

Hardin County Planning & Development Commission

5 August 2025



Hardin County Government Center
2nd Floor Meeting Room

MAP AMENDMENT

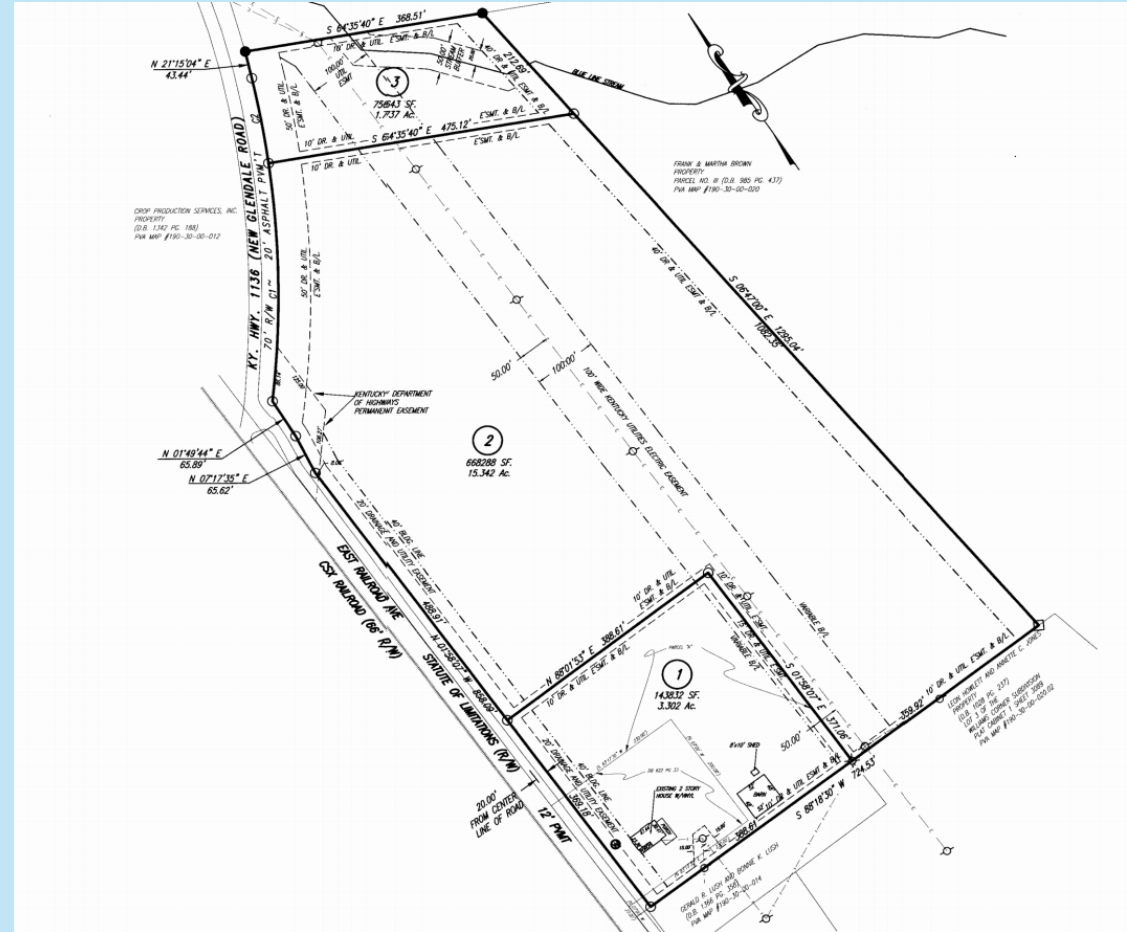
Owners: James & Idell Sego

5 August 2025

Zoning Map Amendment Request:

FROM: R-1 (Urban Residential)

TO: C-2 (General Commercial)



Summary: The applicant is requesting a Zone Change from Urban Residential (R-1) to General Commercial (C-2) with no project proposed. The property is a 15.34 acre site located at New Glendale Road (KY 1136) & East Railroad Avenue, in Glendale, KY, known as Lot 2 of Segomoore Subdivision.

Reasons for Granting a Map Amendment

KRS 100.213

Before any map amendment may be granted, the planning commission shall consider the evidence and testimony presented by the proponents and opponents of the proposed amendment and make findings of facts that one or more of the following apply:

1. The proposal is in agreement with the language of the Comprehensive Development Guide;
2. There have been major changes of an economic, physical, or social nature in the area involved that were not anticipated by the Comprehensive Development Guide and that have substantially altered the basic character of the area; or that,
3. The existing Zone assigned to the property is inappropriate and the proposed amendment is appropriate.


MAP AMENDMENT SUMMARY REPORT

- A. Meeting Notification
- B. Vicinity Map
- C. Future Land Use Map
- D. Planning Area Maps & Analysis
- E. Zoning Map
- F. Environmental Features
- G. Character of the Site Analysis
- H. Record Plat of Segomoore Subdivision (2013)
- I. Sanitary Sewer & Water Lines Map
- J. Proposed Plans for NE Glendale Bypass (KYTC)
- K. Email from KYTC re: Commercial Entrance
- L. Radcliff-Elizabethtown MPO Glendale Mobility Study
- M. Proposed Glendale Small Area Plan
- N. Photos of the Site
- O. Character of the Area Analysis
- P. Staff Report and COMPREHENSIVE PLAN ANALYSIS
- Q. *Comprehensive Development Guide
- R. *Development Guidance System Ordinance

*Not provided in PowerPoint

Public Notification

LEGAL NOTICE




NOTICE OF PUBLIC HEARING

Notice is hereby given that the Hardin County Planning and Development Commission will hold a **Public Hearing at 5:00 p.m. on Tuesday, August 5, 2025**, in the Hardin County Government Building, 150 N. Provident Way, 2nd Floor Meeting Room, Elizabethtown, KY 42701. Consideration will be given on a request to change the zoning map from the R-1 - URBAN RESIDENTIAL ZONE to the C-2 - GENERAL COMMERCIAL ZONE for A +/- 15.34 ACRE SITE LOCATED AT E. RAILROAD AVE & NEW GLENDALE ROAD, GLENDALE, KY, KNOWN AS LOT 2 OF SEGOMOORE SUBDIVISION.

Newspaper Ad on Saturday July 26, 2025



Signs posted on site since July 18, 2025



Hardin County

Planning and Development Commission

150 N. Provident Way, Suite 225

Elizabethtown, KY 42701

Phone: 270-769-5479 Fax: 270-769-5591

COPY

July 18, 2025

NOTICE OF PUBLIC HEARING

To Surrounding Property Owners:

The purpose of this letter is to notify you of the scheduled hearing before the Hardin County Planning and Development Commission for a 15.34 acre site located at NEW GLENDALE RD. (KY 1136) & E RAILROAD AVE. IN GLENDALE, KY. The owners, JAMES & IDELL SEGO, are requesting a Zoning Change for A +/- 15.34 ACRE SITE KNOWN AS LOT 2 OF SEGOMOORE SUBDIVISION. – See Enclosed Map

The hearing will be held as follows:


DATE:	5 AUGUST 2025
TIME:	5:00 PM
PLACE:	Hardin County Government Building 150 N. Provident Way, 2nd Floor Meeting Room Elizabethtown, KY 42701
EXISTING ZONE:	R-1 - URBAN RESIDENTIAL ZONE
PROPOSED ZONE:	C-2 - GENERAL COMMERCIAL ZONE
REQUEST:	TO ALLOW FOR A 15.34 ACRE SITE TO BE REZONED TO GENERAL COMMERCIAL (C-2) WITH NO PROJECT PROPOSED

The Public Hearing will be held to decide whether:

- 1) The proposed project is in agreement with the comprehensive plan,
- 2) There have been major economic, physical or social changes in the area since the adoption of the comprehensive plan and / or
- 3) The existing zone is inappropriate.

Section 4-2 (B) of the Hardin County Development Guidance System Zoning Ordinance contains information about the public hearing process. This includes the rules that will be used during the hearing and the action that can be taken.

Please call the Planning Commission office at 270-769-5479 if you have any questions.

