

Planning for Growth

COMPREHENSIVE DEVELOPMENT GUIDE 2019



Hardin County

Planning and Development Commission

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RESOLUTION 2019-010

AMENDING LAND USE ELEMENT (E2RC CORRIDOR - PLANNING AREA) AND RE-ADOPTION OF THE OTHER ELEMENTS OF THE COMPREHENSIVE PLAN

WHEREAS, the Comprehensive Plan Statement of Goals and Objectives were adopted by the Hardin County Planning Commission on July 23, 1996, in accordance with KRS 100.193, which acts as a guide for the preparation of the elements to aid in implementing the Comprehensive Plan;

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

WHEREAS, the current 2014 Comprehensive Development Guide was initially adopted by the Hardin County Planning Commission on 15 April 2008 after considerable research had been performed in preparation of the Plan;

WHEREAS, the Background Information & Community Facilities Elements of the 2008 Comprehensive Development Guide were amended with re-adoption of the other elements by the Hardin County Planning Commission on 19 August 2014;

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, and

WHEREAS, the cities of Elizabethtown & Radcliff are currently updating their Comprehensive Plans according to the provisions of Chapter 100 of the Kentucky Revised Statutes, and

WHEREAS, the contents and policies of the Hardin County Comprehensive Development Guide continue to meet the needs of Hardin County,

NOW, THEREFORE, BE IT RESOLVED by the Hardin County Planning and Development Commission, meeting in open session following a public hearing on the matter, the Land Use Element (E2RC Corridor - Planning Area) be amended as proposed to the KY 361 Corridor – Planning Area and the Planning Area Map be amended accordingly and the various other elements of the Hardin County Comprehensive Development Guide be re-adopted as originally set forth;

ADOPTED ON THIS 6th DAY OF AUGUST 2019.



Hardin County Planning Commission
Mark Hinton, Chairman

RESOLUTION
NUMBER 004, SERIES 2014
AMENDING BACKGROUND AND COMMUNITY ELEMENTS AND
RE-ADOPTION OF THE OTHER ELEMENTS OF THE COMPREHENSIVE PLAN

WHEREAS, the Comprehensive Plan Statement of Goals and Objectives were adopted by the Hardin County Planning Commission on July 23, 1996, in accordance with KRS 100.193, which acts as a guide for the preparation of the elements to aid in implementing the Comprehensive Plan;

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

WHEREAS, the current 2008 Comprehensive Development Guide was adopted by the Hardin County Planning Commission on 15 April 2008 after considerable research had been performed in preparation of the Plan;

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, and

WHEREAS, the Cities of Elizabethtown and Radcliff are currently updating their comprehensive plans according to the provisions of Chapter 100 of the Kentucky Revised Statutes, and

WHEREAS, the contents and policies of the Hardin County Comprehensive Development Guide continue to meet the needs of Hardin County,

NOW, THEREFORE, BE IT RESOLVED by the Hardin County Planning and Development Commission, meeting in open session following a public hearing on the matter, the Background and Community Element be amended as proposed and the various other elements of the Hardin County Comprehensive Development Guide be re-adopted as originally set forth;

ADOPTED ON THIS 19th DAY OF AUGUST 2014.



Hardin County Planning Commission
Mark Hinton, Chairman

RESOLUTION
NUMBER 13, SERIES 2008
ADOPTION OF THE 2008 COMPREHENSIVE PLAN

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

WHEREAS, the Comprehensive Plan Statement of Goals and Objectives were adopted by the Hardin County Planning Commission on June 27, 1995, and subsequently adopted by the Hardin County Fiscal Court on July 17, 1995, by Resolution No. 117-1995, as required by KRS 100.197;

WHEREAS, the Statement of Goals and Objectives acts as a guide for the preparation of the elements to aid in implementing the Comprehensive Plan;

WHEREAS, this Planning Commission and the Hardin County Fiscal Court having adopted the Statement of Goals and Objectives, this Planning Commission may now proceed to adopt a revised Comprehensive Plan, pursuant to KRS Chapter 100; and

WHEREAS, to achieve that end, this Planning Commission and its staff have conducted considerable research upon which to base the 2008 Comprehensive Plan and, in compliance with KRS Chapter 100, have conducted duly advertised public hearings and public meetings in order to receive input from all interested persons, including hearings held on November 27, 2007 and January 15, 2008.

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 2008 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 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 *Planning for Growth Comprehensive Development Guide 2008* for the unincorporated area of Hardin County and includes the Planning Background, Goals and Objectives, Land Use Element, Community Facilities Element, Transportation Element and Implementation Strategy.
- That the 2008 Comprehensive Plan shall supersede all prior Comprehensive Plans adopted by this Planning Commission.
- It is the intent of this Planning Commission that the Zoning Ordinance and the Zoning Map currently in effect on the date of passage of this Resolution shall remain in full force and effect unless and until duly amended.
- The Director of the Hardin County Planning Commission is directed to forward this Resolution and the documents mentioned herein to the Hardin County Fiscal Court for its information and use.
- That this Resolution shall become effective on the date of its passage.

ADOPTED ON THIS 15th DAY OF APRIL 2008.

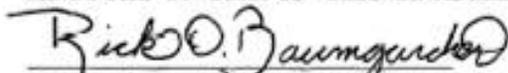

Hardin County Planning Commission
Rick Baumgardner, Chairman

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ACKNOWLEDGEMENT

The Hardin County Planning and Development Commission and the Hardin County Fiscal Court offer their appreciation to the many people and organizations who contributed to the preparation of the 2007 Comprehensive Plan Update. The **COMPREHENSIVE PLAN REVIEW COMMITTEE** spent many hours attending monthly meetings, reviewing materials, and providing recommendations for this project. Their contributions significantly shaped the Plan Update and their participation helped assure that the broad views of county residents were represented in the update process.

Many organizations and individuals contributed to the process by providing information, providing meeting rooms and helping with the public meetings which allowed for citizen comments that lead to the development of the plan. These organizations include Hardin County Cooperative Extension Service, Lincoln Trail Area Development District, Hardin County School Board, Hardin County Farm Bureau, Heart of Kentucky Association of Realtors and the Lincoln Trail Home Builders Association.

Representatives of the Elizabethtown Planning and Development, Elizabethtown Water Department, Hardin County Board of Education, Hardin County District Health Department, Hardin County Road Department, Hardin County Water District No. 1, Hardin County Water District No. 2 and the Radcliff Planning Department provided input to the Committee. Additionally, Ms. Lori Garkovich, Extension Specialist and resident of Woodford County, provided examples of growth management activities currently being implemented or initiated in Kentucky and about the development of the Rural Residential regulations adopted in Woodford County.

Finally, the Hardin County Planning and Development Commission and the Hardin County Fiscal Court thanks and acknowledges the citizens of Hardin County who participated in the public meetings and hearings. The purpose of this plan is to serve the future needs of Hardin County residents and input from citizens is important.

INTRODUCTION

A Comprehensive Plan is a document, or series of documents prepared under the direction of a Planning Commission or Planning Commissions, with input from citizens and community leaders, that sets forth policies for the future development of the entire community. It is based on inventory, analysis, and evaluation of data such as land use maps and surveys, population studies, studies of the community's economic base and community facilities, housing analyses, natural resource studies, and community surveys. The Comprehensive Plan lays out the "vision" for the future growth and development of the community; what the community will be like and look like in the future; it then serves as a guide for community decisions, and provides policy and program guidance to promote the community's vision.

PUBLIC PARTICIPATION

Public participation is an important part of the comprehensive planning process. For a plan to develop, decision makers need to hear ideas, thoughts, and opinions from their citizens and stakeholders. The purpose of this public participation plan is to give citizens the opportunity to participate and learn about their community.

In an effort to help guide the planning process, the Planning Commission established a nineteen-member Comprehensive Plan Review Committee with members representing a cross section of the community and various community organizations. Together with the Commission staff, the Committee held a series of meetings to identify the following major issues in the community.

1. A new **Future Land Use Map** is proposed that maintains existing sectors and identifies 28 Planning Areas to provide recommendations for future growth.
2. **Protect the sources of our drinking water** with the creation of a Natural Resource Planning Area. The Hardin County Water Districts mapped the locations of the sources of our drinking water and the preservation of these sources is important.
3. **Expand the Urban Residential area** to accommodate future growth. Hardin County has maintained a healthy growth rate and with the proposed changes at Fort Knox, new growth is anticipated.
4. Establish a **fourth Rural Village** in Stephensburg to support the existing community facilities such as the schools and fire station.

5. Implement the Interlocal Agreement signed by the District Health Department, Hardin County Water Districts No. 1 and District No. 2, Planning Commission and Fiscal Court to create **managed wastewater systems**.
6. **Increase residential lot density** levels by implementing alternatives to on-site septic systems to allow smaller residential lots with reduced streets and utility installation.
7. **Maintain a safe transportation system** by improving hazardous county roads and implementing access management for new street intersections and driveways.
8. New developments to be approved only if access is from **roads with adequate pavement width and adequate right-of-ways**.
9. **Encourage Improved Subdivision Design** with fire hydrants, underground utilities, sidewalks and green space areas.
10. Promote improved developments with **conservation design subdivisions and cluster lot design concepts** to maintain open space and preserve rural character.
11. Coordinate and support the recommendations of the **Regional Wastewater Facilities Plan**.
12. Manage development surrounding the **Glendale Industrial Property**.
13. **Support Fort Knox** by preserving the Kentucky 313 Corridor as a buffer area.

In addition to the Comprehensive Plan Review Committee and in an effort to obtain input in developing a clear goal/objective for Hardin County's comprehensive plan for the future from the community, a survey was undertaken during the following four meetings where the public had the opportunity to give their thoughts on the plan:

Elizabethtown - H.B.Fife Courthouse, Public Square

8 November 2005 – Topics highlighted: Septic Systems, Public Water, Fire Protection and Transportation.

Elizabethtown - H.B.Fife Courthouse, Public Square

22 November 2005 – Topics highlighted: Development Standards and Subdivision Design.

Rineyville - Rineyville Elementary School

29 November 2005 – Topics highlighted: KY 313 Corridor, Housing, Land Use and Development Patterns.

Glendale - East Hardin Middle School

1 December 2005 – Topics highlighted: Agriculture, Open Space and Rural Character.

Everyone in the community was encouraged to come to one of these meetings and help shape the County's land use planning. The series of meetings helped the County staff develop the following general land use goals and policies. The results of the survey are presented in Appendix A.

The Draft Comprehensive Plan was introduced to the public during two Open House meetings held at the Pritchard Community Center. The Planning Commission Staff and Community Officials presented a *Planning for Growth* video and highlighted the following topics at Information Stations:

- **Land Use Planning**
- **Water**
- **Improved Subdivision Design**
- **Transportation**
- **Economic Development**

The Open House took place on the 13th and 20th of November 2007. A televised public hearing was held by the Planning Commission on 27 November 2007 at 6:00 p.m. at the H.B. Fife Courthouse.

CHAPTER I

PLANNING BACKGROUND

Hardin County was established in November of 1792 and became an official county on February 20, 1793. The first court house was constructed at a cost of \$220.00 in 1795. Forty men chopped down enough trees to build the "round log" court house in one day. Elizabethtown was established as the county seat in 1797. That same year, the court decreed that a new jail be constructed along with a whipping post and stocks for the punishment of minor crimes.

The county is named after Colonel John Hardin, an Indian fighter who had been killed by the Indians while on a peace mission with the Miami tribes in Ohio. Original Hardin County encompassed 4,000 square miles. All or parts of twelve other counties have been formed from this original area. Breckinridge, Daviess, Grayson, Hancock, LaRue, Meade, and Ohio Counties were formed from original Hardin County, as well as parts of Butler, Edmonson, Hart, Henderson, and McLean Counties. The boundaries of the original area were the Ohio, Salt, Rolling Fork, and Green Rivers. Today Hardin County consists of more than 600 square miles and is the fourth largest county in Kentucky in terms of land area. The County is bordered on the north by the Ohio River, Bullitt County and Meade County; on the west by Breckinridge, Grayson, and Meade Counties; on the south by LaRue, Hart, and Grayson Counties; and on the east by the Salt and Rolling Fork Rivers and by Bullitt, Nelson, and LaRue Counties.

The Hardin County Planning and Development Commission was established by Fiscal Court in 1979 and initiated planning activities with the adoption of subdivision regulation on 1 August 1979 as set forth by KRS Chapter 100. The first land use regulations were established in 1984 then in 1995 the first zoning ordinance and zoning map were adopted for implementation. In 1984, the original COMPREHENSIVE DEVELOPMENT GUIDANCE SYSTEM was adopted by the Hardin County Fiscal Court and was revised in July of 1995. This 2007 update of the Comprehensive Plan sets the goals and polices to guide the future growth and land use in the unincorporated area of Hardin County. Additionally, the Comprehensive Plan outlines future land needs, rural development and preservation programs and the proposed Planning Guidelines.

The significant recent events that have occurred include:

- Glendale Industrial Property purchased for a single manufacturing facility
- Metropolitan Planning Organization established for Hardin and Meade Counties to coordinate transportation planning
- Source Water Areas identified and mapped by the Water Districts
- BRAC announcement that changes would be implemented at Fort Knox
- Regional Wastewater Facilities Plan initiated by Hardin County Water District No.

These activities are still developing. Representatives of Hardin County government and the Planning Commission are participating in the planning activities associated with these events and will incorporate appropriate actions into the local decision making process.

The following information is presented to illustrate the historical growth trends in Hardin County and to identify anticipated growth. From 1980-2000, unincorporated Hardin County increased in population by about ten thousand people each decade – a 1.50% AAGR. A greater increase (1.56%) has occurred over the last ten years, with an increase of 13,222 more people.

**Table 1
Historical County Population Growth 1960-2010**

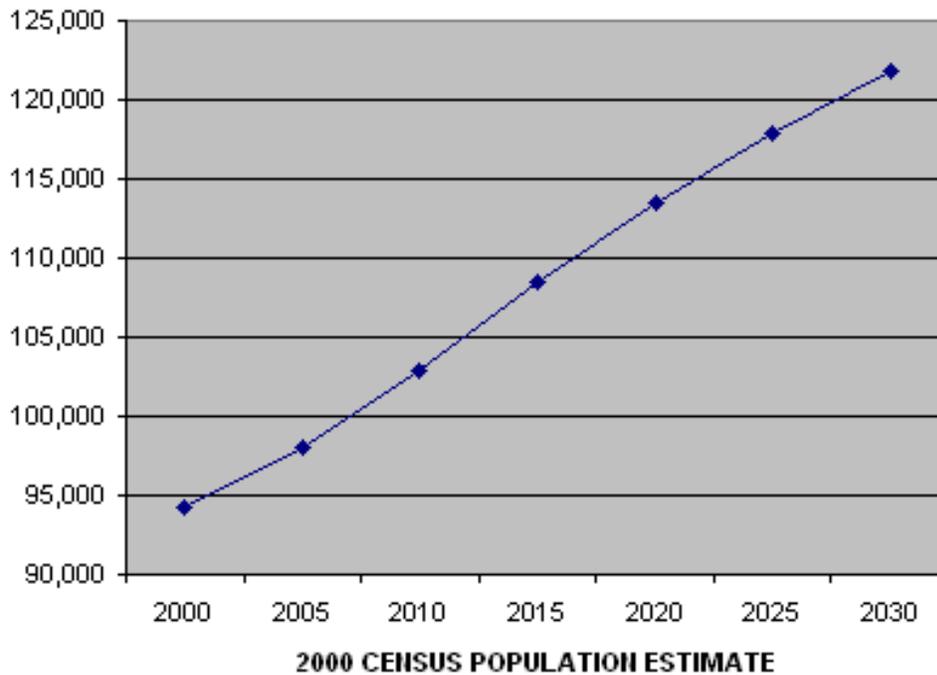
	1960	1970	1980	1990	2000	2010	Avg. Annual Growth Rate
Hardin County with Fort Knox	67,789	78,421	88,917	89,240	94,174	105,543	1.15%
Hardin County without Fort Knox	N/A	N/A	64,139	73,833	84,880	98,102	1.56%

