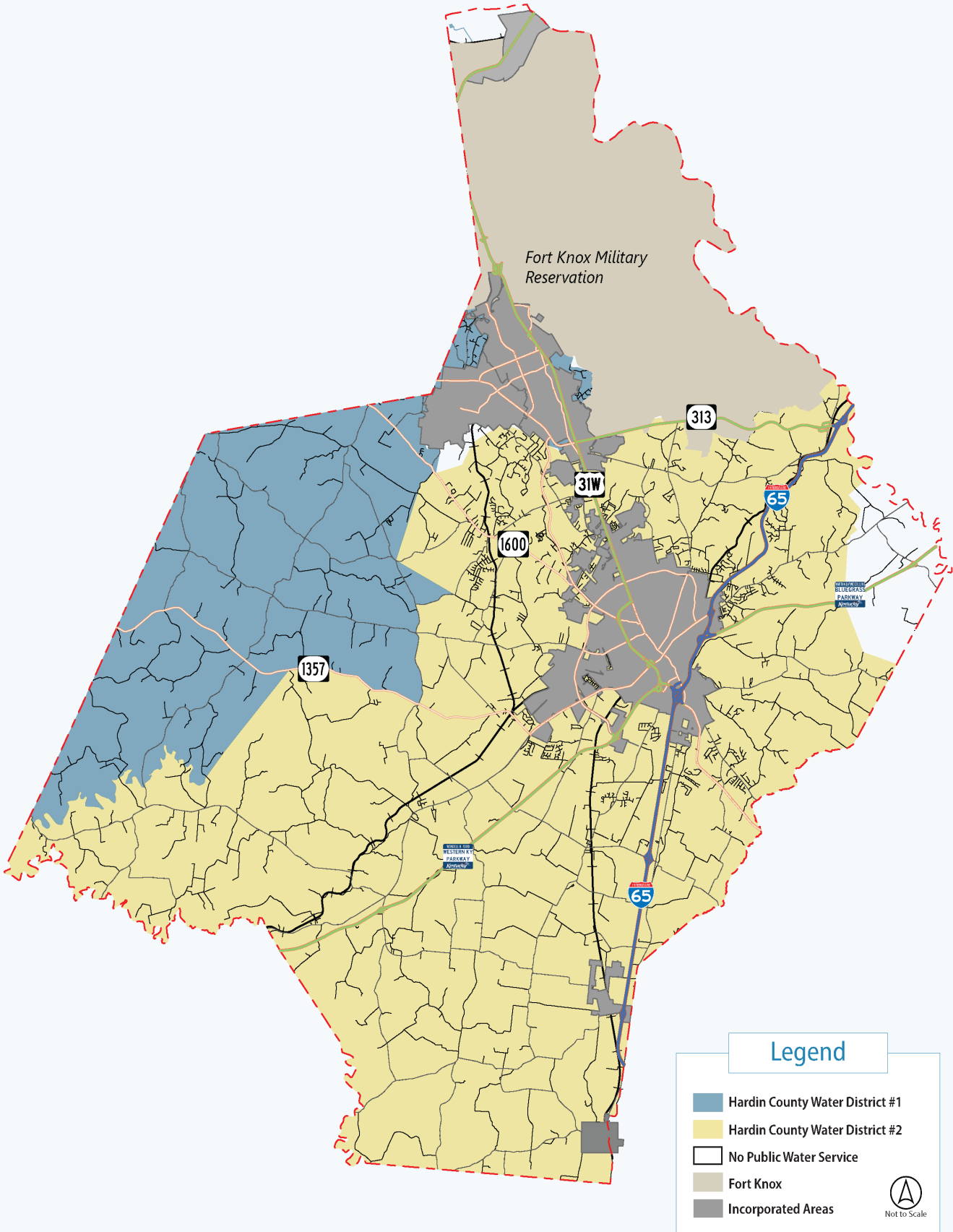
Hardin County Water District No. 1 serves approximately 10,800 customers in both the unincorporated areas of the county as well as the City of Radcliff. The Water District also has a contract to own and operate the Fort Knox military post water system. The recently renovated Fort Knox water treatment plant has a design capacity of 7 mgd and the district's Pirtle Spring water treatment plant, located in Cecilia, has a design capacity of 3.1 mgd. Additionally, the water district is a wholesale supplier to the Vine Grove water system and to Meade County Water District. The water district can purchase supplemental water supply from the Louisville Water Company (up to 3.1 mgd) and Hardin County Water District No. 2.

Hardin District No. 2 hired a consultant in 2023 to complete a study of the Southern part of Hardin County to determine specific sewer needs, which includes collection, conveyance, and treatment options. The study is expected to assist in determining sewer needs for current and future growth.

Hardin County Water District No. 2 serves the urban area of Elizabethtown and unincorporated areas of the county. They provide water to approximately 30,300 customers, making it the third largest water district in the state. It operates two treatment facilities, one at White Mills (8.1 mgd) and one at City Springs in Elizabethtown (3.3 mgd). The district can also purchase supplementary supply from the Louisville Water Company of up to 5 mgd.

The Vine Grove Water System provides water distribution within the City of Vine Grove. They provide distribution services to approximately 2,800 city customers but do not operate their own treatment facilities. They utilize multiple wholesale interconnects with Hardin County Water District No. 1 for their water supply.

The Bardstown Utility Department provides water to a small portion of eastern Hardin County.



Sewer and Septic Systems: Public sewer service has generally been limited to incorporated areas within Hardin County and currently provided to approximately 28,500 residential households and over 3,100 commercial customers. The county currently has four public sewer providers: the City of Elizabethtown, Hardin County Water District No. 1 (Radcliff and West Point service areas), Hardin County Water District No. 2 (Glendale area), and the City of Vine Grove. Hardin County Water District No. 1 also owns and operates the Fort Knox Wastewater Treatment Plant. All of these providers have wastewater treatment plants that provide centralized wastewater treatment that meets EPA standards for their respective boundaries.