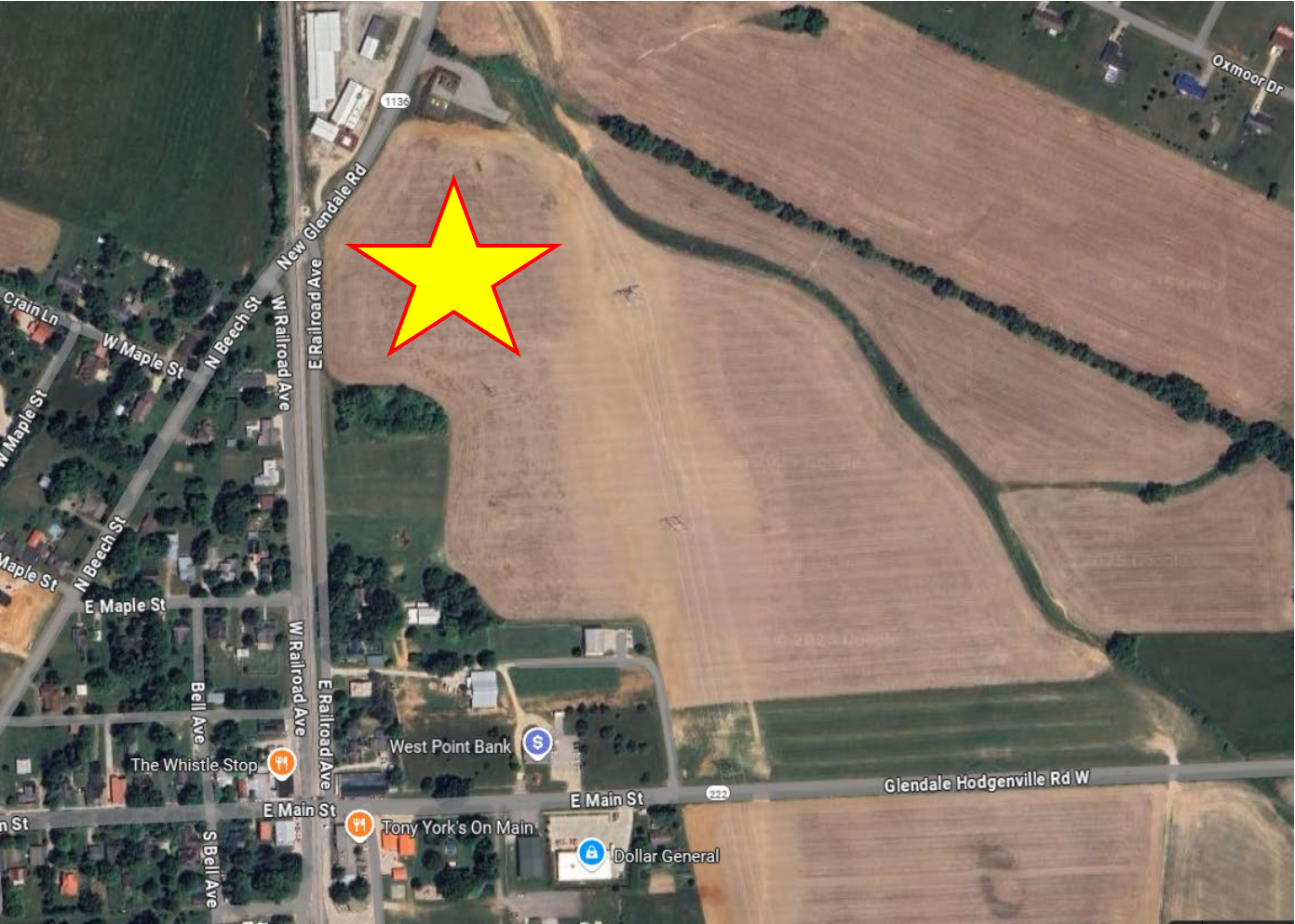
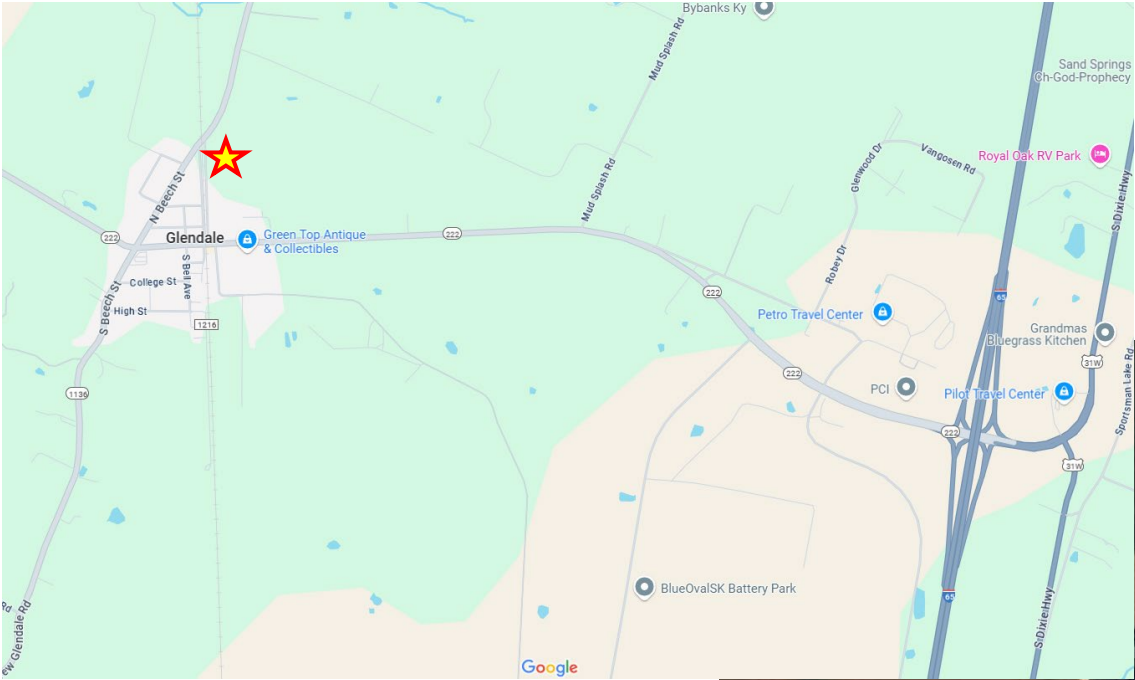


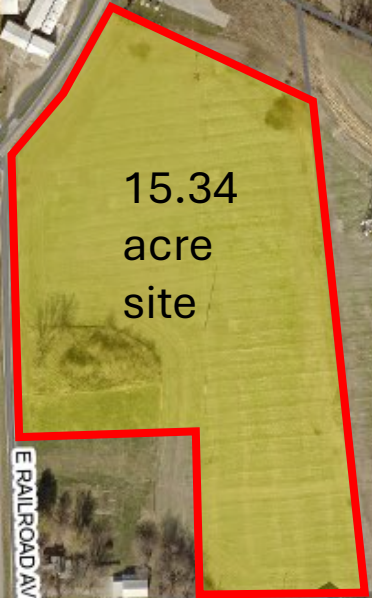
Adam C. King, AICP
Director

c: E G THOMPSON, Magistrate

First class mailings sent to 45 owners that adjoin or are within 1200’ of road frontage