**Table 2
Population Comparison 2000-2010**

	POPULATION		HOUSING	
	YR 2000	YR 2010	YR 2000	YR 2010
Unincorporated	34,104	41,370	13,256	15,972
Elizabethtown	22,542	28,531	10,043	12,664
Radcliff	21,961	21,688	9,487	9,491
Fort Knox (Hardin)	9,294	7,441	2,061	2,274
Vine Grove	4,169	4,520	1,779	1,880
West Point	1,100	797	566	425
Upton	654	683	322	328
Sonora	350	513	159	227
Total Cities	50,776	56,732	22,356	25,015
Total County	84,880	98,102	37,673	43,261
FORT KNOX	12,377	10,124	2748	2,961
Hardin	9,294	7,441	2061	2,274
Meade	3,083	2,683	687	687

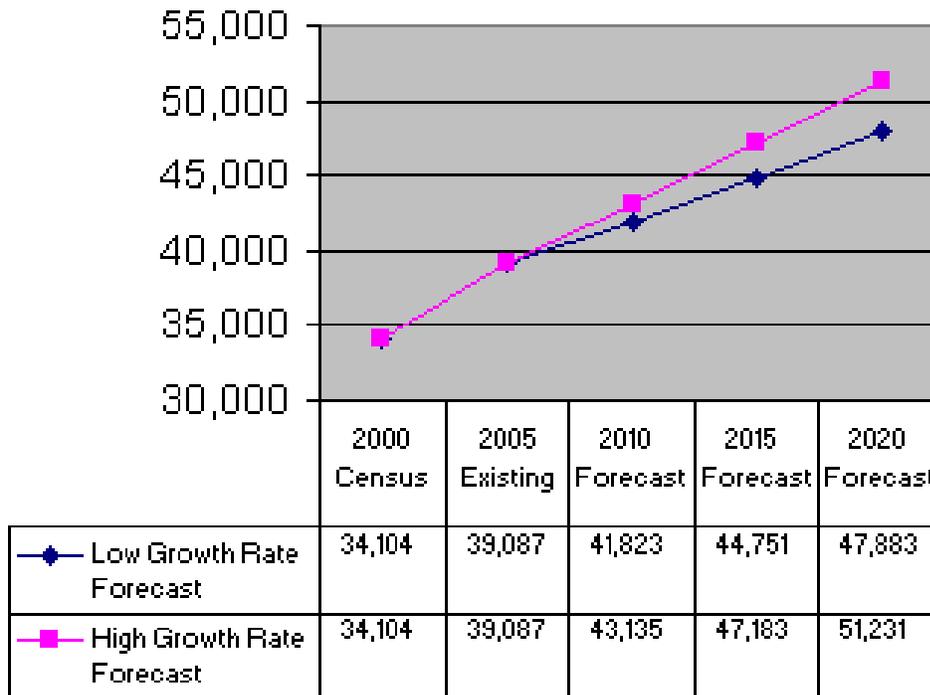
Source: United States Census Bureau.

Chart 1
County Population Estimates 2000-2030



- Source: United States Census Bureau.

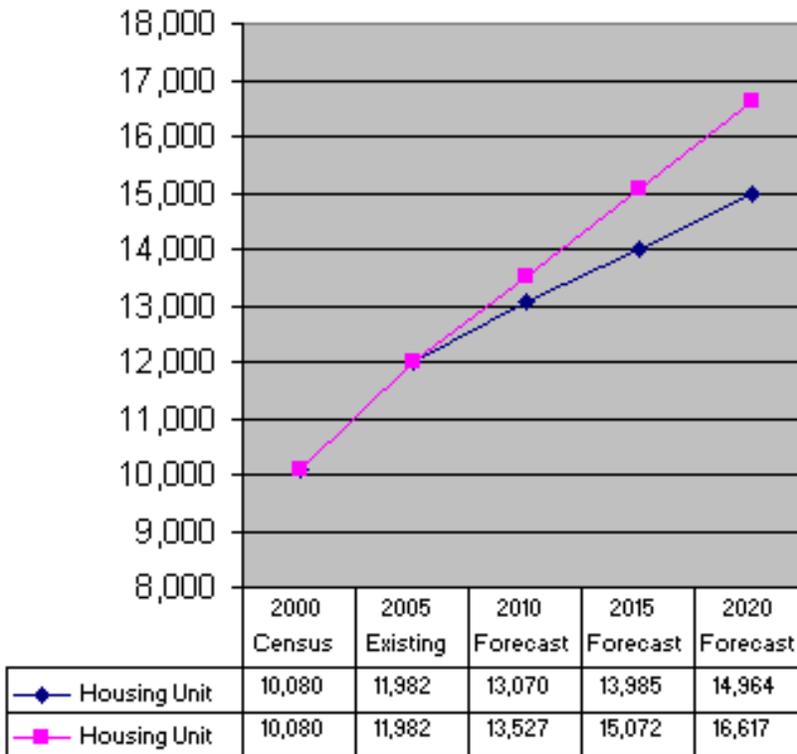
Chart 2
Population – Unincorporated Area of Hardin County 2000-2020



- Source: Hardin County Planning and Development Commission.

Chart 3

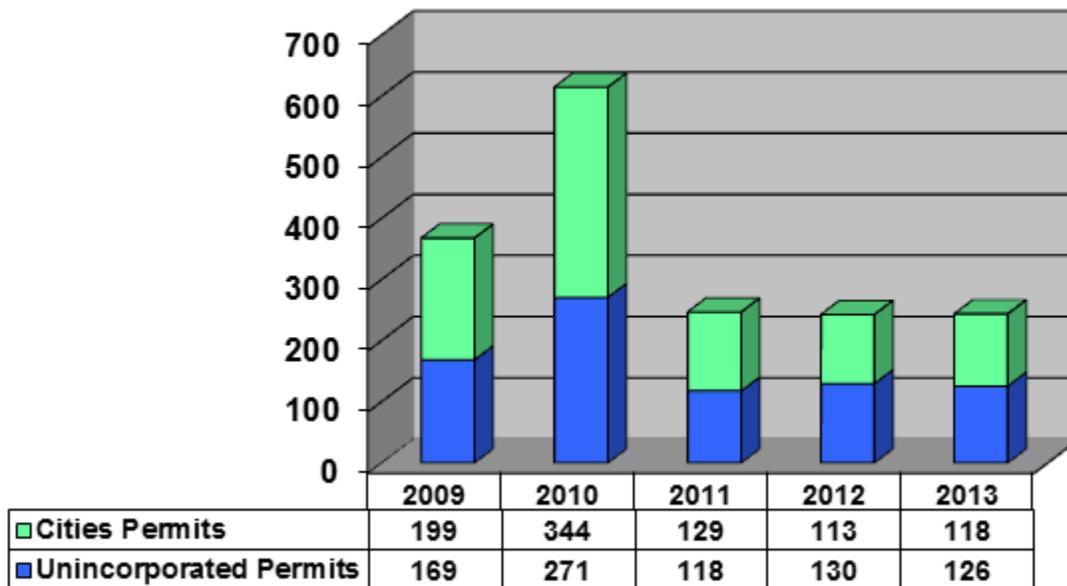
Housing Units – Unincorporated Area of Hardin County 2000-2020



- Source: Hardin County Planning and Development Commission.

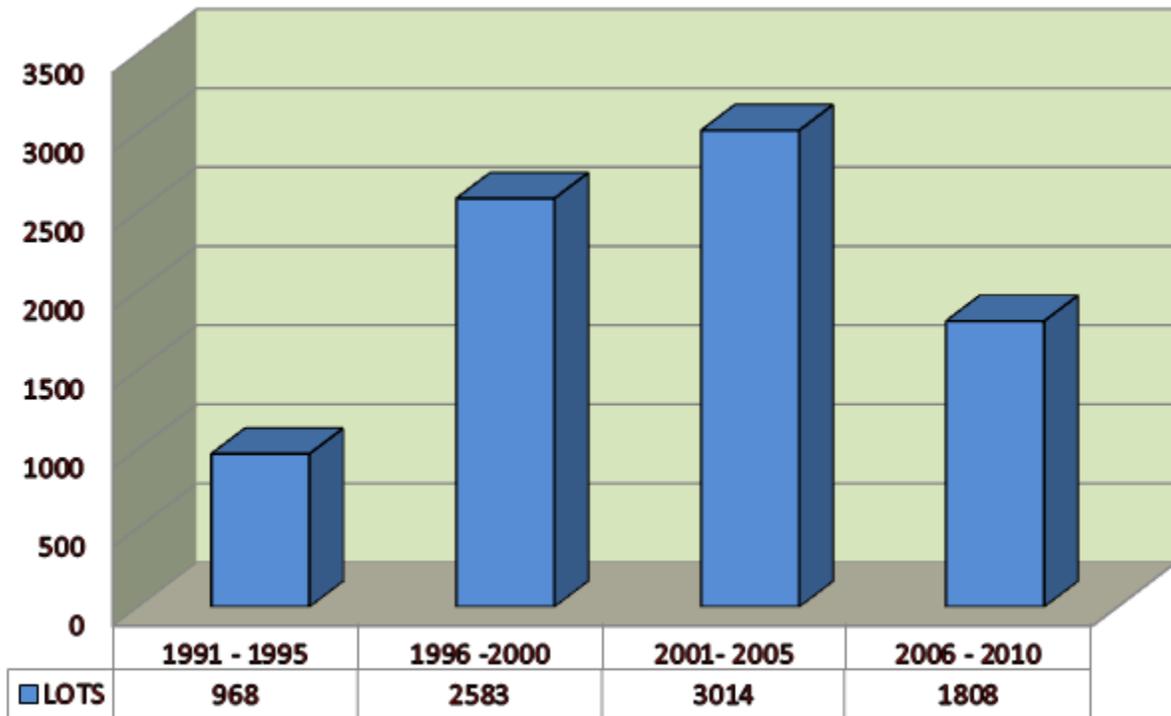
Chart 4

Single Family Dwelling Building Permits (All Jurisdictions) 2009-2013



- Source: Hardin County Planning and Development Commission.

Chart 5
Subdivision Lots Approved 1991-2010



- Source: Hardin County Planning and Development Commission.

Chart 6
Surplus Subdivision Lots 2000-2007

SURPLUS SUBDIVISION
LOTS

	2000	2001	2002	2003	2004	2005	2006	2007	TOTALS
APPROVED LOTS	735	745	479	741	566	483	624	459	4832
SFD	234	315	368	429	372	418	314	273	2723
MH	135	99	102	92	92	107	82	54	763
TTL SFD & MH	369	414	470	521	464	525	396	327	3486
SURPLUS LOTS	366	331	9	220	102	-42	228	132	1346

- Note: This estimate assumes all new dwellings are located on Subdivision lots approved since 2000 and does not exclude the limited development activities in commercial subdivisions or areas annexed by a city.
- Source: Hardin County Planning and Development Commission.

CHAPTER II

GOALS AND OBJECTIVES

- GOAL 1: TO IMPROVE HARDIN COUNTY AS A PLACE OF RESIDENCE.
- GOAL 2: TO PROVIDE ADEQUATE RECREATIONAL FACILITIES AND OPEN SPACE FOR THE CITIZENS OF HARDIN COUNTY.
- GOAL 3: TO PROVIDE THE CITIZENS OF HARDIN COUNTY WITH ADEQUATE PUBLIC SERVICE AND COMMUNITY FACILITIES.
- GOAL 4: TO ENCOURAGE DEVELOPMENTS TO BE SENSITIVE TO THE ENVIRONMENTAL CONSTRAINTS AND NATURAL CONDITIONS OF ITS SITE.
- GOAL 5: TO ENCOURAGE THE LOCATION AND DEVELOPMENT OF DIFFERENT LAND USES IN THE MOST APPROPRIATE MANNER.
- GOAL 6: TO IMPROVE AND PROMOTE HARDIN COUNTY AS A PLACE FOR COMMERCE AND INDUSTRY.
- GOAL 7: TO ENCOURAGE THE RECOGNITION AND RESTORATION OF HISTORICALLY IMPORTANT SITES.
- GOAL 8: TO PROMOTE CONSERVATION AND EFFICIENT UTILIZATION OF EXISTING COMMUNITY RESOURCES.
- GOAL 9: TO PROMOTE ENERGY EFFICIENCY AND CONSERVATION ON A COMMUNITY WIDE BASIS.
- GOAL 10: TO IMPROVE THE TRANSPORTATION SYSTEM OF HARDIN COUNTY SO THAT IT ENCOURAGES THE SMOOTH FLOW OF TRAFFIC THROUGH-OUT THE COUNTY.
- GOAL 11: TO DEVELOP, ADOPT, AND USE LAND USE REGULATIONS AND POLICIES WHICH WILL ACT TO IMPLEMENT THE COMPREHENSIVE PLAN, WHILE INSURING FAIRNESS, STANDARDIZATION, AND CONSISTENCY.
- GOAL 12: TO PRESERVE THE LIFESTYLE, HISTORY AND NATURAL SURROUNDINGS OF THE PEOPLE OF HARDIN COUNTY.
- GOAL 13: TO CREATE A SYSTEM WHICH WILL PLAN AND ESTABLISH THE BEST RELATIONSHIPS BETWEEN LAND USES WITHIN HARDIN COUNTY WHICH PERMITS FLEXIBILITY WHILE PROVIDING A VEHICLE FOR ADVICE FROM OUR CITIZENS.
- GOAL 14: TO ASSURE THAT HARDIN COUNTY'S NONRENEWABLE RESOURCES ARE DEVELOPED IN A MANNER WHICH WILL BEST SERVE THE COUNTY.

HOUSING DEVELOPMENT

GOAL 1: TO IMPROVE HARDIN COUNTY AS A PLACE OF RESIDENCE.

Objective

1. Promote formation of neighborhood units as opposed to scattered development.
2. Encourage and enforce rehabilitation and conservation programs to preserve existing stock of housing.
3. Promote a wide variety of new housing types as required within the community.
4. Provide adequate low-cost housing for the disadvantaged.
5. Enforce a system of standard building codes and permits to ensure the structural safety and functional integrity of all dwelling units.
6. Promote the development of residential areas which provide attractive, safe, energy efficient, affordable housing for all county residents.
7. Require that all new housing be constructed only in areas which have adequate public utility services available or where utility services can be economically provided.
8. Allow for creative design in the development of residential areas and structures.
9. Encourage sensitivity to environmental considerations and natural conditions in the development of new housing and rehabilitation of existing dwellings.
10. Develop countywide standards for mobile home location, including mobile home parks and minimum maintenance requirements.
11. To develop a supply of housing which, meets the population demand.

RECREATION DEVELOPMENT

GOAL 2: TO PROVIDE ADEQUATE RECREATIONAL FACILITIES AND OPEN SPACE FOR THE CITIZENS OF HARDIN COUNTY.

Objective

1. Provide adequate recreational facilities utilizing parks, rivers, streams, ponds and lakes.
2. Establish programs for preserving open space.
3. To encourage the preservation of natural open space and water resources.
4. To identify the recreational needs of the citizens of Hardin County and to develop a strategy to meet said needs.
5. To acquire and develop additional recreational areas as the population growth creates the need.
6. To improve and expand current facilities to the greatest extent possible to meet the community need.

COMMUNITY FACILITIES PROGRAM DEVELOPMENT

GOAL 3: TO PROVIDE THE CITIZENS OF HARDIN COUNTY WITH ADEQUATE PUBLIC SERVICE AND COMMUNITY FACILITIES.

Objective

1. To encourage that all development proposals provide an adequate potable water supply.
2. To manage the water-supply and water-treatment process as the population growth demands.
3. To encourage that an appropriate waste-water treatment program continues within the county so that the waste generated by development does not exceed the ability for adequate treatment.
4. To encourage that all developments are designed to facilitate police protection.
5. To encourage that developments have adequate fire protection.

6. To encourage that all developments will have access to adequate school facilities.
7. Provide adequate health services to citizens of all ages at an easily accessible location.
8. Provide adequate emergency health and ambulance service.
9. Provide specialized medical care facilities and services.
10. Provide for an adequate and environmentally safe program for solid waste management which includes a combination of resource recovery, landfilling and reuse.

ENVIRONMENTAL CONSIDERATIONS

GOAL 4: TO ENCOURAGE DEVELOPMENTS TO BE SENSITIVE TO THE ENVIRONMENTAL CONSTRAINTS AND NATURAL CONDITIONS OF ITS SITE.