Hardin County Water District No. 2 has also previously completed regional wastewater studies to identify areas within their water service area that would benefit from public sewer service currently and in the future. Following the studies, District No. 2 constructed trunk conveyance lines to service the BlueOval SK Battery Park and the I-65 interchange at Glendale and Historic Downtown Glendale. The wastewater from this service area is pumped to the City of Elizabethtown's sewer plant for treatment. The Glendale Collection System currently has approximately 31 residential connections and 17 commercial connections and an industrial connection with the BlueOval/SK battery facilities under construction.

Average daily flows for all the wastewater plants within the county are below the 85% threshold for additional service planning. However, peak flows and infiltration / inflow may reach design limits on occasion for some plants. Currently, the City of Elizabethtown's wastewater treatment facility at Gaither Station has a design capacity of 13.0 mgd, and Hardin County Water District No. 1's wastewater treatment facility in Radcliff has a capacity to treat 4.0 mgd. Additionally, the treatment plant in Vine Grove has a design capacity of 0.71 mgd.

With the additional expected flows from the Glendale area through Hardin County Water District No. 2's collection system into the Elizabethtown treatment plant and the potential other service needs in developed parts of the county, wastewater treatment capacity needs should be tracked closely. Since there is not currently a county treatment facility, regional collaboration for sewer facilities should be a high priority. Hardin District No. 2 has hired a consultant who is currently completing a study of the Southern part of Hardin County to determine specific sewer needs to include collection, conveyance, and treatment options. The study is expected to assist in determining sewer needs for current and future growth.

Hardin County also has sewage disposal and treatment requirements in the county's zoning ordinance that outlines requirements for when and where connections to public sewers are required. Availability of public sewer service and other utilities will play an important factor in the ability for additional development in the unincorporated areas of Hardin County.

Most unincorporated areas use on-site treatment (septic systems), which can be appropriate for low density development with adequate soil characteristics. Areas in western Hardin County that are prone to karst topography often need additional review because the terrain and soils may not support septic systems. As development pressures continue in areas without sewer service, it may be necessary to implement some level of public sewer more quickly than in the past. This may increase pressure for higher density developments in the cities and therefore potential annexation of parcels adjacent to the cities.

Electric: Hardin County is served by two electric utilities, Kentucky Utilities and Nolin Rural Electric Cooperative. Service areas for these utilities are defined and set by the Public Service Commission. Coordination between the county and these providers is important for the provision of the most efficient location of infrastructure and to ensure that conflicts between utility locations within developments can be minimized. Electric service is available throughout the county and adequately meets the county's needs. However, higher-intensity land uses may require more extensive coordination and planning with electric providers.

Natural Gas: Unincorporated Hardin County has limited natural gas service. Where available, it is provided by Elizabethtown Gas Department and Louisville Gas & Electric. The Elizabethtown Gas Department manages a gas storage facility near Cecilia. All development proposals in this area must comply with the established easements for the properties that are part of the storage area.

Telecommunications and Broadband: Hardin County generally has high speed internet service available in many areas of the county. With the changing landscape of broadband access and connectivity needed for commercial, educational, and personal uses, continued investment is likely necessary by providers for unincorporated areas. Recent trends in remote work and learning have emphasized the need for widespread, affordable connectivity. Additionally, cellular service has adequate to good coverage for most areas of Hardin County, but there may need to be continued scrutiny of placement of new telecommunication towers in areas of environmental or cultural sensitivity. New developments in the county should be cognizant of the growing need for telecommunication utilities and allow for adequate provision of these services.

Emergency Response Services: The Hardin County Emergency Medical Service (EMS) is an advanced life support service that provides both emergency and non-emergency service to the citizens of the county. The ambulance service employs paramedics and emergency medical technicians and operates fourteen ambulances and emergency response vehicles. The Hardin County Ambulance Service currently operates from the following locations: Elizabethtown Station #1 (Administrative Office) in Elizabethtown, North Hardin Station #2 in Radcliff, and South Hardin Station #3 in Sonora. The EMS averaged over 1,000 transports per month in 2021 to 2022.

Hardin County also operates a centralized Enhanced 911 dispatch center that consolidates communications services for the Hardin County Sheriff's Office, and Radcliff Police, the Hardin County Emergency Medical Service, Hardin County Coroner, Hardin County Animal Control, and the Fire Departments for Hardin County, Elizabethtown, Radcliff, Vine Grove, and West Point.

Public Safety Services and Facilities: Hardin County is served by the Hardin County Sheriff, located in the Hardin County Government Center in Elizabethtown. The Sheriff's Office serves as a law enforcement agency for the county; acts as Judicial Court safety and security; provides court services for summons, warrants, other court papers; provides some prisoner transport; and acts as the primary property tax collection agency of the county.