VICINITY MAPS





15.34
acre
site

CRAIN LN

OXMOOR

W MAPLE ST

NEW GLENDALE RD

W RAILROAD AVE

E RAILROAD AVE

E MAPLE ST

W GLENDALE HODGENVILLE RD

N BEECH ST

N BELL AVE

E MAIN ST

W GLENDALE HODGENVILLE RD

S BEECH ST

ELM ST

COLLEGE ST

S BELL AVE

JAGGERS RD

HIGH ST

SHIPP LN

RURAL VILLAGE

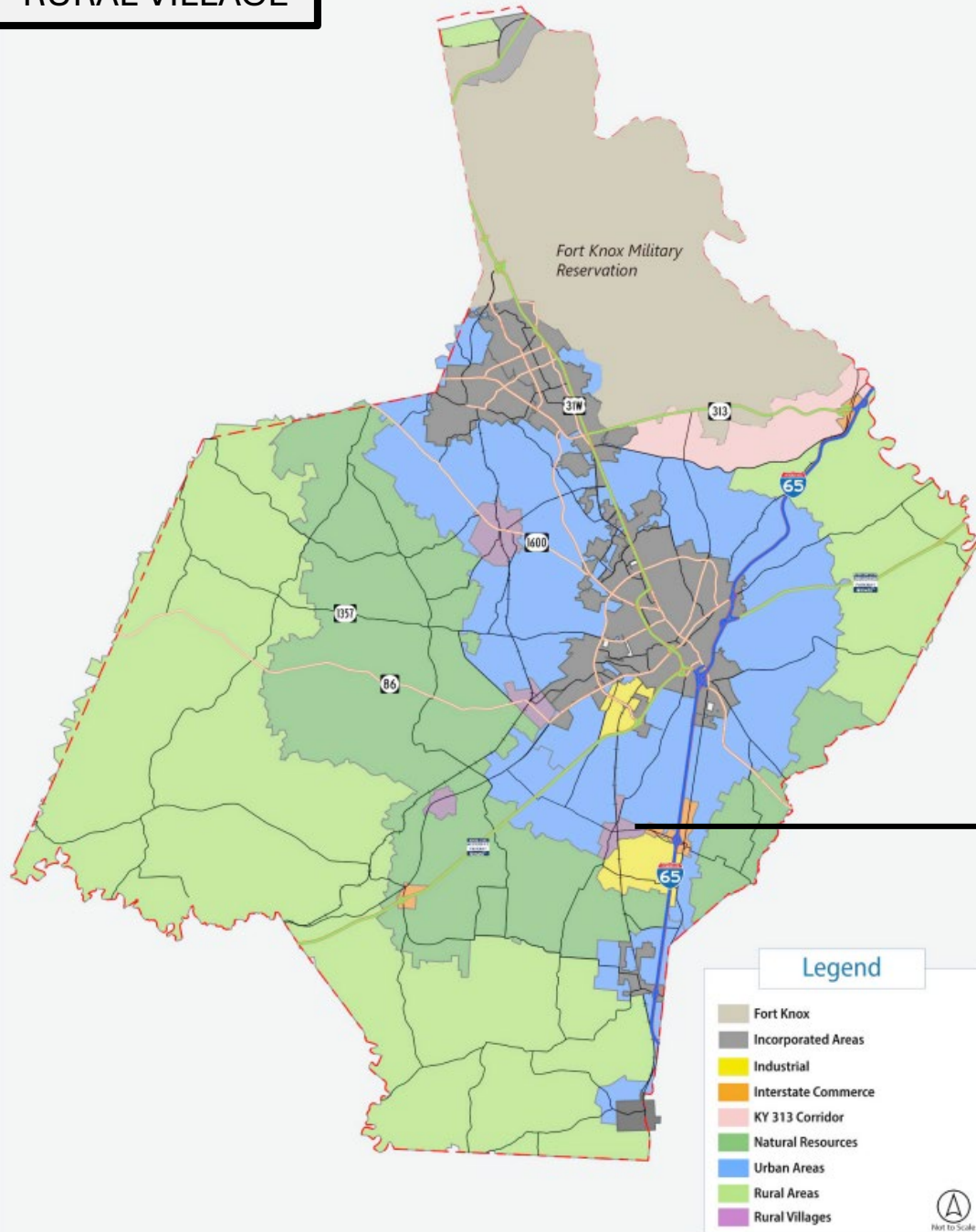


Figure 2-1: Future Land Use Map

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.

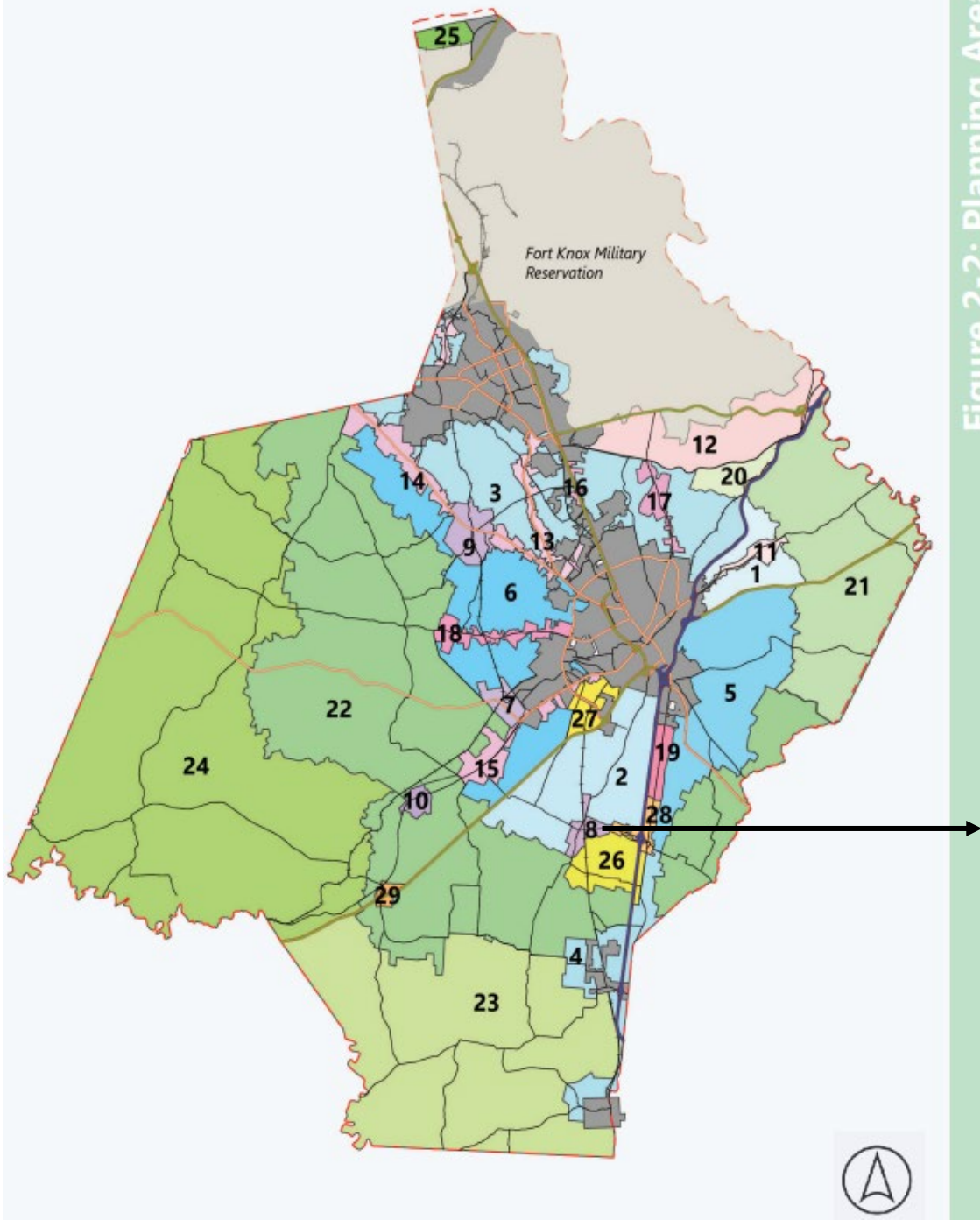
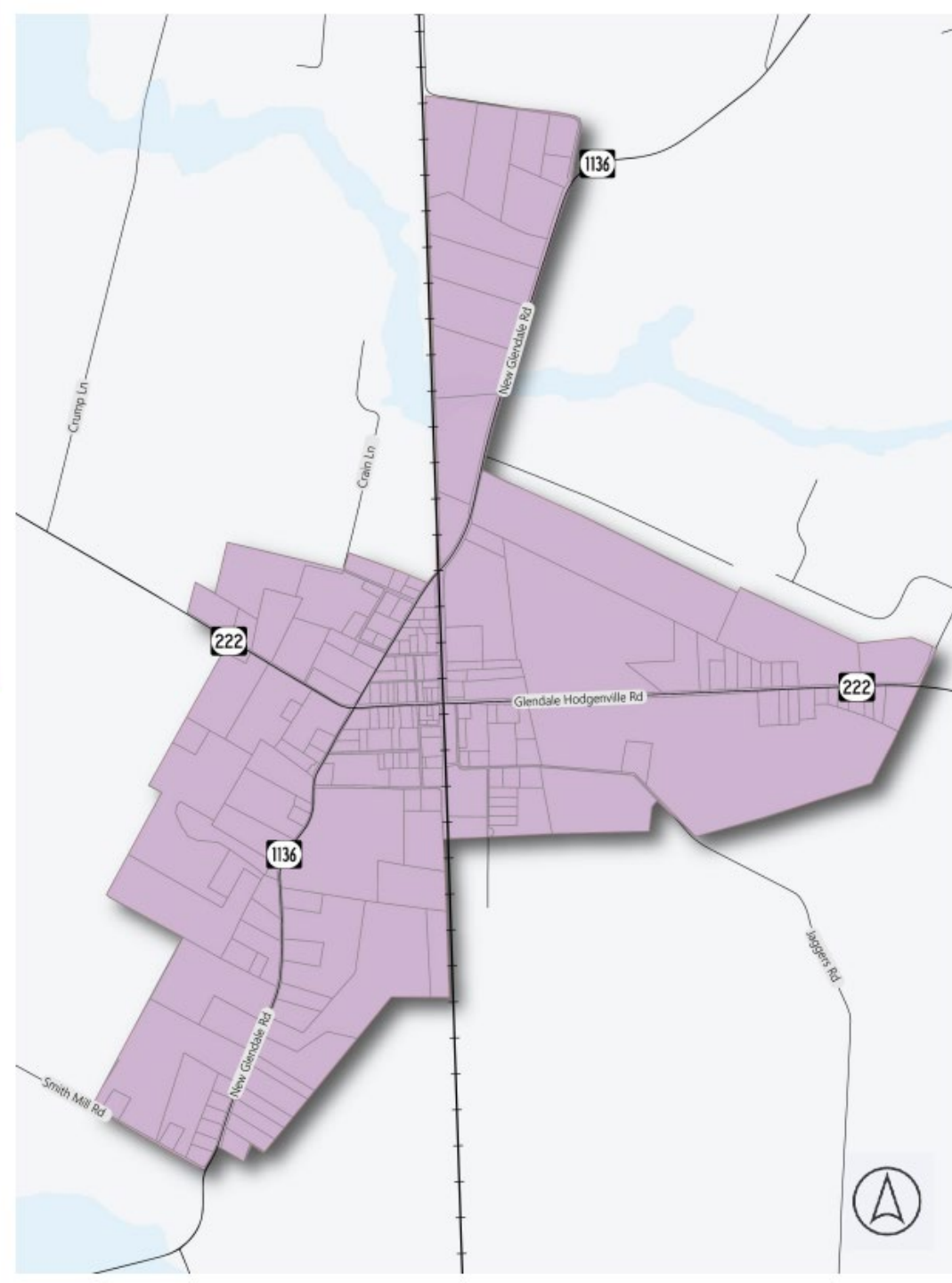