Objective

1. To encourage the preservation of streams, trees, shrubbery, grass and other natural features of a site to the extent possible.
2. To encourage developments to use the highest possible physical and environmental standards.
3. To encourage that no development occurs in floodplains of 100 years frequency or greater unless adequate preventative measures are taken.
4. To encourage that no development occurs in sinkholes unless adequate preventative measures are taken.
5. To require measures which reduce and contain storm water run-off and to insure that development provide adequate drainage.
6. To require measures which reduce surface water, ground water and air pollution.
7. To discourage noise-sensitive land uses near major noise generators such as major highways, railroads, firing ranges, loud industry and the Fort Knox Military Reservation.
8. To attempt to balance development cost and environmental constraint.

LAND USE

GOAL 5: TO ENCOURAGE THE LOCATION AND DEVELOPMENT OF DIFFERENT LAND USES IN THE MOST APPROPRIATE MANNER.

Objective

1. To determine the most appropriate relationships between the various types of land uses required to meet current as well as future needs.
2. To promote planned development so as to insure the best possible utilization of land within the County.
3. To direct growth into areas where capital facilities and services are currently present and are not being utilized to full capacity.
4. To encourage that all land uses are developed in a manner compatible with surrounding land use.
5. To facilitate a good transition between land uses of a variety of types and density.
6. To promote contiguous and in-fill development in the interest of providing community services and public facilities to new developments in the most cost-effective manner.
7. Conceive the definitive areas within the county for the highest and best use as residential, commercial and industrial which will make effective use of existing and proposed services and facilities.
8. Require measures which provide for good transition, such as screening, landscaping or other types of buffers intermediate land uses of different intensity or type.
9. Preserve Hardin County aesthetics through establishing standards for signs, history, open space and green areas.

ECONOMIC DEVELOPMENT

GOAL 6: TO IMPROVE AND PROMOTE HARDIN COUNTY AS A PLACE FOR COMMERCE AND INDUSTRY.

Objective

1. To provide adequate space for the proper location of commercial and industrial land use.
2. To improve the current transportation facilities in an attempt to upgrade the movement of people and goods.
3. To provide a setting in which clean, self-supporting, and diversified industry can locate and prosper.
4. To diversify and balance the economic base.
5. To use all resources available to attract new commercial, service and industrial development.
6. To expand employment and investment opportunities.
7. To promote the expansion of existing business and industry.
8. Promote the development and prosperity of small businesses.

HISTORIC SITES

GOAL 7: TO ENCOURAGE THE RECOGNITION AND RESTORATION OF HISTORICALLY IMPORTANT SITES.

Objective

1. To recognize the significance of historic sites within Hardin County to include the survey of Historic Sites in Kentucky and those Registered in the National Register of Historic Places.
2. To promote the utilization of these sites in a way which is compatible with their historical character.

COMMUNITY RESOURCES

GOAL 8: TO PROMOTE CONSERVATION AND EFFICIENT UTILIZATION OF EXISTING COMMUNITY RESOURCES.

Objective

1. To preserve neighborhoods and housing.
2. To utilize, to the greatest degree possible, existing community facilities.
3. To encourage the adaptive reuse of buildings.

ENERGY CONSERVATION

GOAL 9: TO PROMOTE ENERGY EFFICIENCY AND CONSERVATION ON A COMMUNITY WIDE BASIS.

Objective

1. To promote energy efficient modes of transportation.
2. To consider energy use and conservation in land use regulations such as building codes, subdivision regulations and land use ordinances.

TRANSPORTATION

GOAL 10: TO IMPROVE THE TRANSPORTATION SYSTEM OF HARDIN COUNTY SO THAT IT ENCOURAGES THE SMOOTH FLOW OF TRAFFIC THROUGHOUT THE COUNTY.

Objective

1. To encourage that proposed developments do not create traffic volumes which exceed the current or future capacity of the streets which access them.
2. To encourage that the streets proposed in new developments are designed in a manner that promotes continuity with the existing street system.
3. To weigh continuity of the street system against creating unnecessary through traffic. This is especially relevant when the proposed street will connect a low density residential area with a high density residential, commercial or industrial area.

4. To preserve the carrying capacity of streets by:
 - A. Aligning intersections as close to 90° as possible.
 - B. Limiting the grade and curvature of streets to levels which insure the smooth flow of traffic.
 - C. Limiting the distance between new street and major private drive intersections and existing intersections.
 - D. Eliminating street intersection jogs.
5. To encourage that all new developments include parking designs which provide for an adequate number of parking spaces and insure the safe flow of vehicles and pedestrians into and out of the parking area.
6. To encourage that proposed streets allow for the extension into surrounding vacant properties where appropriate. New developments should not land lock adjacent properties.
7. To promote the creation of new north-south, and east-west collector and arterial streets.
8. To promote the creation of streets which will help relieve streets and intersections which are currently over-loaded or which have severe design problems.
9. To support and encourage the development of Ohio River facilities that would serve to enhance the marketability for a riverport.
10. To evaluate and close streets or streets of record which are not being used, have not been constructed or are unnecessary.

REGULATIVE AUTHORITY

GOAL 11: TO DEVELOP, ADOPT, AND USE LAND USE REGULATIONS AND POLICIES WHICH WILL ACT TO IMPLEMENT THE COMPREHENSIVE PLAN, WHILE INSURING FAIRNESS, STANDARDIZATION, AND CONSISTENCY.

Objective

1. To develop, adopt and use subdivision regulations which act to achieve the above-stated goal.
2. To encourage that land use regulations, ordinances and policies comply with the above-stated goal.

CULTURAL DEVELOPMENT

GOAL 12: TO PRESERVE THE LIFESTYLE, HISTORY AND NATURAL SURROUNDINGS OF THE PEOPLE OF HARDIN COUNTY.

Objective

1. Protect meaningful local tradition and encourage civic pride.
2. Promote adequate public libraries, museums and cultural activities.
3. Preserve historic sites and areas of natural beauty.

POLITICAL FRAMEWORK

GOAL 13: TO CREATE A SYSTEM WHICH WILL PLAN AND ESTABLISH THE BEST RELATIONSHIPS BETWEEN LAND USES WITHIN HARDIN COUNTY WHICH PERMITS FLEXIBILITY WHILE PROVIDING A VEHICLE FOR ADVICE FROM OUR CITIZENS.

Objective

1. Establish effective coordination of programs between city and county government.
2. Support the long-range planning process.
3. Maintain land use control devices.
4. Establish sound governmental fiscal programs.
5. Improve the framework (channels, systematic use) for citizen participation in governmental functions.
6. Develop adequate government staffs and personnel programs (high job standards, reasonable salary ranges, effective delegation of authority).
7. Eliminate injustice based on discrimination.

STEWARDSHIP OF THE LAND

GOAL 14: TO ASSURE THAT HARDIN COUNTY'S NONRENEWABLE RESOURCES ARE DEVELOPED IN A MANNER WHICH WILL BEST SERVE THE COUNTY.

Objective

1. Discourage the conversion of prime agricultural land to other uses and to protect all agricultural land from conflicting development activities.
2. Balance the interest of companies or individuals wanting to extract minerals from the land with those of the surface owner or the adjoining property owners so as to assure maximum benefits to all county residents.
3. Encourage development to complement the natural setting while avoiding activities which would alter natural systems.

CHAPTER III

LAND USE ELEMENT

The portion of the Comprehensive Plan used most often to assess future development is the land use element. If a proposed land use is in keeping with the criteria and guidelines as set out in the land use element then approval is more easily obtained. This Plan provides the criteria and guidelines for development in the form of a recommended land use map and narrative development guidelines.

This plan is a hybrid plan: part map; part guidelines. The Recommended Future Land Use Map is intended to give general guidance relating to the range of uses recommended, as well as the recommended densities and intensities of those uses. Additional guidance is provided in the narrative for each planning area which provides guidelines for future development within each of the distinct areas of the County.

Using this Plan

The process for determining whether a proposal is in compliance with the land use plan element involves the four steps outlined in **Figure 1**. All steps should be followed in order to completely assess compliance.

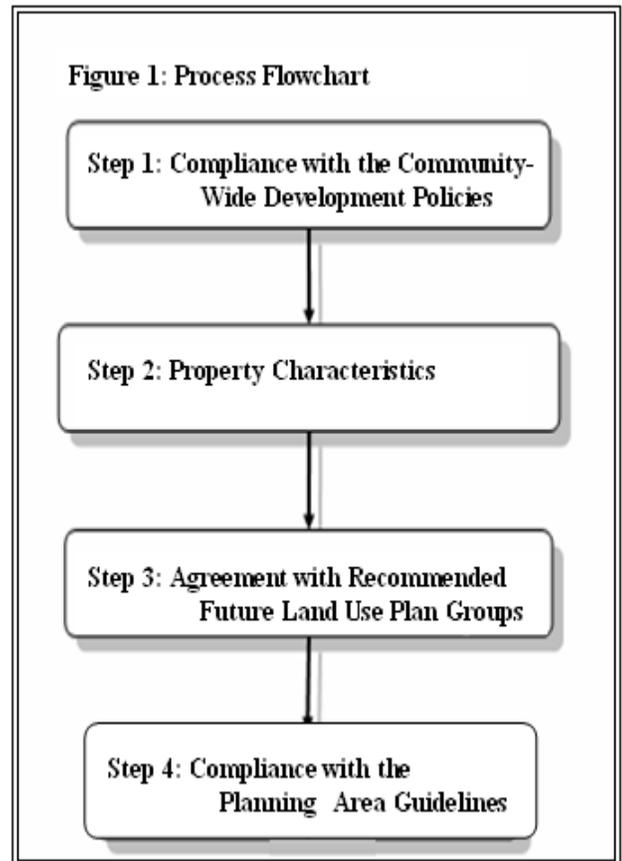
Step 1: Compliance with the Community-Wide Development Policies

The first step in the evaluation process would be to determine the proposal's compliance with development policies applicable to all development in the community.

The policies are not specific to the types of development proposed or the area in which the development or redevelopment is occurring. These policies are to be used as the initial test or threshold in determining whether a property is ready for development.

Step 2: Property Characteristics

The next step in the evaluation of a proposal is to conduct a site inventory to learn the significant characteristics of a development proposal. These characteristics will then be reviewed for compliance with relevant, applicable standards as codified in local regulations as well as for compliance with policies identified in this plan.



Step 3: Agreement with Recommended Future Land Use Plan Groups

After conducting a site inventory, this step will involve evaluating the proposal for compliance with the recommendations of each individual land use category; particularly focusing on the recommended uses and the appropriate densities/intensities. If the proposal is generally in compliance with the future land use plan groups, the proposal will then be reviewed under Step 4.

Step 4: Compliance with the Planning Area Guidelines

This last step is one of the most detailed in the evaluation process, involves determining the proposal's compliance with the more specific criteria and guidelines as contained in the narrative for the relevant planning area in which the property is located. If the proposal is in compliance with those guidelines, then a finding can be made that the proposal is found to be in compliance with the land use element of the Comprehensive Plan.

Step 1: Compliance with the Community-Wide Development Policies

The following policies are applicable to new construction and infill development / redevelopment, as appropriate. They are not specific to the type of development proposed or the area in which the development or redevelopment is occurring. These policies are to be used as the initial test or threshold in determining whether a property is ready for development.

Development Policies:

1. All development should incorporate the protection of natural resources into the development to preserve the character of the County and protect the natural environment.
2. The transportation system should be supported by minimizing the impacts of access points to public roadways and providing connectivity for all developments.
3. Arterial and collector classified roadways should be regulated so that individual lots, particularly residential lots, have limited access points. Other existing county roadways should be assessed to determine the need for additional access controls.
4. New development should be encouraged in areas where public water services are available and can accommodate additional customers.
5. New development should be encouraged in areas where adequate fire protection services and fire hydrants are available.
6. Expansion of public utilities should be the responsibility of developers with public agency participation where increase demand for services is anticipated.
7. The size and scale of all development should reflect the character and style of surrounding uses.
8. New development should be allowed only where roadways meet minimum standards or will be improved to meet such standards before completion of the development.
9. Development should occur in areas where it will not be in conflict with on going agricultural operations and should incorporate agricultural use by means of land use techniques such as clustering and conservation easements where appropriate. The Hardin County Right to Farm Ordinance adopted by Fiscal Court in 1994 serves as a tool to address potential conflicts.
10. Development shall not be allowed in areas served by inadequate roadways, those being roadways determined to be narrower than 18 feet in roadway width and/or with less than 40 feet of right-of-way. The Planning Commission shall develop policies relating to the implementation of this development restriction.
11. Subdivision design and infrastructure construction should be of the highest quality; befitting the quality of life in Hardin County. Subdivisions should include underground utilities, sidewalks, and green space among other desirable amenities. The Planning Commission should take steps to insure that design

criteria and infrastructure requirements meet the needs and desires of the community.

12. Use of public sanitary sewage systems should be encouraged.
13. The Planning Commission, in conjunction with the Hardin County Health Department and other parties, should continue to monitor requirements for on-site sewage disposal, including, but not limited to, minimum lot sizes, site evaluation criteria and system requirements in order to insure that effective, environmentally sound practices are utilized.
14. The Planning Commission, in conjunction with the Hardin County Health Department and other parties to the April 2007 Interlocal Agreement on alternative wastewater facilities, will encourage alternative or decentralized septic systems in Hardin County.

Step 2: Property Characteristics

The following information in the form of a site inventory will be reviewed by the Planning Commission to learn the significant characteristics of a development proposal. These significant characteristics will then be reviewed for compliance with relevant, applicable standards as codified in local regulations as well as for compliance with policies identified in this plan. Policies to be complied with, as applicable, are those identified in Step 1 above, Community-Wide Development Policies, as well as those provided for specific land use areas in Step 3. Compliance must also be achieved with the policies specified in Step 4 - Planning Area Guidelines. If a site is found to be in noncompliance with any of the policies based on the site inventory information addressing property location and/or characteristics as identified in this section, the development proposal for that site must address the particular characteristic or locational deficiency in order for a finding of compliance with the Comprehensive Plan to be made.

1. Access Road Characteristics including safe accessibility, road hazards and road capacity and function.
2. Fire District, Hydrant and Department locations
3. Public Water – hydraulic analysis report and wellhead protection
4. Existing land use and densities in the vicinity
5. Proposed Wastewater Treatment System
6. Proximity to public schools and the ability of those schools to handle the additional capacity generated
7. Existing Natural Features
8. Flood Plains
9. Cultural & Historical Assets
10. Growth Trends

Step 3: Agreement with Recommended Future Land Use Plan Groups

The Future Land Use Map is presented on Map 1. This map illustrates the appropriate land use groups based on the existing land use and anticipated growth and development activities. Each of the land use groups will be addressed in this section. For each, a general range of acceptable land uses and densities will be provided as well as development criteria unique to the particular area. A development proposal must be found in agreement with the recommended acceptable land uses and densities. In the next step, Step 4, these groups will be further broken down into "Planning Areas" for more detailed analysis and recommendations.

Definitions of Terms Used

The following land use terms are used in the descriptions of the acceptable land uses and densities for the land use groups. In order to eliminate redundancy these terms are defined here as they are in the County's DEVELOPMENT GUIDANCE SYSTEM ordinance.

Residential Land Use Categories

- **Urban Residential**: This land use category is intended for high-density development of single family dwellings, located only where approved water supply is available and sewage treatment is permitted by the Hardin County Health Department. All proposed water infrastructure which is to be installed within the Elizabethtown portion of the Urban Growth Sector shall be constructed as per the appropriate standards determined by the City of Elizabethtown.
- **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 been provided a "planning area" or in other words, given an official boundary for the purpose of the Development Guidance regulation. They are characterized by a cluster of single family housing units with limited, mostly service oriented, commercial activity occurring at various points throughout the community. 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 with a minimum lot size of three (3) 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.