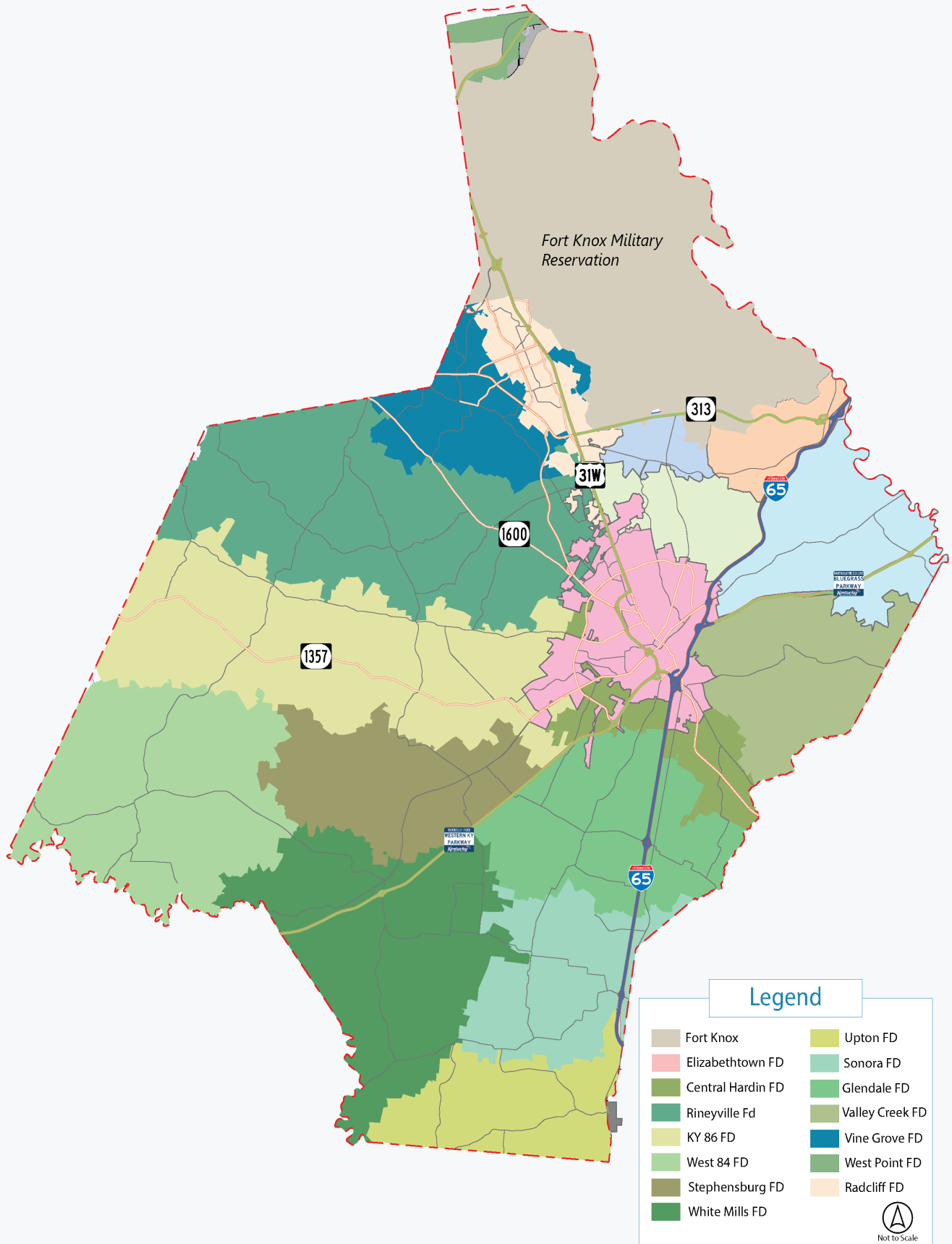
Additional law enforcement services are provided to Hardin County residents by the Kentucky State Police. State Police Post 4 is located in Elizabethtown and serves Hardin County and seven surrounding counties. The cities of Elizabethtown, Radcliff, and Vine Grove also have individual police departments, providing law enforcement within those jurisdictions.

The Hardin County Detention Center was constructed in 1996 and is located in Elizabethtown. It currently has a total capacity of 648 beds and is the fifth largest county jail in Kentucky.

Emergency management oversight is provided by the Hardin County Emergency Management Service through their office located in in the Hardin County Government Center. They help to coordinate response efforts among various agencies during emergency events (manmade and natural). The coordination includes development and implantation of mitigation as well as preparedness and response recovery to protect the lives, environment, and property.

Fire Protection: Hardin County is served by a system of rural volunteer fire departments that are strategically located to best serve the fire protection needs of the county and provide adequate response times for emergency calls. The county strives to provide the departments with vehicles and equipment to obtain the best insurance rating possible and encourage development to be located within five miles of a fire station. Figure B-5 illustrates the fire service districts. The cities of Elizabethtown, Radcliff, and Vine Grove have their own staffed fire departments that provide fire and emergency medical services within their city boundaries.

Figure B-5: Fire Districts



Health Facilities and Public Health: Baptist Health Hardin, formerly Hardin Memorial Hospital, is a regional healthcare center located in Elizabethtown. Baptist Health acquired the facility in 2020 from Hardin County, making it part of a company with a state-wide footprint and facilities in eight counties. The 300-bed hospital provides emergency treatment and regional, integrated care with access to many specialties; the hospital serves Hardin County and the surrounding nine counties. As a regional health center, it employs over 2,000 people, making it one of the largest local employers. The facility is currently undergoing a significant addition with a 282,000 square foot outpatient care center.

The Hardin County Health Center is part of the Lincoln Trail District Health Department. The health department provides an extensive array of services. They are responsible for the prevention and control of infectious and communicable diseases in the county. They also provide clinical services in the county, including immunizations as well as screening and testing for diseases such as tuberculosis. One of their main roles for the community is serving the greater health of the community, including early childhood health. Harm reduction, emergency preparedness, substance abuse, and mental health resources are also vital services they offer. In addition to these services, the health department provides a myriad of services across the county to protect the health and welfare of the community. Inspection services are provided on a range of uses and businesses, including food service establishments, hotels, motels, tanning beds, swimming pools, and tattoo and piercing establishments. They also administer the review and inspection of onsite sewage disposal systems, including septic systems. These inspections are meant to ensure the continued effective treatment of wastewater for properties without access to sewers.