Figure 2-2: Planning Areas

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

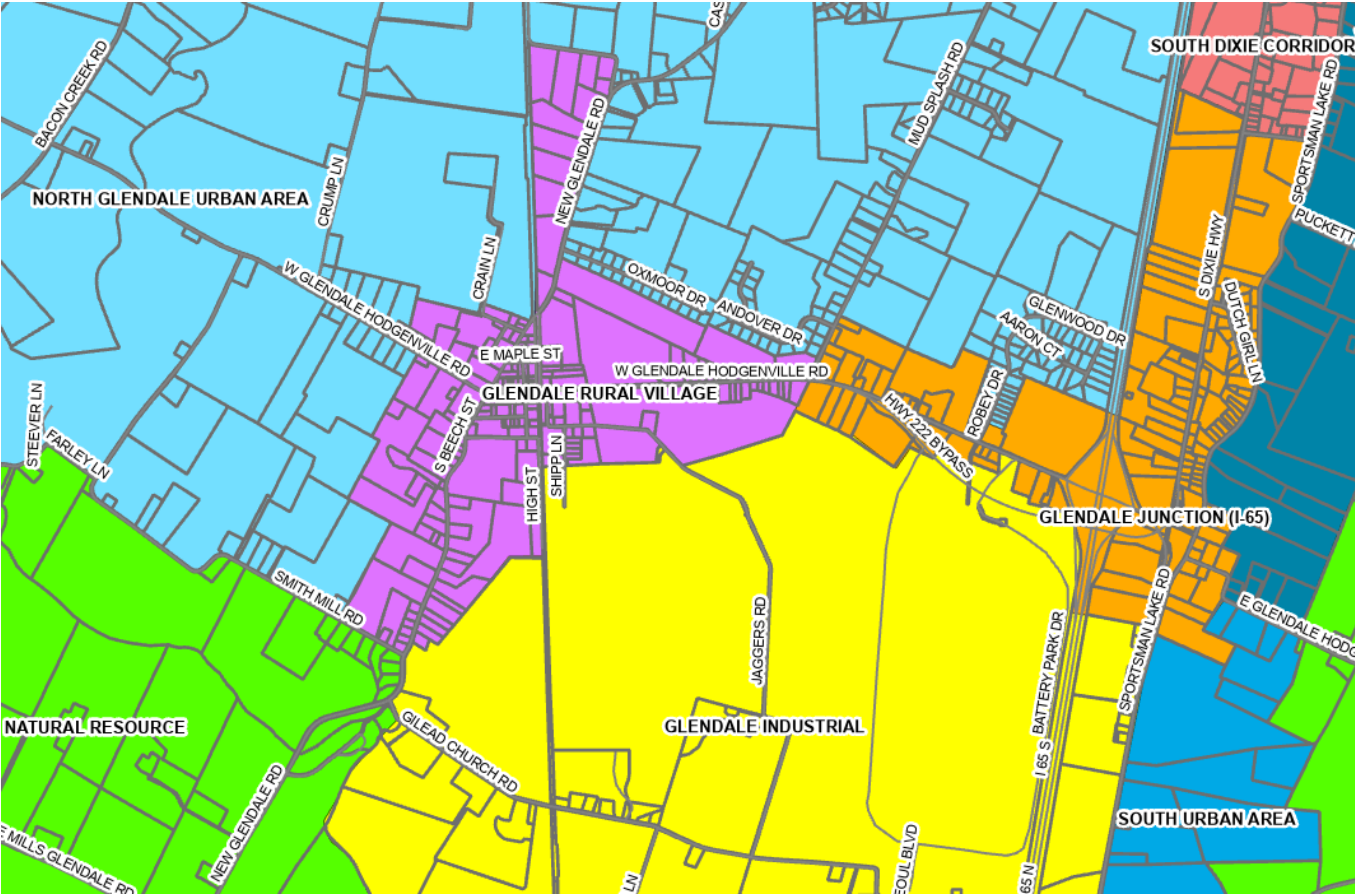
Glendale has a traditional layout with platted alleys. The majority of the properties within this rural village are residentially zoned and on small lots. However, there are properties zoned B-2 and C-1 along Glendale Hodgenville Rd (KY 222) both north and south of the railroad tracks that serve as the 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.

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.