Hardin County Future Land Use

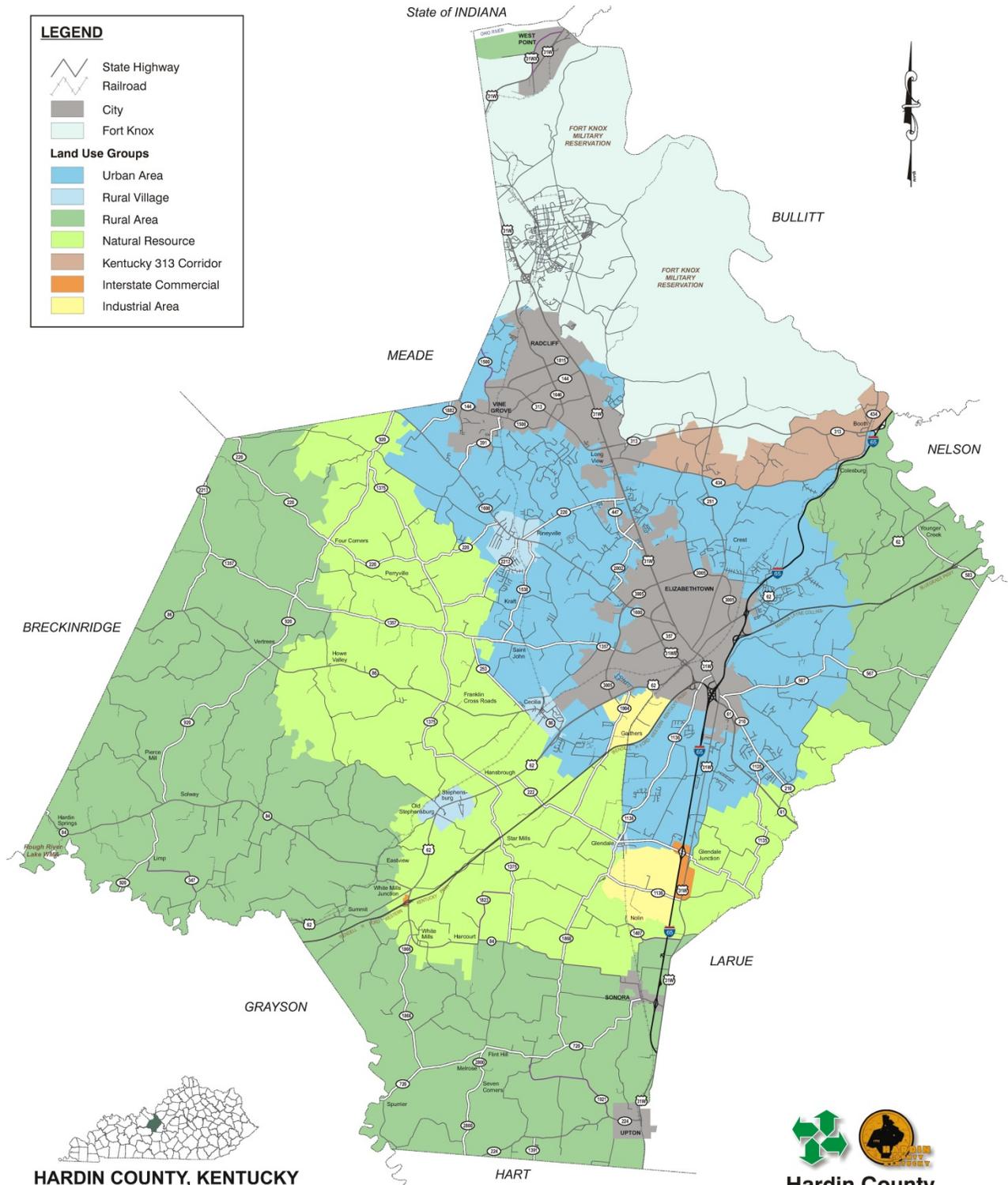
HARDIN COUNTY
 KENTUCKY

LEGEND

-  State Highway
-  Railroad
-  City
-  Fort Knox

Land Use Groups

-  Urban Area
-  Rural Village
-  Rural Area
-  Natural Resource
-  Kentucky 313 Corridor
-  Interstate Commercial
-  Industrial Area



- 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.

Commercial Land Use Categories

- 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 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.

Industrial Land Use Categories

- 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.
- Industrial Holding: This land use category is to provide for the expansion of Municipal Industrial Parks 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 IPD, as appropriate, shall be a prerequisite to development.

Special Planning Categories

- 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.

General Land Use Groups

A. Urban Areas

Introduction: Urban areas in Hardin County are those surrounding incorporated jurisdictions within the County. In particular, urban areas surround Elizabethtown, Vine Grove and Radcliff. As areas adjacent to established city environments the urban areas identified by this plan are more intensely developed. These areas are marked by having the highest levels of infrastructure and utility service.

Natural Features: Generally, the lands within the urban areas identified in this plan are flat to gently rolling. These areas are relatively unaffected by poor soils and are not subject to flooding.

Existing Land Use: The land use pattern in urban areas in Hardin County is the most densely developed in the community. Along the more significant arterial roadways of the community, there is a mix of commercial and very high-density residential use. In some instances, there are light industrial uses.

Recommended Land Use Pattern and Development Criteria: The following are recommended land use types for Urban Areas generally. Also provided are general guidelines for development in Urban Areas.

- Along major and minor arterials in the urban areas, convenience and general commercial uses are appropriate.
- Growth for the community should be reoriented into these areas.
- Away from major and minor arterials, neighborhood commercial as well as convenience commercial uses may be appropriate.
- Access points to collector and higher classification roadways should be limited by using common access points, frontage roadways and access management techniques.
- In areas with higher density or opportunities for the provision of centralized or decentralized sewage disposal systems should be explored and required where appropriate.
- Residential use in this area should be limited to Urban residential only with other less dense development prohibited.

B. Rural Villages

Introduction: Rural villages are small enclaves or communities that have a particular identity and name and are scattered throughout Hardin County. Historically they would have been identified by community facilities such as schools and churches, some small convenience commercial uses such as a general store, and a relatively dense residential pattern in the immediate vicinity of the village.

Natural Features: In terms of the natural environment, rural villages often occur where there are streams or other sources of water. They usually have relatively flat terrain but that can change quick as you leave the village proper. Rural villages are also often located at the intersection or crossroads of two roads serving the greater area.

Existing Land Use: As noted above, rural villages are often marked by small convenience commercial uses often in a dense commercial core. Additionally rural villages will often have community facilities that are identified with the community such as schools and churches as well as a relatively compact residential land use pattern immediately adjacent to the town center.

Recommended Land Use Pattern and Development Criteria: The following are recommended land use types for rural villages generally. Also provided are general guidelines for development in rural villages.

- In order to preserve the village identity and future, neighborhood commercial uses are encouraged.
- Also encouraged are community facilities such as churches and schools.

- Rural village residential development is encouraged in and closely around the villages. This residential development should be encouraged to be as dense as infrastructure will allow.
- Access points to roadways should be limited to that appropriate in a more densely developed setting.
- Where feasible and practical infrastructure such as decentralized sewage disposal systems should be provided.

C. Rural Areas

Introduction: Rural areas in Hardin County are located at the outer limits of the County, generally at points farthest away from the County's centers of development. Rural areas are marked by low density residential development, agricultural use and some wellhead protection areas. In general, when compared to other areas of the County, rural areas lack the infrastructure to support more intense development.

Natural Features: The terrain is rolling in places and flat in others with some natural limitations to development. The roadway network consists of rural local roads that, in some cases, lack sufficient pavement width to support more intense development. Soils are good for agricultural uses generally with some areas of steep slopes and wet soils and other limitations. There are also areas affected by flooding (100-year flood plain).

Existing Land Use: The existing land use pattern is marked by low density residential uses, farming activities and other low intensity uses. There are also sporadic community facility uses such as churches and schools.

Recommended Land Use Pattern and Development Criteria: The following are recommended land use types for rural areas generally. Also provided are general guidelines for development in rural areas.

- Residential development should be limited to rural residential and estate type development.
- Commercial and Industrial development within these areas should be limited to major crossroads that serve the local demand, not regional or area-wide demand.
- Prior to any development occurring in rural areas the roadway network serving the particular development should meet minimum roadway standards as established by local regulation.
- Community facilities are permissible based on the population and the capacity of the infrastructure to serve the particular site.
- Agricultural lands should be preserved and agricultural operations protected and encouraged by the use of various land use techniques including, but not limited to, residential clustering, conservation easements and right to farm regulations.

D. Kentucky 313 Corridor

Introduction: The Fort Knox Military Reservation in northern Hardin County is an important asset to the community and it is a major employer and major land owner. The military reservation, due to its mission, has its own unique land use pattern and impacts related to that land use. Although local 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 generally, and specifically, the impact that land use in surrounding areas has 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.

Natural Features: The Kentucky 313 Corridor has areas that are relatively flat to gently or severely sloped. Some of the area is heavily wooded and a portion is affected by the floodplain along the Rolling Fork River, Mill Creek and Mud Creek.

Existing Land Use: The existing land use pattern in this area is marked by sparse single-family residential use at a very low density as well and some nonresidential use. There are a few more densely developed residential areas in the form of subdivisions towards the southern portion of this area.

Recommended Land Use Pattern and Development Criteria: The following are recommended land use types for the Kentucky 313 Corridor generally. Also provided are general guidelines for development in Kentucky 313 Corridor.

- Residential uses are discouraged.
- Where residential uses are allowed they should be very low density uses, such as Residential Estate.
- Development within the floodplain is discouraged.
- The requirements of the Kentucky 313 Corridor, outlined in the Development Guidance System, should continue to be applied to this area.
- Development in this area should be undertaken in a way mindful of the impacts of the Military reservation and in particular the noise impacts.
- The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. 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.

E. Industrial Areas

Introduction: Industry, primarily the manufacturing, fabrication and/or distribution of goods has been, and will continue to be, an important part of the Hardin County

economy. The undeveloped industrial areas in Hardin County are limited. One is the existing industrial park located immediately southeast of the City of Elizabethtown roughly between the Western Kentucky Parkway and US 62. Another is the undeveloped property located adjacent to I-65 near Glendale.

Natural Features: The existing industrial area has some rolling terrain and wet areas adjacent to streams but has areas that are flat and unencumbered by environmental concerns or hazards. The Glendale property is relatively flat without any real constraints.

Existing Land Use: The existing industrial area has heavy commercial uses in addition to light and heavy industrial uses. There are sporadic residential uses also. The Glendale industrial site is undeveloped property used most recently for low intensity agricultural use.

Recommended Land Use Pattern and Development Criteria: The following are recommended land use types for the Industrial Areas generally. Also provided are general guidelines for development in Industrial Areas.

- The community should insure that utilities and other infrastructure are adequate to serve future expansion of existing and future industrial areas.
- Developed areas need to have adequately sized lots available and ready for industrial development in order to aid industrial development efforts.
- The community should examine providing community facilities/amenities to serve industries (i.e. walking paths, parks).
- The community should explore Airport expansion in order to provide commuter service thereby attracting the varying types of industry dependant on it.
- Public areas in and around industrial areas could have improved appearance and character.
- Convenience commercial uses (i.e. daycares, banks and restaurants) serving employees and the surrounding area should be encouraged. Other opportunities for appropriate mixture of uses should be explored.
- Land use otherwise should be limited to light and heavy industrial uses.

F. Interstate Commerce Areas

Introduction: Hardin County is fortunate to have interstate class highways as part of its roadway network. Interstate class highways, in the case of Hardin County they would be I-65 and the William Natcher Western Kentucky Parkway, serve regional areas connecting cities. As such they carry higher volume, higher speed traffic with limited interchanges with other roadways. At appropriate interchanges, there is an opportunity for commercial uses that serve the transient public as well as the local population. The Interstate Commerce areas identified by this plan are just this type of area.

Natural Features: There are no natural features typical of Interstate Commerce area discerning them from other areas. Often, however, the area immediately adjacent to the interchange must be relatively flat and free of development barriers in order to be included in this classification.

Existing Land Use: The areas identified by this plan as Interstate Commerce Areas are already, to a limited extent, used for some commercial use with some sporadic single family residential use also in the area or nearby.

Recommended Land Use Pattern and Development Criteria: The following are recommended land use types for the Interstate Commerce Areas generally. Also provided are general guidelines for development in Interstate Commerce Areas.

- The community should insure that utilities and other infrastructure are adequate to serve future expansion of existing and future industrial areas.
- Commercial uses should primarily be Interstate Commercial and Tourist and Convenience Commercial uses.
- Noncommercial development should be discouraged.
- Access points in such high traffic areas should be controlled carefully.
- As entry points into the community, Interstate Commerce areas should have only the higher quality development. Signs and building design guidelines should be considered.

G. Natural Resource Area

Introduction: Hardin County is blessed with a diverse and varying landscape. The natural environment in Hardin County provides many opportunities but, also raises many issues. This plan identifies an area in Hardin County that, in particular, is worthy of special recognition and efforts to positively affect the natural resources contained therein. The area, generally, is that area surrounding the urban area not including the identified rural areas.

Natural Features: The area identified as the Natural Resource Area has very gently rolling to flat land. It has some of the best soils and agricultural land in the community. It is also the location of wells that provide drinking water for the community. There are flood hazards associated with the 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 water features that can affect development potential.

Existing Land Use: This rather large area is marked by single family residential uses developed in a low to moderately low density pattern. Sporadic nonresidential and community facility uses can be found in the area but they are not prevalent. Agricultural use is perhaps the predominant use in the area.

Recommended Land Use Pattern and Development Criteria: The following are recommended land use types for the Natural Resource Area generally. Also provided are general guidelines for development in Natural Resource Area.

- Wellhead protection areas should be established and protected through strict regulatory controls on development type, density and timing.
- A low density residential use is the recommended density level for the Natural Resource Area.
- Agricultural lands should be preserved and agricultural operations protected and encouraged by the use of various land use techniques including, but not limited to, residential clustering, conservation easements and right to farm regulations.
- Prior to any development occurring in rural areas the roadway network serving the particular development should meet minimum roadway standards as established by local regulation or by policies in this plan.
- Community facilities are permissible based on the population and the capacity of the infrastructure to serve the particular site.
- Where feasible and practical infrastructure such as decentralized sewage disposal systems should be provided.
- All development activities should preserve and enhance the existing rural character of this area.
- Any commercial development within the area should be limited to major crossroads in the area and be carefully reviewed so as not to negatively impact the area.
- Any commercial development in this area should be limited to Neighborhood Commercial or Convenience Commercial uses located at strategic sites serving local demand, not regional or area-wide demand.
- The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. The continued use of on-site treatment/disposal systems is expected. 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.

STEP 4: Compliance with the Planning Area Guidelines

Each of the Land Use Groups, as identified in Step 3, are made up of one or more Planning Areas. The following twenty-eight Planning Areas have unique existing characteristics and proposed growth characteristics. In order for a development proposal to be determined to be in compliance with Step 4 specifically, and generally to be found in compliance with the comprehensive plan, proposals will be evaluated for compliance with the guidelines established for the Planning Area within which the proposal is located. The narrative that follows provides those guidelines.

The Planning Areas, as identified below, are shown graphically on Map 2 and addressed in the narrative in numerical order.