Solid Waste Facilities: Hardin County Government owns the Pearl Hollow Landfill located on Audubon Trace. The facility is operated and controlled by Republic Waste Services through a franchise agreement with the county. The facility is permitted to accept waste from all 120-counties in Kentucky and serves two counties in southern Indiana. Currently, annual volume exceeds 300,000 tons; the site has been designed to accommodate the solid waste disposal needs of Hardin County for approximately the next 100 to 120 years. Platform Waste Solutions also provides county-wide trash collection service under a franchise agreement contract.

The county also has recycling drop off locations for residents with locations in Elizabethtown, Vine Grove, Glendale, Sonora, and Eastview. Residents can take eligible household recyclables to these trailer drop-off locations.

School and Educational Facilities: Hardin County has access to both public and private schools. Hardin County Schools (HCS) is the primary public education provider in the county with three public high schools, two alternative education schools, five middle schools, 13 elementary schools, and an Early College and Career Center. These schools provide education to over 14,000 enrolled students. In 2020, the former West Point Independent School District officially merged with Hardin County Schools. Prior to the merger, the school district operated one school, the West Point Independent School. HCS adopted a facilities plan in May of 2022 that addresses enrollment growth and capacity limitations at specific schools as well as other needs. This plan identifies the need for one new high school, one new middle school, and one new elementary school as capital priorities scheduled after the 2024 planning period. The school system believes that these new facilities, along with other planned improvements, should provide adequately for the growth anticipated in the community.

The Hardin County Board of Education adopted the most recent Hardin County Schools District Facilities Plan in 2022, which outlines capital construction projects for the subsequent four years. The highest priority projects outlined as part of the 2022-2024 biennium include \$47 million for two school replacements (new 750 student primary elementary school replacing North Park Elementary School and a new 750 student middle school replacing West Hardin Middle School) and almost \$6 million for new classrooms at the Early College & Career Center. The district has other capital construction projects planned after the 2022-2024 biennium to address student capacity issues. These projects include a new 600 student elementary school, a new 800 student middle school, and a new 1,000 student high school.

Elizabethtown Independent Schools primarily serves Elizabethtown, and have an enrollment of approximately 2,500 students. Elizabethtown Independent Schools consistently ranks as one of the top school districts in Kentucky. The school district had 93% of its students complete advanced coursework, and over 20% of its students participated in career and technical education programs. Private schools within the county also provide additional educational facilities that also serve the community and reduce demand on the public school system.

Post-secondary education options within the county are provided by Elizabethtown Community College and Technical College (ECTC) and a satellite campus of Western Kentucky University. The Elizabethtown Campus of Western Kentucky University (WKU) is located at the same location as ECTC. WKU Elizabethtown offers 20 undergraduate degrees in fields such as business data analytics, education, and healthcare administration, and 25 graduate degrees including engineering management, public health, and an MBA program. ECTC offers multiple degrees, diplomas, and certificates. From nursing to welding technology to computer aided drafting and design, ECTC serves Hardin County and the surrounding areas by providing education and training to ensure a quality education is accessible as well as affordable.

ECTC, in conjunction with BlueOval SK Battery Park, has started construction on a customized training center that will provide advanced training to employees of the battery park, while simultaneously offering classes and training to prepare students for careers such as advanced manufacturing.

Animal Control: The Animal Control Department is located in Elizabethtown and includes 14,000 square feet with state-of-the-art technologies and more than 130 kennels (from 60 kennels). The department serves Hardin County, including the incorporated cities, and employs four control officers and has seven other employees and relies on numerous volunteers in various capacities at the shelter. The shelter has been recognized by national associations for its work.



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APPENDIX C: PUBLIC ENGAGEMENT

Extensive public engagement and input formed the basis of this comprehensive plan. Throughout the planning process, there were numerous opportunities to provide ideas, insight, and feedback through many different avenues throughout the county and online that formed the vision of this plan as well as the recommendations. The following provides a more detailed summary of each of these public engagement events.

PUBLIC OPEN HOUSES (IDENTIFY ISSUES AND IDEAS)

Throughout the planning process and development of the plan's goals, objectives, and recommendations, five public workshops were held throughout the county to seek input. During these meetings, participants were asked to provide input on the county's future development and growth as well as the issues facing the county.

During this series of workshops, attendees were able to provide comments on a variety of topics. There were boards that included questions on the current conditions, services & infrastructure, forward thinking (ideas for the future), and development. There were also maps of Hardin County that attendees were able to show where they lived within the county and also where new land uses should be located.

The following highlights the input from each of these workshops.

Open House #1: Elizabethtown

On September 20, 2022, a community open house was held to kick off the comprehensive planning process for the entire county. It was held at the State Theater in downtown Elizabethtown with more than 100 people in attendance. A summary of the comments that were received at this workshop included:

- Expansion of sewers are important to the growth of the community.
- There should be commercial development and sewer expansion south of Glendale along I-65.
- Strive to preserve farmland and rural character of the county.
- Rural areas are in need of increased broadband and internet speeds.
- Services related to integrating immigrants and refugees into the community are needed.
- There is not enough available housing for proposed growth.
- There is a need for more high-quality restaurants.
- Focus on infill development and not as much in areas where infrastructure is not present.
- Hardin County is a wonderful place to live and raise a family. There is easy access to surrounding cities.
- Create a new zone for energy generation and utilities.
- Property owners should have the right to lease their property for solar.
- We need to save and preserve our rural villages.
- Hardin County today is a mix of beautiful farmland and Main Street pride.
- Hardin County's greatest opportunity is to preserve and maintain a rural atmosphere and rural way of life.
- Hardin County's greatest challenge is balancing farming and industry.