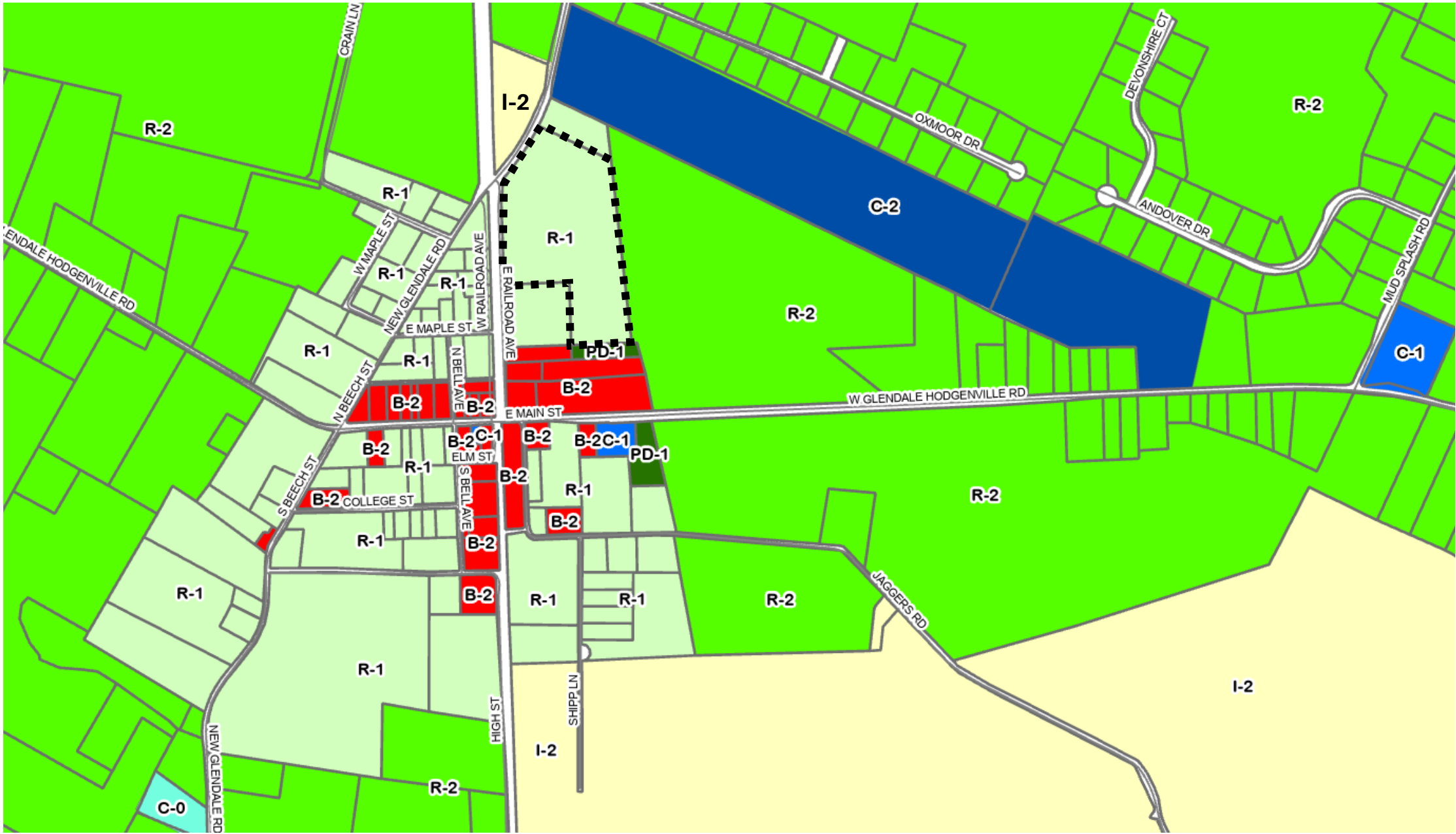
Glendale Historic District Target Area: Parcels within the Glendale Historic District

- 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.

☐ MasterZone

☒ DISTRICT

- A-1
- B-1
- B-2
- C-0
- C-1
- C-2
- I-1
- I-2
- IH
- PD-1
- R-1
- R-2
- R-3
- R-4



☐ MasterZone
☒ DISTRICT

- A-1
- B-1
- B-2
- C-0
- C-1
- C-2
- I-1
- I-2
- IH
- PD-1
- R-1
- R-2
- R-3
- R-4



- ☒ Hardin_Wetlands
- ☒ Hardin_100Flood
- ☒ Streams 2023
- ☒ hardin_sinkhole



Character of the Site
- Vacant



Water Lines
Sewer Lines
Manholes
Fire Hydrants

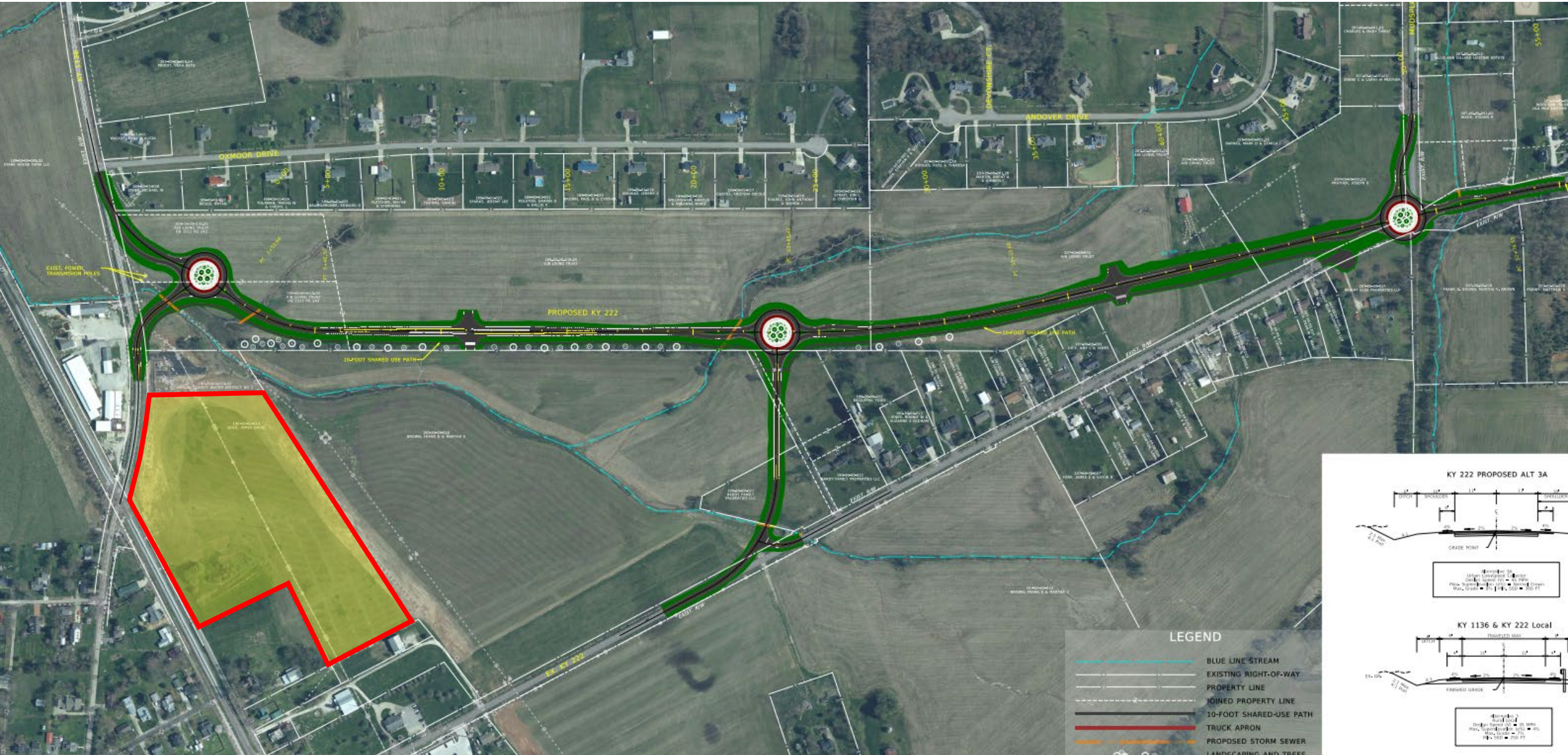
☒ ssManhole

☒ ssForce_Main

☒ ssGravity_Main

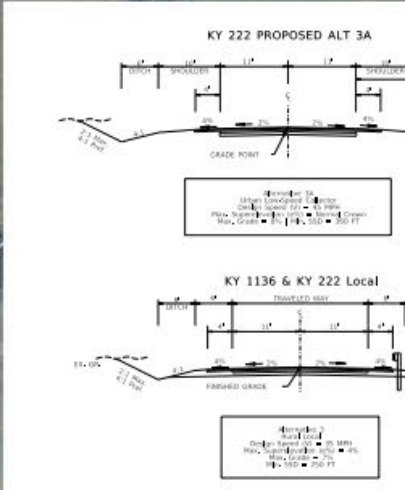


Proposed NE Glendale Bypass (KY 222)



LEGEND

- BLUE LINE STREAM
- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- JOINED PROPERTY LINE
- 10-FOOT SHARED-USE PATH
- TRUCK APRON
- PROPOSED STORM SEWER
- LANDSCAPING AND TREES