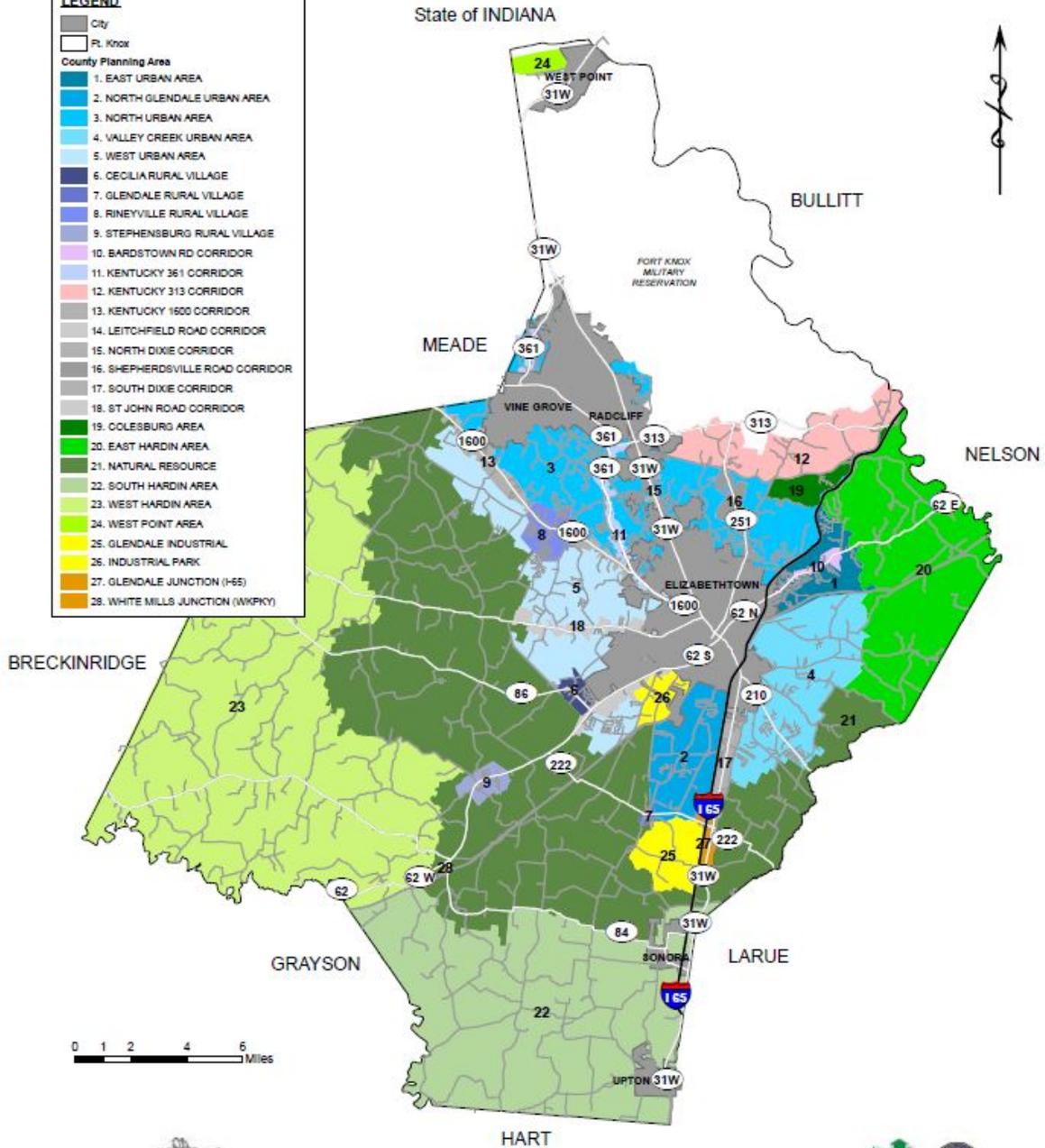
PLANNING AREA	PLANNING AREA
1	EAST URBAN AREA
2	NORTH GLENDALE URBAN AREA
3	NORTH URBAN AREA
4	VALLEY CREEK URBAN AREA
5	WEST URBAN AREA
6	CECILIA RURAL VILLAGE
7	GLENDALE RURAL VILLAGE
8	RINEYVILLE RURAL VILLAGE
9	STEPHENSBURG RURAL VILLAGE
10	BARDSTOWN ROAD CORRIDOR
11	KENTUCKY 361 CORRIDOR
12	KENTUCKY 313 CORRIDOR
13	KENTUCKY 1600 CORRIDOR
14	LEITCHFIELD ROAD CORRIDOR
15	NORTH DIXIE CORRIDOR
16	SHEPHERDSVILLE ROAD CORRIDOR
17	SOUTH DIXIE CORRIDOR
18	ST JOHN ROAD CORRIDOR
19	COLESBURG AREA
20	EAST HARDIN AREA
21	NATURAL RESOURCE AREA
22	SOUTH HARDIN AREA
23	WEST HARDIN AREA
24	WEST POINT AREA
25	GLENDALE INDUSTRIAL
26	INDUSTRIAL PARK
27	GLENDALE JUNCTION (I-65)
28	WHITE MILLS JUNCTION (WKPKY)

Planning Area Map

HARDIN COUNTY
 KENTUCKY

LEGEND

- City
- Ft. Knox
- County Planning Area**
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HARDIN COUNTY, KENTUCKY



Hardin County
 Planning and Development Commission

1. East Urban Area

- **Introduction:** This planning area is located within the Urban Area Planning Group from Step 3 above. Bordered to the west and north by the City of Elizabethtown and Interstate-65, respectively; the East Urban Area extends east beyond Upper Colesburg Road and is bordered by the Bluegrass Parkway to the south. Most of the residential developments which exist today were developed in the mid 1950's and 1970's, which include Lincoln Meadows, Mockingbird Hills and Hillsdale Subdivisions. Bencreek, Den Ang, Magnolia Forrest, Huntington Ridge and Santa Fe Subdivisions are the newer residential developments since 1995.
- **Existing Land Use:** The majority of this Planning Area is considered developed. A 281 acre site located off Upper Colesburg Road, adjacent to Interstate-65, is the site of Santa Fe Subdivision, an approved 156 lot development currently under construction.
- **Natural Features:** This area has a gently rolling terrain with few if any environmental constraints to development. There are flood hazards associated with the drainage area of Valley Creek and the Valley Creek Reservoir No. 3.
- **Transportation Features/Public Facilities:** This area, and the north half of the East Hardin Area, has a relatively low level of accessibility. To the west, two bridges are located over Interstate-65, at Bardstown and Tunnel Hill Roads – providing access to Elizabethtown. An underpass exists to the north, under Interstate-65 leading into the community of Colesburg. To the south, two means of access exist to cross the Bluegrass Parkway - the bridge on Younger's Creek Road (KY 583) and an underpass along Miller Road. Nelson County, to the east, is accessed by a bridge on Bardstown Road and a bridge on the Bluegrass Parkway – crossing over the Rolling Fork River. In all, six accesses exist for the more than 15,000 acres and 1,825 parcels – which includes the area east of Elizabethtown, between Interstate-65 and north of the Bluegrass Parkway (Planning Areas 1, 10, and the northern part of 20). Bardstown Road (US 62) is the one major highway servicing this Planning Area. A total of 70 county maintained subdivision streets exist within this Urban Area, which provides access to nearly 1,000 residential lots – many of which are located in one of the more than 27 subdivisions. These subdivisions and the remaining lots are served by the Central Hardin Fire District and the Lincoln Trail Elementary School. The Regional Wastewater Facilities Plan proposes series of regional pump stations to transport wastewater to the Elizabethtown system for treatment. This infrastructure will be constructed over the next twenty years of the plan as the need arises. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. Construction of regional infrastructure may be driven by development pressures.

- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the East Urban Area is predominately urban residential.
 - In order to address concerns community wide relating to urban sprawl and farmland/open space preservation, a decrease in residential lots sizes is recommended.
 - Redevelopment of existing lots or infill development should be primarily residential use of a similar type and density as that in the surrounding area except where higher densities can be reasonably accommodated.
 - Due to the relative lack of accessibility within this area and connections to other areas, those connections currently existing should be preserved and enhanced through access limitations (preserving traffic flow) and the requirement, where possible, of roadway interconnectivity between developments.
 - If and when public sanitary sewer service is provided to this area, higher residential densities should not only be encouraged, but also required.

2. North Glendale Urban Area

- Introduction: This planning area, located in the Urban Area Planning Group, is located south of Elizabethtown, positioned between the CSX railroad and Interstate-65 and extending to the Glendale Industrial Property, on the south side of Glendale-Hodgenville Road (KY 222). This area reflects a new expansion of the Urban Growth Sector reflected in the prior comprehensive plan. The expansion is based on the development trends of the past 10 years and anticipated growth associated with the Glendale Industrial Property.
- Existing Land Use: Given the strategic location of this area an assumption might be that the land use pattern is mixed or weighed toward nonresidential use. In fact, only four properties are zoned for non-residential in this planning area. On the other hand, however, abundant residential growth has occurred since 1995, totaling more than 500 single family lots. The new residential subdivisions, with street construction in this area, include Monterey Subdivision (75 lots), Four Seasons, Section 4 (54 lots), Brentwood (PD-1 Project with 85 lots), Serene Oaks (85 lots), Settlers Crest (45 lots), Beckley Woods (PD-1 Project with 88 lots), Oxmoor Village (28 lots), Andover Pointe Estates (30 lots) and Whistling Oaks (14 lots).
- Natural Features: This area has a gently rolling terrain with few if any environmental constraints to development. There are flood hazards associated with the East Rhudes Creek and Rose Run drainage areas.
- Transportation Features/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 Interstate-65. The extension of Ring Road (KY 3005) and interchange with Western Kentucky Parkway will provide a new access to this planning area. The East Hardin Middle School, Central Hardin Fire Service District and Glendale Fire Service Districts serve this planning area. The Regional Wastewater Facilities Plan proposes to collect wastewater at a Regional pumping station for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure is anticipated to be installed to serve this planning area within the next ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available.

- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the North Glendale Urban Area is predominantly urban residential.
 - In order to address concerns community wide relating to urban sprawl and farmland/open space preservation, a decrease in residential lots sizes is recommended.
 - Redevelopment of existing lots or infill development should be primarily residential use of a similar type and density as that in the surrounding area except where higher densities can be reasonably accommodated.
 - Non-residential development opportunities will become available with the completion of the Ring Road extension and the interchange with Western Kentucky Parkway. Such uses should be Interchange or Convenience Commercial uses.
 - A "Target Area", or area worthy of more specific guidance in this planning area, is located on the south side of Glendale Hodgenville Road West (KY 222) east of Glendale and north of the Glendale Industrial Property. This target area is recommended as a transitional area for the expansion of the Glendale commercial area to the area adjacent to the industrial property.
 - The access to the "target area" can be improved with the upgrading of Jagers Road and the construction of a loop street to connect to KY 222 at the Mud Splash Road intersection.

3. North Urban Area

- Introduction: This is the largest Urban Planning Area and is generally described as the area between the cities of Elizabethtown, Radcliff and Vine Grove. The west boundary of this area is the wellhead protection area west of Rineyville. This planning area includes the properties between Vine Grove and Meade County and the area between Radcliff and Fort Knox. The planning area extends as far east as Interstate-65.
- Existing Land Use: This area has historically been called the "growth corridor". The most predominate land use in this planning area is residential. Portions of the North Urban Area along some of the arterial roadways are mixed use in character.

- 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 water features.
- Transportation Features/Public Facilities: This area, although not including the properties located directly on US 31W, is served by an adequate roadway network. However, continued growth in the area may strain that network. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Fort Knox (and perhaps Radcliff) Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. This area also experiences active annexation efforts by the nearby cities. This fact can make community facility and infrastructure planning problematic.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the North Urban planning area is the continued development of residential land uses.
 - This area can provide for the continued residential growth to serve the Fort Knox population; however, this area will continue to experience annexation activities of the three cities.
 - Development in this area should be logical not "leapfrog" development in order to allow for logical infrastructure improvements.
 - 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.
 - In order to address concerns community wide relating to urban sprawl and farmland/open space preservation, a decrease in residential lots sizes is recommended.
 - This area may be the primary infill residential development area for the community.
 - As infrastructure allows, higher density development should be encouraged.

4. Valley Creek Urban Area

- Introduction: This planning area, part of the Urban Area Planning Group, is located southeast of Elizabethtown with a northern boundary of the Bluegrass Parkway and a western boundary of Sportsman Lake Road. This area includes the Elizabethtown Country Club. Recent residential subdivisions include Fernwood and Thousand Oaks.

- Existing Land Use: This area is predominantly residential in character. There are areas of mixed use located along the arterials in the area radiating out from the city of Elizabethtown that is just west of this area.
- Natural Features: This area has both gradually rolling terrain and areas of steeper slopes. The area is one of transition from the relatively flat terrain closer to the City of Elizabethtown to the west, eastward towards a hillier region. There are flood hazards associated with the East Rhudes Creek, Sportsman Lake, Valley Creek, Valley Creek Reservoir No. 8 and the Wheeler Branch water features.
- Transportation Features/Public Facilities: This area is served by the Valley Creek Fire Department. No public schools are located in this portion of the County. The Valley Creek Urban area is served by an adequate roadway network. However, continued growth in the area may strain that network. The Regional Wastewater Facilities Plan proposes a series of regional pump stations to transport wastewater to the Elizabethtown system for treatment. This infrastructure will be constructed over the next twenty years of the plan as the need arises. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. Construction of regional infrastructure may be driven by development pressure.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the Valley Creek Urban Planning Area is the continued development of residential land uses. This area can provide for the continued residential growth to serve the increase in population of the County and Fort Knox.
 - Development in this area should be logical not "leapfrog" development in order to allow for logical infrastructure improvements.
 - Access, to individual residential lots, should be limited on collector roadways and strictly regulated along arterials in this area in order to preserve traffic flow.
 - In order to address concerns community wide relating to urban sprawl and farmland/open space preservation, a decrease in residential lots sizes is recommended.
 - This area may be the primary infill residential development area for the community.
 - As infrastructure allows, higher density development should be encouraged.
 - Topographic features in particular areas of steep slopes should be considered during the development review process. Steep slope areas and other areas with natural limitations should be set aside from development and preserved.

5. West Urban Area

- Introduction: This planning area, part of the Urban Area Planning Group, includes a westerly expansion of the Urban Growth Sector of the previous comprehensive plan. It is located generally to the west of the cities of Elizabethtown and Vine Grove and extends from the Western Kentucky Parkway to the south to nearly Meade County to the north. It is adjacent to three road corridors, Leitchfield Road, St Johns Road and Rineyville Road. The western boundary of the West Urban area is the Natural Resource Area, one of the planning groups. This area is also adjacent to Rineyville and Cecilia, two of the four Villages.
- Existing Land Use: The existing land use pattern in this area is predominantly urban residential. Subdivisions in this area established prior to the establishment of land use controls in the County include Windgate West, Sunny Slopes and Quail Meadows. The new residential subdivisions, with street construction in this area, include portions of LaVista (284 lots), Bridlegate (41 lots), Rockwood (58 lots), Bacon Creek Meadows (65 lots), Ranch Hollywood (119 lots), Habersham (58 lots) and Trotters Ridge (102 lots).
- 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 Elizabethtown Gas Department. There are flood hazards associated with the West Rhudes Creek, Flippin Creek and Billy Creek water features.
- Transportation Features/Public Facilities: As described in the introduction, this area adjoins or straddles three major highways. 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 Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Fort Knox (and perhaps Radcliff) Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the West Urban Area is predominantly urban residential.
 - 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 an on-site wastewater disposal option is selected then lot sizes must be adequate for long term maintenance and repair.

- Access, to individual residential lots, should be limited on collector and local roadways and strictly regulated along arterials in this area in order to preserve traffic flow.
- Non-residential development particularly commercial activities are not encouraged. Such uses are recommended for adjoining corridors and villages and will serve this area.
- As infrastructure allows, higher density development should be encouraged.
- Development in this area should be logical not "leapfrog" development in order to allow for logical infrastructure improvements.

6. Cecilia Rural Village

- Introduction: This community grew with the construction and operation of the railroad. It was designated a village because of the active citizens and social organizations determined to maintain its independent identity with the presence of churches, post office, bank, and local business establishments. This village is adjacent to the western boundary of the City of Elizabethtown and the industrial park. It is located on Hardinsburg Road (KY 86) and is north of Leitchfield Road (US 62).
- Existing Land Use: The majority of properties in this village are residential and includes subdivisions with streets such as Enchanted Acres (31 lots) and Lakewood Subdivision (70 lots). Many personal service businesses and small scale commercial stores plus commercial activities associated with railroad service are in operation along the highway and railroad.
- Natural Features: This village is relatively flat with one stream and the associated flood hazard area. The soils are of a quality that have allowed for on-site disposal of wastewater. There are flood hazards associated with the West Rhudes Creek water feature.
- Transportation Features/Public Facilities: This village is served by a post office and community facilities including churches. This is the only village without a fire station or a public school. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available.