Open House #2: Rineyville

A public workshop was held on December 12, 2022 at the Rineyville Elementary School. Approximately 20 people attended the event to provide input on the comprehensive plan. In addition to the meeting materials from the first workshop, there were a series of maps available for viewing that focused on the Rineyville area. A summary of the comments that were received included:

- Hardin County has a small hometown feel with shopping and restaurants available.
- We enjoy the safety and low cost of living of the county, as well as the slow daily pace and community events.
- Housing and housing affordability are big challenges facing the county.
- Solar farms must not over run farmers on crop ground; this is a big challenge for the county.
- The county could improve recreation by continuing to expand the trail system as well as tourist activities.
- More commercial and residential development are needed.
- Development should be focused south of Elizabethtown and between Radcliff and Elizabethtown.
- Lot sizes should be decreased to allow higher density and less loss of farmland.
- Infrastructure growth, including sewer and water, is a top challenge to be addressed.
- Better sidewalk connectivity is needed.

Open House #3: Cecilia

A public workshop was held on December 14, 2022 at the Cecilia Valley Elementary School. Approximately 35 people attended the event. In addition to the meeting materials from the first workshop, there were a series of maps available for viewing that focused on the Cecilia area. A summary of the comments that were received included:

- Future development should occur in Radcliff and south of Elizabethtown to Glendale.
- Hardin County's greatest opportunity is becoming a diverse economy with a variety of opportunities for residents.
- The best thing about Hardin County is the small-town atmosphere and rural identity.
- Hardin County's greatest challenge is attracting and retaining a talented workforce.
- Public transportation opportunities need to be increased.
- There is a need for increased sports programs in the northern part of the county.
- Adequate water supply is a concern for future growth.
- A primary concern for the future is the encroachment of industrial growth on residential property.
- A primary concern is how growth in the solar industry is administered.
- In the future, Hardin County needs to focus on increasing sewer availability to increase residential growth and density.
- In the future we need to focus on saving and preserving farmland.
- In the future, Hardin County will be known for being a community oriented big city.



Open House #4: Glendale

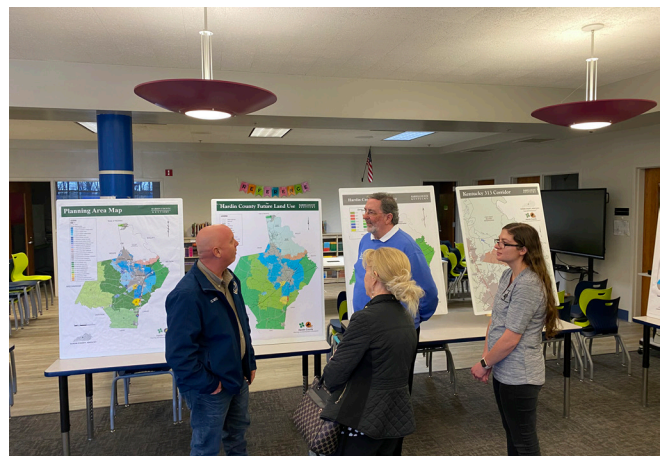
On March 1, 2023, a public workshop was held at the Old East Hardin Middle School at 129 College Street in Glendale. Over 200 people were in attendance. Because of the increased development activity with BlueOval SK Battery Park, additional maps were provided at this meeting that focused on the existing conditions within Glendale, Sonora, Upton, and White Mills. Maps specifically zoomed into these four areas were also provided for participants to identify areas that are best suited for development. A summary of the comments that were received included:

- People attending this meeting voiced concern over the expansive development in the area and some of the current issues they are experiencing.
- Other attendees voiced concern over a lack of coordination with local residents and businesses focused on construction activities.
- Numerous discussions were held with representatives from KYTC on access to the area and general road conditions surrounding the battery park.
- Many of the attendees concurrently voiced their love of the rural landscape and their concern that the local identity will be displaced.
- The majority of those who attended preferred future development to occur north of the Glendale area, closer to the urbanized areas of Elizabethtown and Radcliff.
- The majority of participants also felt the area surrounding Glendale and the BlueOval SK Battery Park was best suited for residential use and that housing is a big concern because of the new employees BlueOval will bring.
- If commercial development is going to locate in the area, attendees best thought it be located near the I-65 interchange.
- Additional concerns were expressed about growth and development happening faster than the existing infrastructure will be able to support.

Open House #5: Radcliff

On March 29, 2023 County staff held an open house at the Woodland Elementary School in Radcliff. In addition to the meeting materials from the first workshop, maps focusing on the areas around Radcliff, Vine Grove, Colesburg, and West Point were available to view and discuss. Over 20 people were in attendance to discuss the progress of the plan thus far, and to provide input on the growth and development in Hardin County as well as to provide feedback on the process. A summary of the comments provided include:

- West Point is Hardin County's greatest opportunity, as it sits right on the Ohio River.
- Hardin County is a great place to raise a family
- The great thing about Hardin County is the diversity of the people and energy of collaboration everywhere you look.
- One challenge the county faces is vacant commercial buildings.
- Another challenge is to make sure growth is intentional and that new development fits the fabric of the community.



ONLINE SURVEY

A survey was conducted from September 20, 2022 through January 13, 2023, and 432 people took the survey. The survey consisted of nine questions and included demographic questions as well as questions to elicit what people love about Hardin County and how Hardin County could become a better place to live, work, and raise a family.

The survey respondents were equally distributed between the incorporated and unincorporated areas of Hardin County. About 54% (232 respondents) of the respondents lived within one of the incorporated cities, 41% (177 respondents) lived in the unincorporated areas, and 5% of the respondents lived outside of Hardin County (23 respondents).

When asked “what makes Hardin County great today?” Freeman Lake was the most frequently listed amenity. Other responses that were provided included the downtown area (Elizabethtown), the small-town feel, the rural character, good family opportunities, and the strong sense of community.