From: Blain, Kevin T (KYTC-D04) <Kevin.Blain@ky.gov>

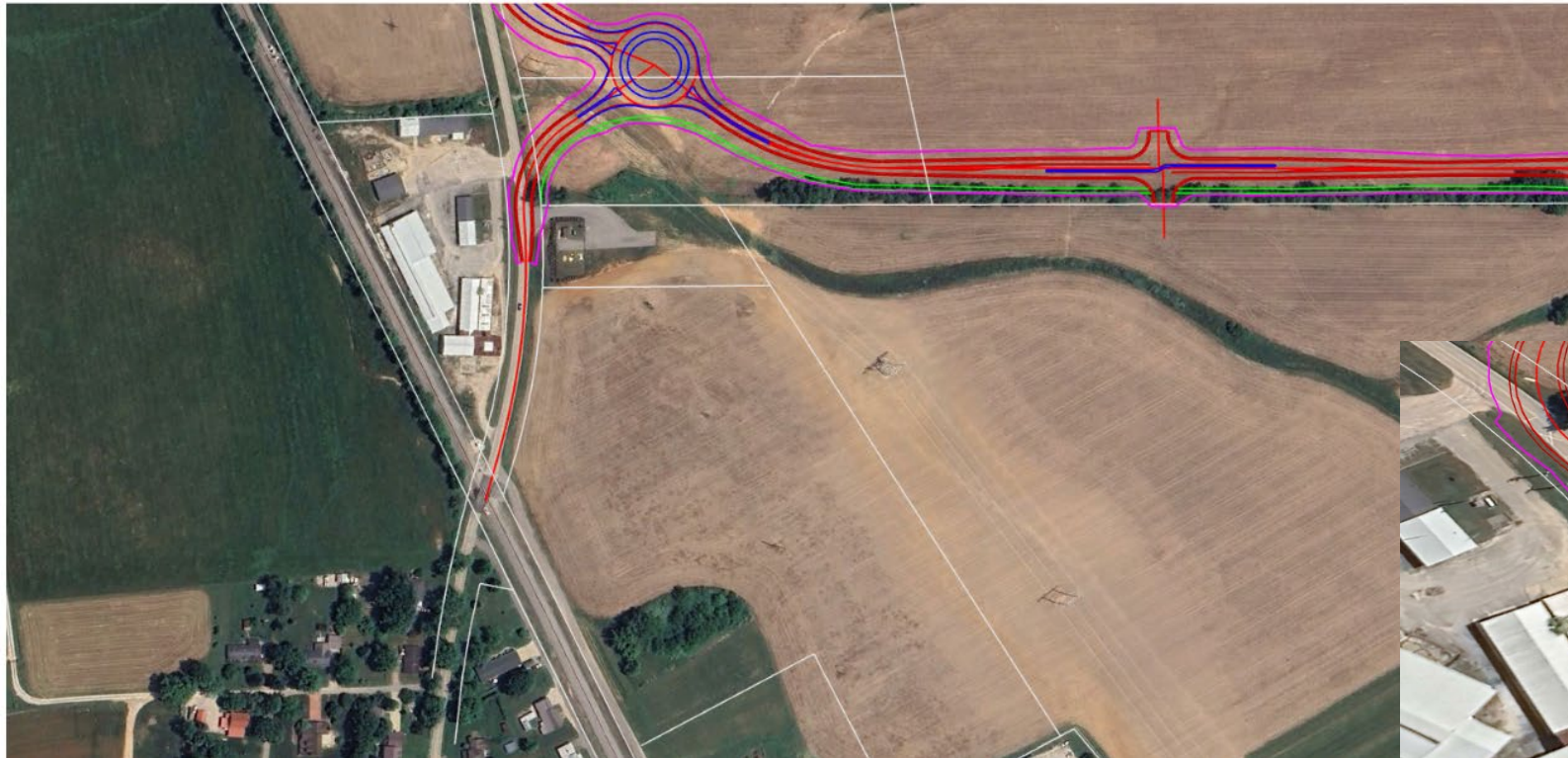
Sent: Tuesday, July 8, 2025 11:12 AM

To: Adam C. King <acking@hardincountyky.gov>; Hampton, Chris (KYTC-D04) <Chris.Hampton@ky.gov>; Riggs, Jacob A (KYTC-D04) <Jacob.Riggs@ky.gov>; Bottoms, Bradley D (KYTC-D04) <Bradley.Bottoms@ky.gov>

Subject: RE: Sego (Glendale)

That's right, we don't anticipate impacting them with the bypass project.

Looping in Chris/Jake/Brad on the commercial access discussion. There is about 500' between E. Railroad Avenue and the HCWD2 pump station. Appears you could split the middle, have sight distance and ~250' spacing at 35 MPH speed limit. We'd need to pay attention to access across the road if it ever redevelops.



Commercial Access Restricted
to KY 1136
No access will be allowed on
East Railroad Avenue



*Email from KYTC re: Commercial Entrance
on New Glendale Road (KY 1136)*

Radcliff-Elizabethtown MPO Glendale Mobility Study

★ = Site

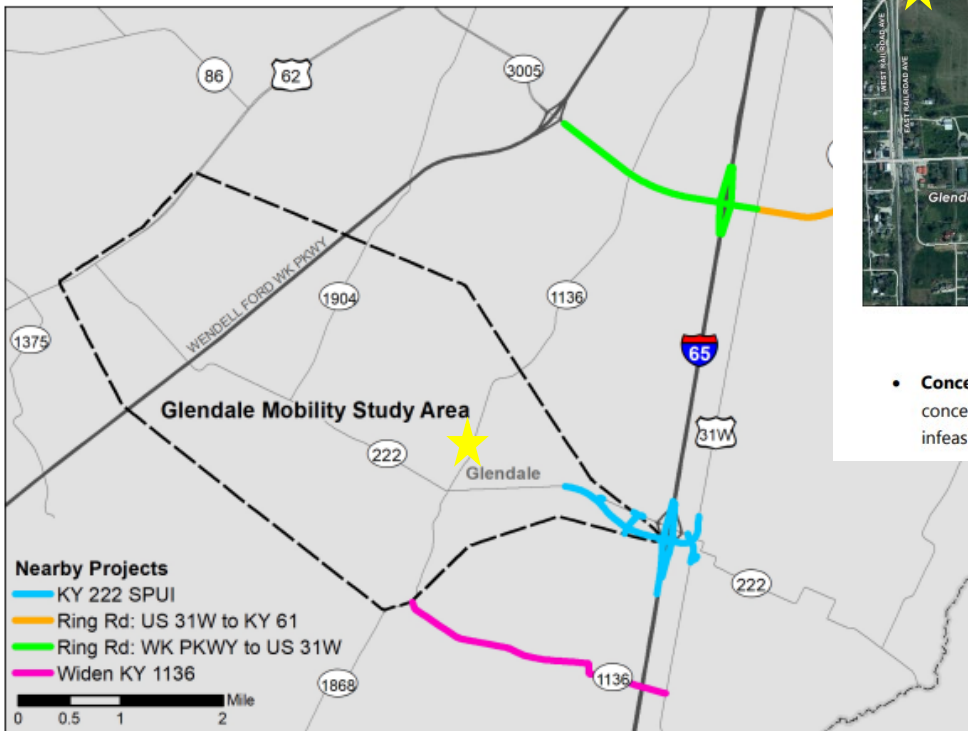
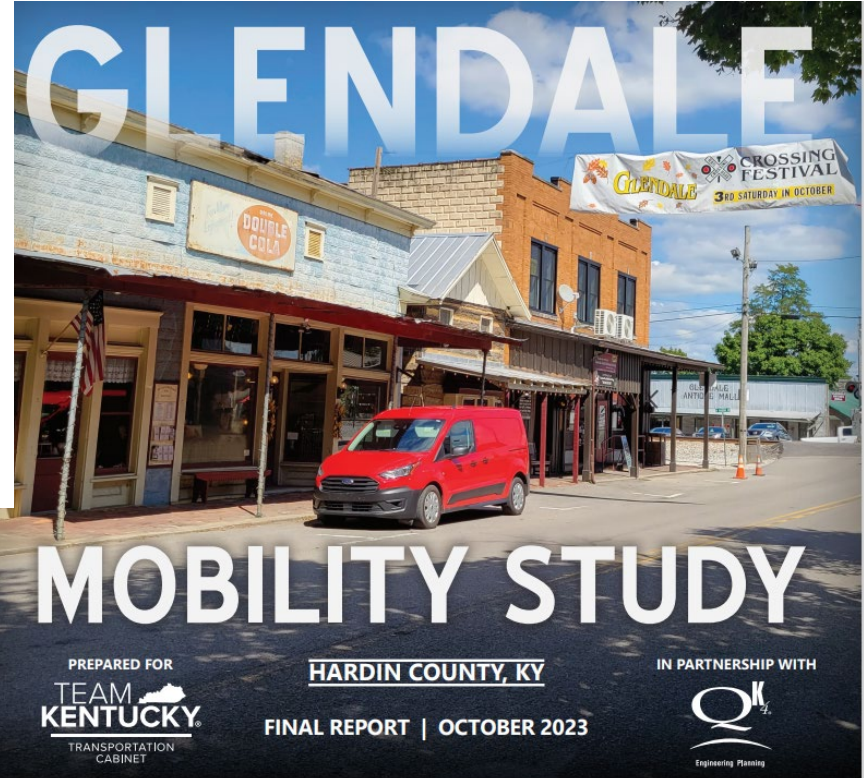