- Recommended Land Use and Development Criteria:
 - The recommended land use patterns for the Cecilia Rural Village is expansion of the existing mix of service oriented businesses and small scale commercial retail stores.
 - 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.
 - Any commercial development in this Village should be limited to Neighborhood Commercial and Convenience Commercial uses located at strategic sites serving local demand, not regional or area-wide demand.
 - If an on-site wastewater disposal option is selected then lot sizes must be adequate for long term maintenance and repair.
 - Access control measures are encouraged in the commercial area of this village for safety and orderly traffic flow, with multiple access points in commercial areas discouraged.
 - Access to individual residential lots should be limited on collector and local roadways and strictly regulated along arterials in this area, in order to preserve traffic flow and safety.
 - The underground Natural Gas Storage Facility of the Elizabethtown Gas Department is adjacent to the Cecilia Rural Village to the north and northwest. Development in this area should be mindful of this facility and must be in compliance with the established easements.
 - Since this is a visual part of the community, signs in this area should be aesthetically pleasing and promote Hardin County's unique character.

7. Glendale Rural Village

- Introduction: This historical railroad community has maintained its character and economic viability as a tourist and commercial destination and numerous festivals are held here each year. This village is located in southern Hardin County, to the west of Interstate-65 at the intersection of State Roads 222 and 1136.
- Existing Land Use: A majority of the properties identified in this Rural Village are designated residential and are located on small lots in a traditional design with platted alleys. The B-2 Tourist and Convenience Commercial District uses located along Main Street and Bell Avenue account for the remaining land uses.
- Natural Features: This rather small area is relatively flat and has no constraints on development. There are flood hazards associated with the Rose Run water feature.
- Transportation Features/Public Facilities: This village is the location of a school, fire department, post office, churches, restaurants and a variety of commercial businesses including retail stores such as antique shops and other tourist attractions. The railroad remains an active and significant feature with two at

grade road crossings. This community utilizes on-site septic systems for wastewater disposal. The Regional Wastewater Facilities Plan proposes to collect wastewater at a Regional pumping station for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure is anticipated to be installed to serve this planning area within the next ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available

- Recommended Land Use and Development Criteria:
 - The recommended land use patterns for the Glendale Rural Village is expansion of the existing mix of residential and tourist related commercial development that maintains the traditional character, architectural style, visual character and the aesthetically pleasing environment of this community.
 - Access control measures are encouraged in the commercial area of this village in order to maintain orderly traffic flow.
 - Sign controls that recognize and enhance the cultural, historic and aesthetic nature of the community are encouraged.
 - Residential development should occur from the center of the community out in an orderly fashion in order to best use available infrastructure.
 - Adjacent to the Glendale Rural Village to the southeast is the 1,551 acre Glendale Industrial Property which will influence the vicinity when it is developed. Development should be mindful of the impacts, both positive and negative that will occur. Transitional land use techniques may need to be applied.
 - Parking should be addressed as part of any new development or redevelopment proposals.
 - Opportunities for shared parking arrangements should be identified and encouraged.
 - Where practical, public parking lots and on-street parking areas should be provided and clearly marked and signed.
 - Existing public parking should also be clearly marked and signed with uniform and attractive signage in order to effectively designate these areas and direct the public to them.

8. Rineyville Rural Village

- Introduction: Rineyville is the largest village and is located in the area considered the "growth corridor" in the unincorporated area of the County. It is strategically located between the two primary employment centers of Elizabethtown and Fort Knox. This once was a railroad community; however, today none of the businesses are associated with the railroad.
- Existing Land Use: A majority of the properties in this Rural Village are residential. The lots created prior to the establishment of the land use controls

in the County are small lots, as compared to today's standards, and include one of the early large scale subdivisions - Blackburn Estates (265 lots), Pebble Creek (15 lots) and Heritage Estates (20 lots). New residential subdivisions, involving street construction in this area, include Creekside (30 lots), Rolling Heights (68 lots), LaVista (284 lots), Locust Valley (7 lots) Cottonwood (93 lots) and Collinbrook (59 lots). This village has a number of commercial establishments, primarily along Rineyville Road (KY 1600), such as a bank, restaurant, car wash, oil change service, personal service businesses, a church, plus active convenient food type stores with gas sales, that the other villages lack. The largest concentration of apartment buildings in the unincorporated area is in Pointers Ridge Subdivision with five four-plex units with 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/Public Facilities: This area is served by Rineyville Road (KY 1600), which also connects Meade County to Elizabethtown, and Rineyville-Big Springs Road (KY 220), which connects Rineyville to Dixie Highway (US 31W). This village is the location of a school, fire department, post office and churches. This community utilizes on-site septic systems for wastewater disposal. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Fort Knox (and perhaps Radcliff) Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available.
- Recommended Land Use and Development Criteria:
 - The recommended land use patterns for the Rineyville Rural Village is expansion of the existing mix of residential development and small scale commercial retail stores with service oriented businesses to supply the needs of the residents.
 - 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.
 - Any commercial development in this Village should be limited to Neighborhood Commercial and Convenience Commercial uses located at strategic sites serving local demand, not regional or area-wide demand.
 - If an on-site wastewater disposal option is selected then lot sizes must be adequate for long term maintenance and repair.
 - Access control measures are encouraged in the commercial area of this Village for safety and orderly traffic flow.

- Access to individual residential lots should be limited on collector and local roadways and strictly regulated along arterials in order to preserve traffic flow and safety.
- Sign controls that recognize and enhance the cultural, historic and aesthetic nature of the community are encouraged.
- Residential development should occur from the center of the community out in an orderly fashion in order to best use available infrastructure.
- Parking should be addressed as part of any new development or redevelopment proposals.
- Opportunities for shared parking arrangements should be identified and encouraged.
- Where practical, public parking lots and on-street parking areas should be provided, clearly marked and signed.
- Existing public parking should also be clearly marked and signed with uniform and attractive signage in order to effectively designate these areas and direct the public to them.

9. Stephensburg Rural Village

- Introduction: This is a new village incorporated into this plan with a goal to support the schools facilities and community in this western area of the county, located approximately 4 miles west of Cecilia. Stephensburg, once a railroad oriented community, now experiences growth primarily along Leitchfield Road (US 62).
- Existing Land Use: A majority of the properties identified in this new Rural Village are designated residential. In addition to the lots created along the highway and Wonderland Cavern Road, only one subdivision with a street was created prior to the establishment of land use controls in the County. The new subdivisions with streets are Majestic Oaks (40 lots) and Ambrook Estates (67 lots). The school and commercial activities are located along Leitchfield Road with the Lakers' Drive Inn eatery.
- Natural Features: This is a relatively flat area and has no recognized constraints on development. A portion of this village is in the Source Water Protection Area for the Hardin County Water District Number 2 facility on the Nolin River in White Mills.
- Transportation Features/Public Facilities: This village serves an important role in the community by providing an elementary and middle school for students living in western Hardin County. Stephensburg also has a fire department and churches. This community utilizes on-site septic systems for wastewater disposal. The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. The continued use of on-site

treatment/disposal systems is expected. 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.

- Recommended Land Use and Development Criteria:
 - The recommended land use patterns for the Stephensburg Village is a mix of residential and commercial to serve the needs of the residences.
 - New development in this rural village is recommended to employ decentralized wastewater collection and treatment especially in the Source Water Protection Area.
 - Any commercial development in this Village should be limited to Neighborhood Commercial and Convenience Commercial uses located at strategic sites serving local demand, not regional or area-wide demand.
 - Access control measures are encouraged in the commercial area of this village for safety and orderly traffic flow.
 - Access to individual residential lots should be limited on collector and local roadways and strictly regulated along arterials, in order to preserve traffic flow and safety.
 - Sign controls that recognize and enhance the cultural, historic and aesthetic nature of the community are encouraged.
 - Residential development should occur from the center of the community out in an orderly fashion in order to best use available infrastructure.
 - Parking should be addressed as part of any new development or redevelopment proposals.

10. Bardstown Road Corridor

- Introduction: This planning area is composed of the frontage lots along Bardstown Road (US 62), from the Elizabethtown city limits to Upper Colesburg Road. This planning area is part of the Urban Area Planning Group.
- Existing Land Use: As might be expected along a major roadway corridor, this planning area is perceived as a commercial and industrial hub for the community. However, the Corridor is actually predominantly residential composed of single and multi-family development. The former rock quarry property on the north side of Bardstown Road was recently redeveloped as WACO Subdivision (48 Heavy Industrial lots), and Huntington Ridge Subdivision (7 Commercial lots) was developed recently on the south side of Bardstown Road. A variety of existing commercial land uses provides services and employment opportunities. The residential developments have increased the need for commercial land uses and other services such as a church, a daycare, and climate controlled storage.

- 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/Public Facilities: Bardstown Road is the major highway in east Hardin County, which acts as a major gateway into Elizabethtown from Nelson County. The MPO Transportation Plan includes, as a project on the list of Unscheduled Needs, the “Reconstruction of US 62 from Interstate-65 to Stovall Road”. There is one school, an elementary school, in the area which is served by the Central Hardin Fire Department. There is currently no public sanitary sewer service in the area. The Regional Wastewater Facilities Plan proposes a series of regional pump stations to transport wastewater to the Elizabethtown system for treatment. This infrastructure will be constructed over the next twenty years of the plan as the need arises. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. Construction of regional infrastructure may be driven by development pressure.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the Bardstown Road Corridor Planning Area is a mix use of residential with commercial and industrial.
 - Nearly one half (45%) of the 183 properties identified in this Planning Area are zoned for non-residential use. These properties should be reviewed upon development in order to insure orderly development that does not create stormwater drainage issues, noise or light pollution issues, or other concerns.
 - Many lots or parcels, particularly those zoned for nonresidential use, have direct access to Bardstown Road. The mobility function of this high traffic roadway must be maintained with appropriate access management.
 - As infrastructure allows, higher density development should be encouraged.
 - Topographic features in particular areas of steep slopes should be considered during the development review process. Steep slope areas and other areas with natural limitations should be set aside from development and preserved.
 - Nonresidential uses should be limited to those portions of the area that are immediately adjacent to Bardstown Road.
 - As a primary gateway into the community, signs along the corridor should be aesthetically pleasing and promote Hardin County’s unique character.

11. Kentucky 361 Corridor

- Introduction: This planning area was initially titled the E2RC Corridor with the acronym standing for the Elizabethtown (E) to (2) Radcliff (R) Connector (C) in 2008 at the initial adoption of the Comprehensive Plan. This limited access highway was officially opened on June 2, 2014 and is now known as KY 361. The portion from US 31W (Elizabethtown) to KY 313 (Radcliff) is known as

Patriot Parkway and the portion from KY 313 (Vine Grove) to US 31W (Fort Knox) is known as Bullion Boulevard. The highway serves as an alternative north/south route thru Hardin County to avoid the congestion of Dixie Highway (US 31W). This corridor already has some of the highest traffic counts in the unincorporated portion of Hardin County.

- 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, blue line streams and mapped sinkholes. The area north of KY 313 has numerous mapped sinkholes which are a constraint to development.
- Transportation Features/Public Facilities: This new north/south transportation corridor connects the City of Elizabethtown on the southern end to the cities of Radcliff, Vine Grove as well as Fort Knox to the north. Among the wide-ranging goals identified for the Corridor are 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 traffic relief along 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. The area is served by the Rineyville and Vine Grove fire departments. Public Facilities along the corridor include Hardin Memorial Hospital, Helmwood Heights Elementary School, the new County Government Center, St. James School, Woodland Elementary School, the Carl M. Brashear Radcliff Veterans Center Nursing Home and Fort Knox. Notable developments along the corridor include, Severns Valley Baptist Church, Summit Creek, Magnolia Farms, Robinbrooke, Dunraven and Cowley Crossings. A memorandum of understanding regarding access management for the corridor was developed in order to preserve safety and mobility with pre-approved and pre-determined potential signal locations and limited pre-approved access points that was signed by Hardin County, City of Elizabethtown, City of Radcliff, KYTC and the Lincoln Trail Area Development District. This arterial was said to have, "the potential to become a development corridor for residential and commercial land uses" and it further elaborated that, "the primary functional purpose of this highway is to carry large volumes of traffic with minimal delays".
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the KY 361 Corridor is primarily urban residential.
 - Multifamily and Commercial development should be allowed only at strategic locations based on the design of the new road with general & convenience commercial use located at major crossroads or intersections.

- Target areas have been identified where Multifamily Residential and Commercial development are appropriate to include the intersection with KY 1600, Boone Road, KY 220, Deckard School Road, KY 313 and at Knox Avenue & Red Hill Road.
- Development in this planning area must be consistent with the established design and access points for the new road.
- Access points to the new roadway should be limited through the development review process as well as access control by way of right-of-way acquisition.
- As a new primary roadway in the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.
- As developed, there should be a unified theme for landscaping and building design provided.
- Development should be carefully reviewed so as not to create traffic capacity problems along this corridor intended to provide traffic relief from the congestion of Dixie Highway (US 31W).

12. Kentucky 313 Corridor

This general land use group has not been further broken down into planning areas. The criteria is provided in the previous section (Step 3) of the plan. The criteria for development and other narrative applying to this area can be found in that section.

13. Kentucky 1600 Corridor

- Introduction: The Kentucky 1600 Corridor planning area is composed of the frontage lots along Rineyville Road (KY 1600) from the Elizabethtown city limits to the Meade County line. This planning area intersects the E2RC Planning Area and the Rineyville Rural Village. It is part of the Urban Area Planning Group and serves as a major transportation corridor.
- 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 with streets that intersect KY 1600 between Elizabethtown and Rineyville that were recorded prior to the Planning Commission being established include Avantgarde (102 lots), Deerfield (11 lots) and Timberline (22 lots). Subdivisions with streets between Rineyville Village and Meade County that have been approved by the Commission include Trappers Ridge (41 lots), Bryan Acres (62 lots) and Cecil Estates (15 lots).
- Natural Features: This area is gently rolling which creates some limitation to access from roadways for development. There are flood hazards associated with the Flippin Creek water feature.

- Transportation Features/Public Facilities: The southern portion of KY 1600 from the By-Pass to north of Cecilianna Drive is proposed to become part of the E2RC with an interchange to be constructed at the By-Pass in Elizabethtown. A major intersection with Ring Road is being developed in the Elizabethtown city limits. Important intersections exist with Hutcherson Road (KY 2802), St John Church Road (KY 1538), the eastern segment of KY 220, Rineyville School Road, the western segment of KY 220, Crume Road (KY 391), Hargan Road (KY 1882) and at the Meade County line is the intersection of Salt River Road (KY 920). Important public facilities associated with KY 1600 is the new ambulance station constructed in Elizabethtown south of the Ring Road intersection with Rineyville Road, and the Rineyville Fire Department station is located on Rineyville Road in the Rineyville Rural Village. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Fort Knox (and perhaps Radcliff) Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the Kentucky 1600 Corridor Planning Area is a mix use of residential with some commercial land use as appropriate.
 - Properties should be reviewed upon development in order to insure orderly development that does not create stormwater drainage issues, noise or light pollution issues or other concerns.
 - Many lots or parcels potentially have direct access to Kentucky 1600. The mobility function of this high traffic roadway must be maintained with appropriate access management.
 - As infrastructure allows higher density, development should be encouraged.
 - Topographic features in particular areas of rolling terrain should be considered during the development review process.
 - Nonresidential uses should be limited to those portions of the area that are located at major intersections or crossroads or in areas with established commercial character.
 - As a primary gateway into the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.

14. Leitchfield Road Corridor

- Introduction: The Leitchfield Road Corridor area is a relatively small planning area in acres and parcels. It is part of the Urban Area Planning Group and is composed of the frontage lots along Leitchfield Road (US 62) from Elizabethtown

to west of Cecilia just passed the western intersection with Leitchfield Loop. It is also located just west of and adjacent to the Elizabethtown Industrial Park.