People were also asked how can Hardin County become an even better place to live in the future. A frequent amenity that was suggested was an indoor sports facility that could be utilized year-round. Other issues and concerns that were provided included attracting better quality development to the county, protecting farms and farmland, improving infrastructure county-wide (including sidewalks), developing better amenities and family activities, providing broader access to clean drinking water, and providing access to affordable housing.

The overwhelming majority of survey respondents recognize supporting future growth by adequately expanding the necessary infrastructure is the number one issue facing the county in the next ten years. Housing affordability and the cost of living were also recognized as very important issues that need to be addressed, as well as limiting the sprawl and protecting the county’s farmland. These issues are likely being intensified because of the BlueOval SK Battery Park project. In addition to infrastructure and housing, other priorities were the desire for new amenities and activities. Many responses felt that planning for growth would maintain the small town feel so many appreciate which, in turn, would protect farmland, drinking water, and other invaluable resources.

People were also asked about the different types of development they would like to see in the future in Hardin County. The three types of development people wanted to see more of in the future included entertainment options (76.5%), retail and dining options (69%), and more single-family housing (59%). Other notable types of development residents wanted to see more of included increased healthcare options (43%), multi-family housing options (30%), and remote/co-working spaces (25%).

The survey also looked at what types of different infrastructure and amenities were desired. New parks and recreation facilities was the most popular amenity desired by 82% of respondents. This preference reinforces the importance of park spaces since Freeman Lake was listed as one of the most important places that makes Hardin County a great place to live. Additionally, 76% of respondents wanted better road conditions, 71% felt increased broadband activity was important, and 68% wanted to see increased sidewalk connections in the county.

Community programs and cultural attractions can really help shape a community’s identity, and they are often reflective of a community’s shared values. More community-wide events were desired by 67% of the survey respondents. Many people also wanted increased public art (46%), a better county identity and branding (49%), more recreational programming (61%), and additional workforce training programs (62%).

PUBLIC OPEN HOUSE: PLAN RECOMMENDATIONS

On Tuesday, January 30, 2023, a public open house was held on the second floor of the Hardin County Government Center at 150 N. Provident Way in Elizabethtown. Over 80 people were in attendance. Boards were set up that displayed highlights from the draft plan. Staff and the consultant team were available to discuss the draft plan elements and topics. The stations included existing conditions, future land use map, planning area maps, goals and objectives, and an overview of the new agriculture chapter.

Highlights of some questions from attendees included topics such as the approval process, how the plan will function, and how it would affect existing as well as future development.

Attendees were provided handouts with the web address and a QR code to download and review the full draft plan. Additionally, comment cards were available for anyone to provide feedback about the what was presented. The comments that were submitted included:

- I did not see any information on Emergency Services. I am very concerned about fire, EMS, and Police. Fire in particular is about 30 years behind Hardin Co.
- Please limit light pollution when planning future development. We glow!
- The future land use map and zoning map need to be reconciled especially Hwy 62 west of Cecilia.
- This is the most comprehensive plan, and it is evident true collaboration occurred in these planning efforts. I look forward to reviewing the detailed draft online.
- Why does this comprehensive plan not address solar energy?
- 313 Corridor needs to allow development along Hwy 434. Totally unfair to restrict to 10 acre tracts, totally developed behind frontage on 434. Make buffer zone 313 or federal government needs to buy property.
- Continue protecting farmland for food production and wildlife habitat. Please if you must put industrial (including solar) on land that is not productive. Protect the beauty of Hardin County, not all concrete and asphalt.
- In regards to recreation, there are many utilizing the river at White Mills. The take-out on Webb Mill Rd is being developed; however, Webb Mill Rd is in shambles with pot holes everywhere. Buckles Rd is very narrow and also in bad shape and getting worse. It is difficult to ride a bicycle on these roads.

STEERING COMMITTEE MEETINGS

A steering committee that represented a cross-section of the community interests, stakeholders, and officials was assembled to help guide the development of the comprehensive plan. This committee was charged with reviewing draft elements and providing more detailed feedback that related to the group or entity they represented. The committee met five times throughout the planning process.

Steering Committee Meeting #1

The project team led the first steering committee meeting to kick-off the creation of the Hardin County Comprehensive Development Guide on September 7, 2022 at the Hardin County Government Center. Approximately 21 people were in attendance that included members of the planning commission, county planning staff, regional organizations and employers, county utilities, Hardin County Schools, local business leaders, and other key stakeholders within the community. The meeting provided an overview of the planning process that will occur over the next year and presented a brief overview of the county's existing conditions. The group was asked to provide feedback on what they wanted the new plan to achieve, what they thought were the largest challenges facing the county, and their big ideas for the future. The group then discussed the next steps for public engagement and were given a homework assignment to review the past Comprehensive Development Guide's plan goals.

Several trends for both the needs within the county and challenges for the future were discussed during the meeting and multiple committee members voiced similar concerns for the county's future. Committee members wrote down their responses on sticky notes and posted them to a board at the front of the room as each was discussed with the larger group. Nine separate themes emerged from the steering committee's comments about the future. These included:

- Protecting the rural integrity and prime farmland within the county.
- Bolstering the county’s transportation network and available transportation options.
- Expanding the county’s utilities and community services (fire, police, EMS).
- Supporting Hardin County Schools.
- Planning for smart growth and limiting sprawl.
- Expanding housing options and increasing affordable options.
- Working alongside Fort Knox and other key economic drivers and employers within the community.
- Enhancing quality of life in the community through programs and developments that attract and support Hardin County residents.
- Identifying ways to attract and retain recent high school and college graduates.