Figure ES-1: Ongoing Highway Plan Projects near Study Area



Figure ES-4: Concept A Variations

- **Concept B** represents a northwest bypass of the Glendale community, also similar to a concept identified in the 2008 and 2021 studies. The linkage was initially dismissed as infeasible, but further study in early 2023 identified potential connections.





- In December of 2023, Hardin County Planning & Development was awarded the Creating Vibrant Communities Grant through KYTC to create a small area plan for Glendale
- The initial meeting was held on May 2, 2024 & community input was received on June 16, 2025 and we have identified the need for a Glendale Village Center Target Area
- The plan was paused while KYTC determined the official route of the Northeast Glendale Bypass
- More detailed language regarding development requirements in this area are highly anticipated in the near future, in addition to the Comprehensive Development Guide, 2024







HCWD #2
Pump
Station



Former
CPS Site



Railroad
Crossing





E Railroad Ave



E Railroad Ave

E Railroad Ave
12 ft of pavement width







PROPOSED
ROUTE OF THE
NE GLENDALE
BYPASS

SITE

OXMOOR DRIVE

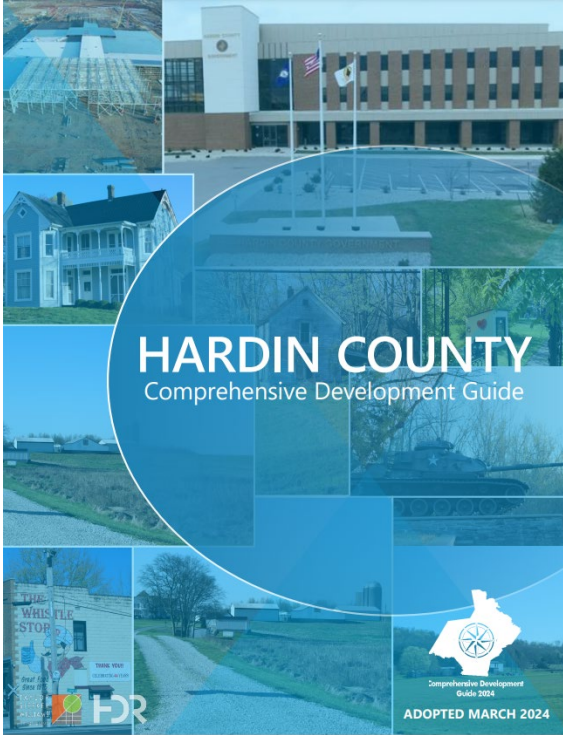


Reasons for Granting a Map Amendment

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Before any map amendment may be granted, the planning commission shall consider the evidence and testimony presented by the proponents and opponents of the proposed amendment and make findings of facts that one or more of the following apply:

1. The proposal is in agreement with the language of the Comprehensive Development Guide;
2. There have been major changes of an economic, physical, or social nature in the area involved that were not anticipated by the Comprehensive Development Guide and that have substantially altered the basic character of the area; or that,
3. The existing Zone assigned to the property is inappropriate and the proposed amendment is appropriate.



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.



ZONE CHANGE STAFF REPORT

Hardin County Planning and
Development Commission
150 N. Provident Way, Suite 225
Elizabethtown, Kentucky 42701
(270) 769-5479

Summary: The owners, James & Idell Sego, are proposing to rezone a ±15.34 acre site located at East Railroad Avenue, & New Glendale Road (KY 1136) in Glendale, KY, known as Lot 2 of Segomoore Subdivision from Urban Residential (R-1) to General Commercial (C-2) with no project proposed at this time.

Pre-application Conference:	July 7, 2025	Owner: James & Idell Sego 571 Westport Road, Elizabethtown, KY 42701
Public Hearing Date:	August 5, 2025	
Location of Proposed Zone Change: The property is across from 6339 New Glendale Road (KY 1136), in Glendale, KY		Zone Map Amendment Request: FROM: R-1 (Urban Residential) TO: C-2 (General Commercial)
Acreage: ±15.34 acre site		Land Use Group: Rural Village Planning Area: Glendale Rural Village Existing Land Uses: Vacant
PVA Parcel Number: 190-30-00-013		Zoning History: R-1 (Urban Residential) was the original zoning for the Subject Property in July of 1995.
Flood Plain: The property is not located within the floodplain according to FEMA Map 21093C0435D (dated 16 August 2007).		Adjacent Zoning: North – R-1, Hardin Co Water District No. 2 (1.7 acres), I-2 Nall (3.08 acres) South – R-1, Moore (3.302 Acres), PD-1, Jones (0.784 acres) East – R-2, Brown (43.912 Acres) West – R-2, Shipley (0.7 acres), Philpott (0.32 acres), Philpott (0.38 acres)
History of the Property: The subject property has been owned by members of the Sego family since at least 1977. In 2013 the 20 acre farm was divided with a portion being merged with 140 East Railroad Avenue, Glendale, KY, to the south. The 1.737 acre portion of the site, known as Lot 3 of Segomoore subdivision, was sold to Hardin County Water District No. 2. The 15.34 acre site known as Lot 2 of Segomoore Subdivision has remained vacant and contains multiple easements across the property.		
Utility Services: Electricity is provided via Nolin RECC. Public water is provided via Hardin County Water District #2 with a 4" line along New Glendale Road (KY 1136).		Transportation Considerations: The KY Transportation Cabinet is proposing to construct a North East Glendale Bypass to become the new KY 222. The proposed route runs just north of the property. The road will be limited access, contain two 12 ft. driving lanes with a raised curb in the median, a multiuse path on one side and three roundabouts.
Wastewater Treatment: The Hardin County Water District No. 2 sewer system is located on the site and any new commercial development would be required to connect to the system. There are currently 3 manholes along New Glendale Road and 3 others located along the rear property line.		Creating Vibrant Communities: In December of 2023, Hardin County Planning & Development was awarded a grant through the CVC Program by the KY Transportation Cabinet to create a small area plan for Glendale. Planning efforts were paused while the route for the North East Glendale Bypass route was being chosen. Initial community input was received in June of 2025, and planning efforts have outlined the existing KY 222 Corridor as a target planning area. More detailed language regarding development requirements in this area are highly anticipated in the near future.