- Existing Land Use: In this planning area, there are commercial activities on small tracts at its eastern end nearest Elizabethtown. Typical commercial uses include auto related business with some professional offices and retail stores. On the western end of the Leitchfield Corridor are uses such as Elizabethtown Memorial Gardens, a dairy farm operation, a convenient food mart and a farm implement store.
- Natural Features: This is a relatively flat area and has no recognized constraints on development. There are flood hazards associated with the Valley Creek and Billy Creek water features.
- Transportation Features/Public Facilities: Leitchfield Road (US 62) intersects with Ring Road, which is to be extended to the Western Kentucky Parkway, and will provide access to the Industrial Park planning area. The area is also connected to KY 86 which serves as the access to Cecilia and a large portion of western Hardin County. This planning area is adjacent to the location of one of the three Hardin County High Schools, Central Hardin High School, which is located on Leitchfield Road in Elizabethtown. This planning area is served by the Central Hardin Fire Department and the Kentucky 86 Fire Department. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the Leitchfield Road Corridor is primarily commercial development.
 - Development in this planning area should be supportive of any established design and access points for the extension of Ring Road.
 - In order to preserve the corridor until construction of the new roadway is complete, proposed construction of streets, structures and other improvements must not encroach on any designed right-of-way.
 - Access points in the corridor should be limited through the development review process as well as access control by way of right-of-way acquisition in order to preserve the mobility function of Leitchfield Road.
 - As a primary roadway in the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.
 - As developed, there should be a unified theme for landscaping and building design provided.

- Development should be carefully reviewed so as not to create traffic capacity problems along this corridor.

15. North Dixie Corridor

- Introduction: The North Dixie Corridor, part of the Urban Area Planning Group, is a corridor that consists of the frontage properties along Dixie Highway (US 31W) and located between Elizabethtown and Radcliff. This is the corridor with the largest traffic counts and the most numerous commercial activities in the community. This planning area is experiencing commercial growth pressures from both Elizabethtown to the south and Radcliff from the north.
- Existing Land Use: The North Dixie Corridor is comprised of commercial activities that do not require public sewer including auto sales and repair businesses, manufactured home sales lots, professional offices and small retail sales stores. This area also includes or provides access to residential properties typically located to the east that include such subdivisions as Airview Subdivision (282 lots), Pfeiffer Estates (100 lots), Plantation Park (61 lots), Longview Estates (103 lots) and Windsor Hills (44 lots).
- Natural Features: This is a relatively flat area and has no recognized constraints on development.
- Transportation Features/Public Facilities: Obviously the main transportation feature in this area is Dixie Highway (US 31W) itself. It provides the main transportation link between Radcliff to the north and Elizabethtown to the south. It also serves a regional transportation function moving people from points north and south. Within the boundaries of this planning area corridor, the only major intersection is with Rineyville-Big Springs Road (KY 220) which serves as a major transportation route to the west including the Rineyville Rural Village. This planning area is provided fire protection from the Central Hardin Fire Department which is located on Ring Road on the east side of Elizabethtown. W.A. Jenkins Road is the access from North Dixie Highway to the school campus site in the Radcliff city limits with New Highland Elementary School, Bluegrass Middle School and John Hardin High School. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Fort Knox (and perhaps Radcliff) Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:

- The recommended land use pattern for the North Dixie Corridor is primarily commercial development.
- Access points in the corridor should be limited through the development review process as well as access control by way of right-of-way acquisition in order to preserve the mobility function of Dixie Highway (US 31W).
- As a primary roadway in the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.
- As developed, there should be a unified theme for landscaping and building design provided.
- Development should be carefully reviewed so as not to create traffic capacity problems along this corridor.
- Infill commercial development in areas already served by infrastructure and roadway, curb cuts are encouraged.
- Development should be assessed for the costs associated with its location along this highly traveled corridor, for instance costs associated with turn lanes and additional traffic signals.

16. Shepherdsville Road Corridor

- Introduction: The Shepherdsville Road Corridor is part of the Urban Area Planning Group. It consists of the first tier or properties fronting on Shepherdsville Road (KY 251) between Elizabethtown at the intersection of Ring Road and Battle Training Road (KY 434).
- Existing Land Use: This planning area is a residential corridor containing many large tracts. There is one existing commercial activity in the area, that being a convenient store located at the intersection with Battle Training Road (KY 434).
- 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 many quality wooded areas within this corridor.
- Transportation Features/Public Facilities: Shepherdsville Road itself is the primary transportation feature in the area. It is a north south corridor without road intersections allowing for east west mobility. There is only one significant intersection with Wooldridge Ferry Road a county maintained road designated a collector. Shepherdsville Road within Elizabethtown will be upgraded to four lanes with future road improvements proposed for the road from Elizabethtown to Joe Prather Highway (KY 313). The area is provided fire protection from the Hardin Central Fire Department. There is no school facility in or near this planning area. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Fort Knox (and perhaps Radcliff) Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized

wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.

- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the Shepherdsville Road Corridor is primarily residential.
 - Commercial development should be allowed only at strategic locations based on the road capacity and other site specific standards with convenience commercial use located at major crossroads or intersections.
 - Access points to the roadway should be limited through the development review process and other appropriate controls.
 - As a primary roadway in the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.
 - As developed, there should be a unified theme for landscaping and building design provided.
 - Development should be carefully reviewed so as not to create traffic capacity problems along this corridor.

17. South Dixie Corridor

- Introduction: The South Dixie Corridor is a historic transportation corridor starting at the southern boundary of the City of Elizabethtown and extending south to the Glendale Junction planning area at the Interstate-65 Interchange. The corridor also extends from Interstate-65 to the west to Sportsman Lake Road to the east.
- Existing Land Use: The land use pattern in the South Dixie Corridor area is predominantly residential. However, along Dixie Highway it is a mix of small scale commercial properties remaining from the pre-interstate era. Sportsman Lake Road, previously Dixie Highway, is now the location of residential uses. Subdivisions include Royal Acres, 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 area also has a flood hazard area associated with the blue line stream named Rose Run that limits development potential. Additionally there are flood hazards associated with the east Rhudes Creek and Jackson Branch water features.
- Transportation Features/Public Facilities: Dixie Highway (US 31W) is a linear roadway that often is used as a detour route for Interstate-65 when blocked by an accident or by construction activities. East Rhudes Creek Road and West Rhudes Creek Road are important east west routes which provide the only access across Interstate-65 between Elizabethtown and the interchange located at KY 222. The majority of the planning area is provided fire protection by the

Glendale Fire Department with the northern portion served by Central Hardin Fire Department. The Hardin County Fair Grounds is located in this area between Interstate-65 and Dixie Highway. The area has numerous small rural churches. There are no public school facilities located in this area. The Regional Wastewater Facilities Plan proposes to collect wastewater at a Regional pumping station for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure is anticipated to be installed to serve this planning area within the next ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.

- **Recommended Land Use and Development Criteria:**
 - The primary recommended land use for this corridor is residential development except for lots fronting on Dixie Highway (US 31W) or those affected by Interstate 65. Interstate-65 is a noise generator which should discourage residential development in close proximity.
 - Access points in the corridor should be limited through the development review process as well as access control by way of right-of-way acquisition in order to preserve the mobility function of Dixie Highway (US 31 W).
 - As a primary roadway in the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.
 - As developed, there should be a unified theme for landscaping and building design provided.
 - Development should be carefully reviewed so as not to create traffic capacity problems along this corridor.
 - Infill commercial development in areas already served by infrastructure and roadway curb cuts is encouraged.
 - Development should be assessed the costs associated with its location along this highly traveled corridor, for instance costs associated with turn lanes and additional traffic signals.

18. St. John Road Corridor

- **Introduction:** This corridor consists of the properties with frontage on St John Road (KY 1357), from Elizabethtown to the Source Water Protection Area at the historic Bethlehem Academy School facility.
- **Existing Land Use:** The St. John Road Corridor is a residential corridor with large tracts in active agricultural operations. There are some subdivisions in the area including Stratmoore Estates, Corvin and The Orchard. Subdivision lots in this area tend to be larger and are served by 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 water feature.

- Transportation Features/Public Facilities: As a corridor the transportation feature most prominent is St. John Road. It intersects with Ring Road, Hayden School Road, Cecilia Road, Thomas Road, CSX Railroad and St. John Church Road in this planning area. Fire Protection is split by this Corridor, with the KY 86 Fire Department on the south and the Rineyville Fire Department to the north. There are no public schools in this area. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for this planning area is residential.
 - Any commercial development in this Corridor should be limited to Neighborhood Commercial uses located at strategic sites serving local demand, not regional or area-wide demand.
 - As a potential growth area still rural in character, preservation of the rural character of this corridor is encouraged.
 - The mobility function of this important transportation route must be maintained with appropriate access management.
 - As infrastructure allows higher density, development should be encouraged.
 - Topographic and natural features should be considered during the development review process
 - Areas with natural limitations should be set aside from development and preserved.
 - As a primary roadway into the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.

19. Colesburg Area

- Introduction: The Colesburg area is part of the Rural Area Planning Group. It is located south of Battle Training Road, between Interstate 65 and Wooldridge Ferry Road and Optimist Road on the south. This area includes the small community of Colesburg from which it gets its name.
- Existing Land Use: In the community of Colesburg, there is a concentration of small residential parcels as well as churches. Outside of the community proper are agricultural uses and lower density residential uses. Stoneridge Subdivision is the only major subdivision developed in the area since 1995.

- Natural Features: The Colesburg area is marked by a very challenging topography with steep and rough terrain. This rough terrain poses problems for any intense development activities or use. There are flood hazards associated with the Patty Branch, Clear Creek and Mud Creek water features.
- Transportation Features/Public Facilities: A limited road network to provide access to the properties in this planning area. Colesburg Road, an important road in the Colesburg planning area, provides one of the two access points to cross Interstate 65 between Elizabethtown and Bullitt County. This area is provided fire protection by the Central Hardin Fire Department, with the community of Colesburg being greater than five miles from the fire station. There are no public schools in this area. The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. 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. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:
 - The recommended land use patterns for the Colesburg area is low density, rural or estate residential.
 - New development in this rural area, to the extent possible, is recommended to employ decentralized wastewater collection
 - If an on-site wastewater disposal option is selected then lot sizes must be adequate for long term maintenance and repair.
 - Access to individual residential lots should be limited on collector and local roadways and strictly regulated along arterials in order to preserve traffic flow and safety.
 - Residential development should occur from the center of the community out in an orderly fashion in order to best use available infrastructure.

20. East Hardin Area

- Introduction: This rural planning area is east of the Urban Area Planning Group and stretches from Interstate-65 to Middle Creek Road, along the Rolling Fork River and the Larue County line.
- Existing Land Use: This planning area is marked by agricultural uses and sparse residential development. Very limited areas of mixed or nonresidential use occur, primarily along the Bardstown Road portion of the area.

- Natural Features: Topography (steep slopes) and flood hazard constraints occur in the area limiting development potential. There are flood hazards associated with the Rolling Fork River, Younger Creek, Pearl Hollow, Mud Creek and Brown Branch water features.
- Transportation Features/Public Facilities: This planning area is bisected by the Bluegrass Parkway but has limited access to it. Access to this planning area is limited as described in the Transportation Features of the East Urban Area. The Pearl Hollow Landfill owned by Hardin County is located on Audubon Trace in this planning area.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the East Hardin Area is low density rural residential development.
 - Any expansion of the existing commercial properties along Bardstown Road should be limited to the area immediately adjacent to that corridor.
 - Topographic features in particular areas of steep slopes should be considered during the development review process. Steep slope areas and other areas with natural limitations should be set aside from development and preserved.
 - As a primary gateway into the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.
 - The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. 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.

21. Natural Resource Area

This general land use group is its own Planning area. The criteria is provided in the previous section (Step 3) of the plan. The criteria for development and other narrative applying to this area can be found in that section.

22. South Hardin Area

- Introduction: This large Rural Area Planning Group has a northern boundary of KY 84 and the Western Kentucky Parkway, except in the vicinity of White Mills where the northern boundary is south of KY 84 and in the vicinity of Sonora where the northern boundary extends to Nolin Road and Eagle Mills Road. The South Hardin area is adjacent to three other counties – Larue, Hart and Grayson and surrounds the two cities Sonora and Upton. This area includes the rural communities of Flint Hill and Spurrier.

- Existing Land Use: Land use in this rural planning area is characterized by typical agricultural activities with an average parcel size of greater than thirty acres. Only sparse subdivision growth has occurred with the most active residential development occurring in areas annexed by the City of Sonora. Nonresidential land uses includes many rural churches, general stores and small service oriented businesses.
- Natural Features: In the South Hardin area the general topography 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 known as karst topography. Within the planning area, there are flood hazard areas associated with the Nolin River, the most significant surface water resource that runs through the County, and Sandy Creek, a unique surface stream that does not connect with another stream or river. There are also flood hazards associated with the Cox Run water feature.
- Transportation Features/Public Facilities: Rural state roads and county roads provide the transportation network for the South Hardin planning area. The CSX railroad runs from north to south connecting Elizabethtown, Glendale, Sonora and Upton. One elementary school is located in this planning area on Horseshoe Bend Road outside Sonora. Three Fire Departments service this large planning area. They are Sonora Fire Department, Upton Fire Department and White Mills Fire Department. The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. 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. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the South Hardin Area is low density rural residential development.
 - All development activities should preserve and enhance the existing rural character of this area.
 - Any commercial development within the area should be limited to major crossroads in the area.
 - Any commercial development in this area should be limited to that serving local demand, not regional or area-wide demand.
 - Topographic and natural features, in particular flood impacted areas, should be considered during the development review process. Steep slope areas and other areas with natural limitations should be set aside from development and preserved.

23. West Hardin Area

- Introduction: This large Rural Area Planning Group borders three counties, Meade County to the north, Breckinridge County to the west and Grayson County to the south. A portion of the southern boundary of the planning area is the Western Kentucky Parkway. The eastern boundary of the West Hardin area is delineated by the wellhead protection areas. This area has a history of rural communities including Summit, Eastview, Vertrees, Pierce Mill, Hardin Springs and Big Springs.
- Existing Land Use: In the West Hardin area, the predominant land use is low density residential with agricultural activities. The average parcel size within the planning area is almost thirty acres. No subdivision with construction of a street has been established in this planning area in the last ten years. Numerous rural churches can be found in the area. 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 quarry and timber activities.
- Natural Features: This planning area is more 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 transitions 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 the Meeting Creek, Funks Run, Mays Run and Little Meeting Creek drainage areas.
- Transportation Features/Public Facilities: The road network system in this rural area is a combination of State and County roads that are typically curvy with constantly changing grade. A railroad does cross the southern portion of this planning area. Fire stations of the Kentucky 84 Fire Department service area are the only fire facilities located in this area; however, fire protection is provided by five different fire departments with much of the western portion of the area being greater than five miles from a fire station. There is no longer a public school located in this area following the closing of Western Elementary School. The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. 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.
- Recommended Land Use and Development Criteria:
 - The recommended land use pattern for the West Hardin Area is low density rural residential development.

- All development activities should preserve and enhance the existing rural character of this area.
- Any commercial development within the area should be limited to major crossroads in the area.
- Any commercial development in this area should be limited to that serving local demand, not regional or area-wide demand.
- Topographic and natural features, in particular flood impacted areas, should be considered during the development review process. Steep slope areas and other areas with natural limitations should be set aside from development and preserved.

24. West Point Area

- Introduction: This small Rural Area Planning Group 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. This area has an average parcel size of almost thirty acres.
- Existing Land Use: In the West Point area, the predominant land use is low density residential with agricultural activities. The average parcel size within the planning area is almost thirty acres. No subdivision with construction of a street has been established in this planning area in the past several years.
- 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/Public Facilities: This rural planning area is served by one Hardin County maintained road, and no state roads are located in this area. This area is served by the West Point Fire Department. There are no public schools located within this area. The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. The continued use of on-site treatment/disposal systems is expected. This area is located in a Source Water Protection Area. For development that occurs in this area, the construction of decentralized wastewater collection and treatment systems with long-term management, operation and maintenance is preferred for protection of the source water.
- Recommended Land Use and Development Criteria:
 - All land use proposals must be in compliance with the Flood Ordinance and the Source Water Protection Plan for the existing water wells.

- The recommended land use pattern for the West Point Area is low density rural residential development where it can be reasonably accommodated given the development constraints on the area.
- All development activities should preserve and enhance the existing rural character of this area.
- Any commercial development within the area should be limited to major crossroads in the area.
- Any commercial development in this area should be limited to that serving local demand, not regional or area-wide demand.
- Topographic and natural features, in particular flood impacted areas, should be considered during the development review process. Steep slope areas and other areas with natural limitations should be set aside from development and preserved.