Similarly, five separate themes were identified from the steering committee’s comments about the largest challenges the county should address in the future as it relates to this plan. These included:

- Over-expanding infrastructure due to fast development and limiting land use conflicts.
- Addressing the demand for new types of housing as the BlueOval SK Battery Plant is constructed and employees begin work.
- Finding funding for the various programming and infrastructure expansions needed to support a growing population.
- Identifying how to meet future workforce needs.
- Identifying what is needed to improve quality of place and sense of community.

Steering Committee Meeting #2

The project team led the second steering committee meeting on October 26, 2022 at the Hardin County Government Center. Approximately 27 members attended the meeting, including four planning staff members. The committee members include an official with the county government, health department, ECTC, and Fort Knox. The meeting started with a brief review of the first steering committee meeting from September 7, 2022, and a recap of the public workshop held on September 20, 2022 at the State Theater in Elizabethtown, as well as an overview of the survey that is still being conducted. At least 102 people attended the public workshop and provided feedback. Close to 350 people have taken the survey online. The main agenda item for the meeting was to review the draft goals and objectives for the plan. The project team reviewed each of the nine goals and associated objectives with the steering committee and there was input and discussion on each. The group was given a homework assignment to think about the future land use map and how and where it should be revised to reflect changes the county will be seeing in the future. The future land use map will be emailed to the group by county staff, and large format hard copies were provided to those that wanted them. Group members were to submit their thoughts over the next couple of weeks, and be ready for a discussion on the future land uses in the county for the third steering committee meeting to be held on November 30, 2022.

There was a good discussion on the goals and objectives. Feedback was provided on each of the goals and their associated objectives. Hard copies of the goals and objectives were provided to the members, and each page of goals and objectives had comment boxes to provide feedback. During the meeting, county staff provided context for some of the goals and objectives when members had questions about why certain objectives were drafted. Some of the comments included:

- Affordable housing was going to be an issue going forward with the growth that is expected.
- Houselessness [homelessness] may seem like a city issue, but people are living illegally in RV’s across the county. Poverty is not strictly an urban problem, and how to address houselessness may need further elaboration.
- Revisions to Goal #1 may be needed to reinforce the goal is about housing instead of Hardin County simply being a good place.
- Parks at the county level have usually been a “want to have” and not a “need to have”.
- Look to development patterns that can link areas with open/green space. How can we connect, bike, and walk between or to these areas?



- Workforce development should be stronger in the goals and objectives. All industries in the county are going to expand due to BlueOval SK, and we need to be ready.
- We need to adequately define prime farmland.
- We need to preserve farmland, not just “prime” farmland. Smaller lot developments and infill development is a better way to preserve farmland.
- Branch out into the high schools with workforce readiness programs to those about to start looking at career paths.
- It is very important to encourage development compatible with the historic character of the rural villages.
- We say we want to protect the rural character, but BlueOval SK is coming. Glendale is not going to be the Glendale of today in 20 years.
- We need to have language about embracing diversity. There are going to be at least 2,500 Korean workers coming in the next few years, many with families. We need to make sure we are welcoming to this. We also need to help the service industry employees be ready for this influx as well.

Steering Committee Meeting #3

The third Steering Committee meeting was held on November 30, 2022 at the County Government building. In addition to four planning staff members, there were about 20 committee members in attendance. The meeting included a brief overview of the comprehensive planning process thus far, and the main topic of the meeting which was the future land use map and planning areas map. The committee members were split into five groups and provided maps of the existing future land use map and existing planning areas map with some proposed changes, a drawing that shows potential road projects from KYTC that was presented by KYTC staff, and existing language outlining existing planning areas in the county. The groups were then directed to make changes to the existing maps that, in their opinion, provided the best avenue for growth and development in the county utilizing the existing planning groups listed on the existing maps. The proposed changes from each group were presented and discussed with the larger group.

The groups provided feedback about areas of growth and change within the county. Some of the proposed changes provided by the groups included:

- Interstate Commercial could be expanded around the interchange at Exit 102 (KY 313).
- The pocket of land near Radcliff zoned Industrial Holding should be changed to industrial.
- Urban areas could be reduced by increasing density in other areas.
- The industrial area around the Glendale interchange south towards the Nolin River should be expanded, but not expanded into the floodplain areas.
- New development should be clustered to protect source water areas and the parts of the county with good soils.
- The area east of I-65 that runs south from the Ring Rd. Extension to the Glendale interchange should be changed to a mix of light industrial and interstate commercial.
- Urban areas south and east from Elizabethtown and south from Glendale to the county line should be expanded, encompassing Sonora and Upton.



Steering Committee Meeting #4

The fourth Steering Committee meeting was held on January 25, 2023 at the County Government Building. In addition to four planning staff members, there were about 18 committee members in attendance. The meeting included a brief overview of the process thus far, as well as the next steps to expect going forward. The meeting included an overview of the public engagement thus far, which has included a public open house in September to kick off the project, two public open house “road shows” that were held in December in Rineyville and Cecilia; a public online survey was also conducted. Additionally, stakeholder workshops with various groups around Hardin County including the Hardin County Farm Bureau, Hardin County Chamber of Commerce, and members of the real estate and development communities. Staff has also conducted public events with various civic and non-profit groups throughout the county.

The focus of the meeting was the Future Land Use map. The committee meeting also included the Future Land Use Map, and comments from that meeting were used in conjunction from input that has been received from the public input gathered to make revisions. A second look at the new draft map and draft text describing the future land use groups were provided. A handout with the proposed Goals & Objectives were provided as homework for the Steering Committee members to complete and submit to finalize the Goals and Objectives for the document.

At the conclusion of the meeting, the members were given information about the next public open house, which will be held on March 1st, 2023 at the old East Hardin Middle School (129 College Street in Glendale) from 4:00 – 6:00 pm. The final Steering Committee meeting will be held on June 28, 2023 at 5:30 pm at the County Government Building. The Committee will be provided a draft of the whole plan for discussion and review.