COMPREHENSIVE PLAN COMPLIANCE

Comprehensive Plan Policy –	STEP 1: Compliance with Community-Wide Development Policies
General Policies:	
<i>Development should incorporate the protection of historic and natural resources to preserve the character of the county and protect the natural environment.</i>	There are no environmentally sensitive areas on site.
<i>The size and scale of all development should reflect and/or be compatible with the character, density, land uses, and style of surrounding uses.</i>	Although the majority of the properties within the Glendale Rural Village are residentially zoned and on small lots, there are properties zoned B-2 and C-1 along Glendale Hodgenville Road (KY 222) both east and west of the railroad tracks that serve as the center of activity. Adjacent to the property is the Hardin County Water District No. 2 sewer pump station facility. Also nearby is the 37.805 acre site owned by AJB Living Trust that was rezoned from R-2 to C-2 in October of 2024, and the former Crop Production Services located across the street which is zoned I-2.
<i>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.</i>	As outlined in the Hardin County Chamber of Commerce's Regional Impact Study, a population surge of 22,380 is anticipated for Hardin County as part of the growth from the BlueOval SK twin battery plants in Glendale, KY. In conjunction with the North East Glendale Bypass that is proposed to the north of the site, any new commercial development will accommodate the influx of traffic to the BlueOval SK battery plants. BlueOval SK has been identified as the 10 th largest manufacturing site in the world, and is approximately 2 miles away from the site.
<i>Development in areas adjacent to urban or rural villages should be encouraged, rather than sprawling development throughout the county.</i>	The subject site is located within the Glendale Rural Village Planning Area, and at its closest point is 0.15 miles from the Main Street railroad crossing in Downtown Glendale.
Utility and Infrastructure Policies:	
<i>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).</i>	Public water is provided via Hardin County Water District #2 with a 4" line along New Glendale Road (KY 1136).
<i>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.</i>	The sanitary sewer system owned by Hardin County Water District No. 2 is located on the site and any new commercial development would be required to connect to the system. The expansion of utilities onto the site will be a responsibility of the developer.
<i>Development should comply with all requirements</i>	The sewer system owned by Hardin County Water

<i>for on-site sewage disposal, if applicable, and use effective, environmentally sound practices when implemented.</i>	District No. 2 is located on the site and any new commercial development would be required to connect to the system.
Public Services Policies:	
<i>New development should be encouraged in areas where adequate fire protection services and fire hydrants are available or can be located.</i>	The Glendale Volunteer Fire Department is approximately 0.17 miles away to the south and there is an existing fire hydrant 0.09 miles to the southwest of the site along New Glendale Road (KY 1136).
Road and Access Policies:	
<i>Development should reduce the impacts with minimal access points to public roadways and by providing connectivity within all developments.</i>	A single commercial access point onto New Glendale Road (KY 1136) has been pre-determined by KYTC for the entire site. No commercial access will be allowed off of East Railroad Avenue.
<i>Development should provide safe access to a public road, including avoiding road hazards, exceeding road capacity, and substantially impacting road function.</i>	The site is accessed via New Glendale Road (KY 1136), which is a state-maintained highway with 18' of pavement width and a 70' right-of-way. The site also has frontage along East Railroad Avenue, however this county maintained road does not meet minimum requirements for commercial development and no access shall be granted for future developments.
<i>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.</i>	New Glendale Road (KY 1136) is a state maintained highway that meet minimum requirements. KYTC identifies this portion of KY 1136 also as a Minor collector with an AADT of 1,823 (2022). The proposed route for the Northeast Glendale Bypass will be located just north of the site.

COMPREHENSIVE PLAN COMPLIANCE

Comprehensive Plan Policy – Rural Village	STEP 2: Agreement with the Future Land Use Map & Guidelines
<p>The Rural Village areas of the 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 typically have some small convenience commercial uses that serve the surrounding rural areas.</p> <p>The Recommended Land Use Pattern and Development Criteria notes that, “convenience and neighborhood commercial uses are encouraged in order to preserve the area’s identity and serve daily needs,” and “all development activities should preserve and reinforce the existing rural character of this area.”</p> <p>The Utility Criteria states that, “In rural villages with access to sewer, higher density development should occur where public water and sewer are available.”</p> <p>The Character Criteria states that, “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.</p>	

Comprehensive Plan Policy – PA #8 Glendale Rural Village	STEP 3: Compliance with the Planning Area Map & Guidelines
<p>The Glendale Rural Village Planning Area was first adopted in 1995 and expanded in 2024. Glendale was established in 1859 at the junction of Glendale Hodgenville Road (KY 222) and New Glendale Road (KY 1136). A train depot was constructed in 1864 along the Louisville & Nashville Railroad (L&N).</p> <p>The Recommended Land Use Pattern and Development Criteria notes that, “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,” and “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.”</p>	

STAFF REVIEW AND RECOMMENDATION

The Staff finds that the proposed zoning is in agreement with Steps 1, 2, & 3 of the adopted Comprehensive Plan plus the following findings:

- The property currently has access to New Glendale Road (KY 1136) a state maintained highway with adequate pavement width and right-of-way,
- KYTC’s proposed North East Glendale Bypass will run directly north of the subject property,
- The property is located 0.15 miles from “downtown” Glendale where multiple shops and restaurants are located,
- The property has access to electricity from Nolin RECC and water from Hardin County Water District #2,
- The centralized sewer system owned and operated by Hardin County Water District No. 2 is located on the property with 6 manholes on site, and any new commercial development will be required to connect,
- The property is located in the Rural Village Future Land Use Group and Glendale Rural Village Planning Area,
- The proposed map amendment to C-2 is found to be in agreement with the language of the Comprehensive Development Guide, 2024.

The Staff recommends that the Zoning Map Amendment be **APPROVED**.

RESOLUTION 2025-007
MAP AMENDMENT
Urban Residential (R-1) to General Commercial (C-2)

- WHEREAS** the Hardin County Fiscal Court and the Hardin County Planning and Development Commission have adopted a Comprehensive Plan, Land Use Regulations, and Subdivision Regulations;
- WHEREAS** the above-mentioned regulations are designed to protect the public health, safety and welfare of the citizens of Hardin County;
- WHEREAS** the proposed site is located in the Rural Village Area of Hardin County and within the Glendale Rural Village Planning Area (#8);
- WHEREAS** this proposal is a request to rezone the 1995 designation of Urban Residential Zone (R-1) to General Commercial (C-2) for a ± 15.34 acre site located across from 6339 New Glendale Road, Glendale, KY, known as Lot 2 of Segomoore Subdivision.

NOW THEREFORE, BE IT RESOLVED, by the Hardin County Planning and Development Commission that a request for a Map Amendment for property owned by James & Idell Sego known as PVA #190-30-00-013 known as Lot 2 of Segomoore Subdivision located across from 6339 New Glendale Road, Glendale, KY, be granted a zone change from the existing Urban Residential Zone (R-1) to the General Commercial Zone (C-2), based on the following findings and compliance with the policies and goals of the Comprehensive Plan:

With the appropriate portions of the Development Guidance System, Zoning Ordinance and the Comprehensive Development Guide, the testimony provided by staff and those in attendance at the public hearing, the Planning Commission hereby adopts the attached Staff Report and it is determined that the proposed C-2 Zone is in agreement with the Comprehensive Plan's following Policies, Goals & Objectives:

Step 1:	Community Wide Development Policies
Step 2:	Land Use Plan Group: Rural Village Area
Step 3:	Planning Area: Glendale Rural Village

- 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.
- Objective 5.4:** Provide adequate space for the proper location of commercial and industrial land.
- Objective 5.9:** Promote the expansion of existing businesses and industries within Hardin County.
- Objective 5.12:** Promote the expansion of employment and investment opportunities in Hardin County.

Access Restriction - No commercial entrances shall be permitted from East Railroad Avenue.

Any proposed development must comply with Hardin County Comprehensive Development Guide, Glendale Rural Village - Character Criteria.

ADOPTED THIS FIFTH DAY OF AUGUST 2025.

MOTIONS

I make a motion to **Approve** the proposed Zoning Map Amendment based upon:

- the testimony provided by Staff and those in attendance at the Public Hearing
- I hereby adopt the Staff Report and the exhibits entered in as the Record
- To adopt Resolution 2025-007 as presented

The proposed Map Amendment from R-1 to C-2 is in Agreement with the 3 Step Process as outlined in the Comprehensive Plan and the following Goals & Objectives.

Step 1:	Community Wide Development Policies
Step 2:	Land Use Plan Group: Rural Village Area
Step 3:	Planning Area: Glendale Rural Village

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.

Objective 5.4: Provide adequate space for the proper location of commercial and industrial land.

Objective 5.9: Promote the expansion of existing businesses and industries within Hardin County.

Objective 5.12: Promote the expansion of employment and investment opportunities in Hardin County.

Access Restriction - No commercial entrances shall be permitted from East Railroad Avenue.

Any proposed development must comply with Hardin County Comprehensive Development Guide, Glendale Rural Village - Character Criteria.

I make a motion to **Deny** the proposed Zoning Map Amendment based upon:

- the testimony provided by Staff and those in attendance at the Public Hearing

The proposed Map Amendment from R-1 to C-2 is **NOT** in Agreement with the 3 Step Process as outlined in the Comprehensive Plan.