Steering Committee Meeting #5

The fifth Steering Committee meeting was held on June 28, 2023 at the Hardin County Government Center. There were approximately 15 committee members and four planning staff members in attendance. The committee members were provided the draft plan document prior to the meeting for review. The meeting was focused on reviewing final future land use map, planning areas map, the development criteria for the four Glendale planning areas, and action steps for each goal in the plan.

The majority of the discussion focused on the four Glendale planning areas. Transportation topics that were discussed included the new interchange under construction at W. Glendale Hodgenville Rd (KY 222), the potential for a future interchange at Gilead Church Road, and a potential bypass around Glendale in the future. The committee also discussed broadening the utility criteria to not just focus on sewer but all utilities since water capacity could be an issue for future development as well. Additional aesthetic criteria were also suggested, such as requiring a unified theme in the Glendale Industrial planning area that could include a 4-board fence along KY 222. The potential for a small area plan for the Glendale area that would provide a more detailed framework for future growth and development was also discussed.

The committee members were encouraged to read the draft plan and provide comments or any suggested revisions so that a revised draft could be placed online for public review for the final public meeting.

FOCUS GROUPS (SUBCOMMITTEES)

Three focus group (subcommittees) were assembled to provide more detailed feedback on specific topics of interest with the plan. These focus groups included members of the Hardin County Farm Bureau, local homebuilders and developers, and members of the Hardin County Chamber of Commerce. A focus group was also developed for the Glendale area.

Focus Group Meetings #1

A first series of focus groups were held with each group on November 30, 2022. Discussions with the groups highlighted some of the issues with growth and development in their respective fields, as well as ideal growth and development strategies to overcome some of the obstacles to the growth and development issues. One of the overarching themes to these interviews was the need to be intentional with growth and development and to ensure the necessary infrastructure is in place for the growth that is coming to Hardin County, with sewer infrastructure being the lynch pin to this growth. Another concern in allowing denser development is the availability of professional emergency services (i.e., professional fire department) in these areas to provide adequate services. All of the groups agreed that balancing the needs of the farmers is important, and increasing residential and commercial densities in these service areas is an effective way to ensure these needs can be met.

Highlights from the first focus group meetings included:

- Current “piano key” style development along state roads and highways are creating conflicts as the proliferation of residential driveways and mailboxes is creating difficulties with members of the farming community in maneuvering machinery along these routes. This type of growth is not good growth and impacts the identity of the county.
- Flexibility could be added into the conservation style residential subdivision developments with new streets in order to incentivize these types of developments.
- Not being deliberate with future growth and development could push some growth out of Hardin County into neighboring Hart and Larue Counties.
- Learn from other communities that have experienced this type of dynamic growth in navigating some of the pitfalls that can arise from such rapid development.
- The county needs to identify how best to incentivize developers to start developing subdivisions with internal street circulation.
- Currently the future land use map features two “rings” of intensity with the urban and rural land use groups, and maybe a third, “suburban” ring could be added to act as a buffer for intensity and growth. These do not need to be concentric rings.
- Hardin County should investigate the creation and implementation of impact fees to help fund infrastructure improvements.
- Growth and development will likely not occur solely around Elizabethtown or the new industrial site, but could happen along state highways and interchanges such as Hwy 62 and the Western Kentucky Parkway. This impact could be dictated by the commuting patterns of new workers commuting into Hardin County from neighboring counties.
- The Chamber of Commerce is conducting an economic development study for growth and development projections for the county. This study should be completed by the end of the first quarter in 2023.

Focus Group Meetings #2

A second round of meetings was held with the various focus groups to gain additional feedback on issues as well as review the draft goals, objectives, and future land use maps. These meetings included:

- January 13, 2023 – Meeting with subcommittees on agriculture and housing
- April 21, 2023 – Second meeting with subcommittees on agriculture and housing
- March 31, 2023 – Meeting with subcommittee on Glendale area

OTHER MEETINGS AND PRESENTATIONS

Over the course of the planning process, a number of additional meetings and presentations were held with different organizations and committees. These meetings included meetings with community partners and updates to the Planning Commission.

- January 4, 2022 – Discussion with the Hardin County Planning & Development Commission
- March 1, 2022 – Discussion with the Hardin County Planning & Development Commission
- March 7, 2022 – Presentation to the Heart of Kentucky Association of Realtors
- June 7, 2022 – Discussion with the Hardin County Planning & Development Commission
- July 18, 2022 – Presentation to the Lincoln Trail Home Builders Association
- July 19, 2022 – Joint meeting of the City of Elizabethtown Planning Commission and Hardin County Planning & Development Commission
- November 4, 2022 – Presentation to the Hardin County AM Rotary Club
- November 21, 2022 – Presentation and meeting with the Cecilia Ruritan Club
- January 11, 2023 – Meeting with representatives of Fort Knox and Lincoln Trail Area Development District
- March 2, 2023 – Meeting with the Registered Builders of the Lincoln Trail Home Builders Association
- March 14, 2023 – Presentation to the City of Elizabethtown Planning Commission
- April 14, 2023 – Meeting with representatives of Fort Knox and Lincoln Trail Area Development District
- June 9, 2023 – Meeting with the Hardin County Chamber of Commerce Young Professionals Network
- June 20, 2023 - Meeting with Semonin Realtors
- November 2, 2023 - Presentation to the Heart of Kentucky Association of Realtors and the Lincoln Trail Homebuilders Association
- November 6, 2023 - Presentation to the Heart of Kentucky Association of Realtors
- January 25, 2024 - Presentation to the Glendale Lions Club