25. Glendale Industrial Area

- Introduction: This Industrial Area Planning Group consists primarily of the Glendale Industrial Property owned by Hardin County that is located between Interstate-65 and the railroad south of Glendale-Hodgenville Road (KY 222). The planning area extends south to the Nolin River and extends west across the railroad tracks and approaches New Glendale Road.
- Existing Land Use: The property in this planning area is largely undeveloped. The existing land use activity is predominately agriculture with only limited residential use and the Glendale Children's Home.
- Natural Features: This area is relatively flat sloping towards the south and the flood hazard area associated with the Nolin River. Other than the flood hazard area which is well delineated there are few constraints for development.
- Transportation Features/Public Facilities: This area has existing access to Interstate-65 with improved access to be provided as part of the development process of the property owned by Hardin County. Two state roads, KY 222 and KY 1136, also provide road access. The CSX Railroad 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. The Regional Wastewater Facilities Plan proposes to collect wastewater at a Regional pumping station for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure is anticipated to be installed to serve this planning area within the next ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:

- As established by the Kentucky State Legislature, the Glendale Industrial Property is to be use for a single major industrial use.
- The land uses must provide for the protection of the economical viability of the properties to be used for industrial activities.
- As part of the development review process for any use locating within this planning area, issues such as traffic flow, lighting, signage, and stormwater management should be carefully reviewed.
- Public sanitary sewers service should be extended to this planning area prior to development for the property owned by Hardin County.

26. Industrial Park

- Introduction: This area, part of the Industrial Area Planning Group, is located to the south of the Elizabethtown city limits and extends south to the Western Kentucky Parkway and the west boundary is a portion of Bacon Creek Road and the Elizabethtown Memorial Gardens. It contains the previous railroad stop named Gaithers.
- Existing Land Use: The property in this planning area is largely undeveloped. The existing land use activity is predominately agriculture with only limited residential use.
- Natural Features: This planning area is characterized by open fields that are gently rolling to flat with the Valley Creek drainage area and associated flood hazards crossing near the middle of the area. There are no other particular constraints to development.
- Transportation Features/Public Facilities: This planning area is served by several less notable county roads but the extension of Ring Road will provide an important roadway to this planning area with the construction of an interchange with Western Kentucky Parkway. The railroad also crosses this planning area and can provide rail service. It is also the location of an electrical substation and the Hardin County Road Department. 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. The Regional Wastewater Facilities Plan proposes to collect wastewater at a Regional pumping station for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure is anticipated to be installed to serve this planning area within the next ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- Recommended Land Use and Development Criteria:

- This planning area has been designated as an area for the expansion of the industrial park located in Elizabethtown. As such, industrial uses are recommended.
- Also recommended for this area are commercial uses that support industrial land use.
- Residential uses are discouraged and should only be allowed in limited or extraordinary circumstances.
- As part of the development review process for any use locating within this planning area, issues such as traffic flow, lighting, signage, and stormwater management should be carefully reviewed.
- Public sanitary sewers service should be extended to this planning area prior to intense development.
- Once Ring Road is extended to this planning area and on to the Western Kentucky Parkway, this planning area will serve as a major gateway to the community. As such, a unifying theme for signage, lighting, access standards, landscaping and other site development standards is recommended in order to improve the quality of development in the area.

27. Glendale Junction (I-65)

- Introduction: This planning area is located at the interchange of Interstate 65 and KY 222 and extends south to Gilead Church Road (KY 1136), adjacent to the interstate. The east side of this area includes the frontage properties on South Dixie Highway (US 31W), a depth of approximately 1,200 feet.
- Existing land use: This planning area is primarily composed of Interstate related commercial activities. Truck stops, service stations, restaurants, hotel and vehicle repair shops are the existing types of land use activities.
- Natural Features: This rather small area is relatively flat and has no constraints on development.
- Transportation Features/Public Facilities: There are currently plans to reconstruct the interchange of KY 222 and Interstate 65. The reconstruction of the interchange will improve the traffic flow in this planning area and provide an important step in the development of the Glendale Industrial Property which is close by. Wastewater disposal is currently managed with on-site systems and package treatment plants. Development of the Glendale industrial property will more than likely provide public sanitary sewer service to this area. The Regional Wastewater Facilities Plan proposes to collect wastewater at a Regional pumping station for transport to the Elizabethtown Wastewater Treatment Plant. This infrastructure is anticipated to be installed to serve this planning area within the next ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is

available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.

- **Recommended Land Use and Development Criteria:**
 - The recommended land use pattern for the Glendale Junction planning area is the expansion of the interstate related businesses and the creation of industrial park type developments.
 - Residential development within this area is discouraged.
 - If and when public sanitary sewer service is made available to this area all uses should be required to connect.
 - As perhaps the most prominent entry area into the community, development within the area should be attractive and signage limited to provide an aesthetically pleasing development environment.
 - A Target Area along Interstate 65 and US 31W is established with an overlay district as presented in the Industrial Element of the Comprehensive Plan. This overlay district is designed to maintain the viability of the Glendale Industrial Property and establishes development standards for activities along the interstate.
 - Light industrial activities in industrial parks such as warehousing are also appropriate in this planning area because of the need for interstate access.
 - A unifying theme for signage, lighting, access standards, landscaping and other site development standards is recommended in order to improve the quality of development in the area.

28. White Mills Junction (WKPKY)

- **Introduction:** The White Mills Junction planning area is the smallest planning area. It contains only parcels located at or near the interchange of Western Kentucky Parkway and Sonora-Hardin Springs Road (KY 84). It is part of the Interstate Commercial Land Use Group.
- **Existing Land Use:** The few parcels located in this planning area are used for limited commercial activities as well as a few residential dwellings and some vacant parcels.
- **Natural Features:** In terms of topography, the White Plains Junction planning area is relatively flat. This area is located in the Wellhead Protection Area for the White Mills Water Plant operated by Hardin County Water District No. 2. Testing has identified sinkholes in this planning area.
- **Transportation Features/Public Facilities:** This planning area is defined by the Western Kentucky Parkway and KY 84, the two important roads in the community. This important crossroads/interchange creates a need for more in depth planning guidance and thus this planning area. This area is provided fire

protection by the White Mills Fire Department. The Regional Wastewater Facilities Plan identifies this area as part of a rural watershed and does not propose a regional wastewater treatment solution in the next twenty year planning period. The continued use of on-site treatment/disposal systems is expected. 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.

- Recommended Land Use and Development Criteria:
 - The recommended land use pattern is Interstate Commercial to serve the needs of interstate travel.
 - All development activities must comply with the guidelines of Hardin County Water District No. 2 for the protection of the source water supply.
 - Residential development within this area is discouraged.
 - As a prominent entry area into the community, development within the area should be attractive and signage limited to provide an aesthetically pleasing development environment.
 - A unifying theme for signage, lighting, access standards, landscaping and other site development standards is recommended in order to improve the quality of development in the area.

CHAPTER IV

COMMUNITY FACILITIES ELEMENT

Community Facilities are an integral part of the character of a community. Adequate and efficiently provided community facilities should be provided so that Hardin County prospers and has an excellent quality of life. State law in KRS Chapter 100 requires that a comprehensive plan have a community facilities element that plans for adequate community facilities for the jurisdiction. Hardin County has been fortunate in that community facilities have been more than adequately provided for in the past and have not been a particular factor in encouraging or deterring growth. Additionally, Hardin County is fortunate in that most, if not all, of the providers of community facilities strategically plan for the provision of their services for the future. Provisions for services are based on information provided in the plan and/or projections for growth generated using information provided by local government. This coordination of effort is serving the community well and dictates that this section of the plan need not be as detailed. This section, where appropriate, does incorporate links and references to where more information concerning the particular community facility provider can be found.

Water Service

Water can be a limiting factor to development proposals. Hardin County is currently served by three water systems: Hardin County Water District No. 1, Hardin County Water District No. 2 and a portion of eastern Hardin County is provided water by City of Bardstown Utility Department. The Hardin County Water Districts are interconnected with the Elizabethtown Water System and the Fort Knox Water System so that resources may be shared if needed. The Hardin County Water Districts have available plans and maps that illustrate present and future water facilities and distribution systems. Information on the Districts may be obtained at the following web sites: www.hc wd.com and www.hardincountywater2.org. As part of any development proposal, the water provider should be contacted and a Hydraulic Analysis performed to determine the availability of water to serve the proposal.

The sources of water used by the Districts have been identified and mapped. These areas are titled Source Water Protection Areas or Wellhead Protection Areas and are presented on Map 3. As presented in the Comprehensive Plan Survey Results, "Hardin County's drinking water supply should be protected" was the statement receiving the greatest support. Any development projects in these areas must comply with the Source Water Protection Plans established by the Districts.

Electric Service

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. The County should coordinate location of infrastructure with these providers to ensure that conflicts between utility locations within developments can be minimized. More information on these utility providers can be obtained at the following websites: <http://www.eon-us.com/ku/default.asp> and <http://www.nolinrecc.com/>.

Wastewater Treatment

The principal method for treating wastewater in the unincorporated area of Hardin County is the use of on-site treatment systems. The primary method of on-site wastewater treatment is the use of traditional septic systems. Prior to the installation of an on-site wastewater treatment, a property owner must receive approval of the Hardin County Health Department. The statistics in the following TABLE, provided by the Health Department, shows that Hardin County issues the most septic tank permits compared to selected other counties.

TABLE 3

ON-SITE SEWAGE DISPOSAL SYSTEMS Comparison with other Kentucky Counties

<u>County (City)</u>	<u>2000 Census</u>	<u>% Change</u>	<u>Avg. Permits/Yr</u>
Fayette (Lexington)	260,512	15.6%	29
Daviess (Owensboro)	91,545	5.0%	200
McCracken (Paducah)	65,514	22.0%	200
Scott (Georgetown)	33,061	38.5%	200
Oldham (LaGrange)	46,178	38.8%	265
Warren (Bowling Green)	92,522	20.7%	350
Hardin (Elizabethtown)	94,174	5.5%	646

% Change = Growth rate from 1990 to 2000 census.

Source: Lincoln Trail District Health Department, November 2005

A regional wastewater facilities plan is being prepared by Water District No. 2 that will identify future wastewater treatment options. An Interlocal Agreement was completed in April 2007 for an initiative to seek alternatives for wastewater treatment. The Interlocal Agreement was signed by the two Water Districts, the Health Department, Hardin County Planning & Development Commission and Fiscal Court. It is recommended that this effort continue.

On 20 December 2013, the Hardin County Fiscal Court adopted Section 18 of the *Development Guidance System, Zoning Ordinance, 2009* entitled, "Sewage Disposal and Treatment Requirements". This Section of the Zoning Ordinance sets out the

requirements for where and when connections must be made to the Public Centralized Sewer Systems owned and operated by both Hardin County Water District #1 and #2.

Natural Gas Service

Unincorporated Hardin County has only 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. Additional information may be found at the following web site: www.elizabethtownky.org/home.shtml.

Telecommunications

Hardin County is currently served by both adequate landline telephone communication facilities and high speed internet facilities. Cellular communications are also available in the community but the community should examine the possibility of regulating the placement of telecommunication towers in order to insure that they are placed in the community's best interest.

Solid Waste Service – Landfill & Recycling

Hardin County Government owns the Pearl Hollow Landfill located on Audubon Trace. This facility is permitted to accept waste from all 120-counties in Kentucky and serves 2 counties in southern Indiana. Currently, annual volume exceeds 300,000 tons and has been designed to provide for solid waste disposal needs of Hardin County for approximately the next 45-50 years. Information on the landfill facility may be found on the following web site: www.hcky.org/solidwaste.htm.

Animal Control

Animal control activities for all of Hardin County and the incorporated cities are the responsibility of the Animal Control Department. In the summer of 2013, Hardin County Animal Control moved from their facility at 116 Nichols Street in Elizabethtown to a new facility on Peterson Drive in Elizabethtown. Thanks to the PAWS Shelter Foundation for adopting and funding the new county animal shelter. The shelter has two full-time employees and several part-time employees. 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). The shelter is considered one of the best animal facilities in the state. Information on this community function may be found on the following web site: www.hcky.org/animalcontrol.htm.

Schools

Both public and private schools serve Hardin County. The public school system, the Hardin County Public Schools, is the primary provider of educational services in the County. There are three public high schools and two alternative education schools serving grades 7 through 12, 5 middle schools and 12 elementary schools. One of the public middle schools, Radcliff Middle, is to become an elementary school. One of the high schools, John Hardin High, has enrollment over capacity as of the writing of this plan. Two middle schools, Bluegrass and East Hardin are over capacity. Five elementary schools, G. C. Burkhead, Lincoln Trail, Meadow View, New Highland and Woodland are at or over capacity. The Hardin County School District has adopted a facilities plan to address these and other needs. New schools consisting of one high school, one middle school and two elementary schools are planned for the community. The school system believes that these new facilities, along with other planned improvements, should provide adequately for the growth anticipated in the community. Based on growth patterns and other patterns this plan recommends that the new high school be located in the Glendale area. In August of 2013, property owned by Hardin County Schools and located at 1323 St. John Road was annexed into the City of Elizabethtown. This property was designated as the future home of the new G.C. Burkhead Elementary School, which is relocating from Charlemagne Boulevard in Elizabethtown. The cost of the project is estimated at around \$17.2 million, with the building projected at roughly 74,301 square feet. The school is projected to be finished by July 30, 2015. The budget for the new school project is \$15,817,590. More information on the Hardin County Public School System can be obtained at the following web site: <http://www.hardin.k12.ky.us/>.

Private schools provide educational facilities that also serve the community and reduce demand on the public school system. Post secondary education is served by Elizabethtown Community College, Elizabethtown Technical College and a satellite campus of Western Kentucky University. All three are located on College Street Road in Elizabethtown on one campus.

Library

The Hardin County Public Library first opened in 1960 in a rented building at 122 North Main Street in Elizabethtown. It then moved to the corner of West Dixie and North Mulberry in 1967. The structure, once used as a Post Office, was owned by the County. In 2002, a new facility was built on Jim Owen Drive, off St. John Road. A north branch of the library was opened in Radcliff in 1967 on South Logsdon Parkway directly across from North Hardin High School. It has since been expanded to provide additional floor space. The facility provides an estimated 5,100 square feet for a combined library system total of 23,200 square feet for Hardin County. Information on the library may be found at the following web site: www.hcpl.info.

Police

Hardin County is served by the Hardin County Sheriff located in the H. B. Fife Courthouse at 100 Public Square Suite 101 in Elizabethtown. Information on this county office may be found on the following web site: www.hcky.org/hcso/.

Additionally, the Kentucky State Police provide services to citizens. The post that serves Hardin County is Post 4 and is located at 1055 North Mulberry in Elizabethtown. Additional information concerning the Kentucky State Police may be obtained at the following web site: www.kentuckystatepolice.org/posts/post4.htm.

Fire Protection

Hardin County is served by Fire Departments that are strategically located to best serve the fire protection needs of the county and provide adequate response times for emergency calls. A goal is 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. **Map 4** illustrates the fire service districts and the location of the fire stations.

CENTRAL HARDIN FD

PO BOX 2749
ELIZABETHTOWN KY
42702-2749
Ben Green
Captain936@yahoo.com

ELIZABETHTOWN FD

380 RING ROAD
ELIZABETHTOWN KY
42701
Michael (Mike) Hulsey
michael.hulsey@elizabethto.wnky.gov

GLENDALE FD

PO BOX 55
GLENDALE KY 42740
Richard Peters
Rap2505@yahoo.com

KY 86 FD

PO BOX 100
CECILIA KY 42724 Ryan
Slaubaugh
ryands@windstream.net

RADCLIFF FD

604 SOUTH WILSON RD
RADCLIFF KY 40160
Jamie Henderson
jhenderson@radcliff.org

RINEYVILLE FD

PO BOX 167
RINEYVILLE KY 40162
Shane Crutcher
chief@rineyvillefire.com

SONORA FD

PO BOX 116
SONORA KY 42776
Frank Donehoo
fdonehoo@yahoo.com

STEPHENSBURG FD

PO BOX 95
CECILIA KY 42724
David Painter
badryd68ss@hotmail.com

UPTON FD

PO BOX 147
UPTON KY 42784
Froman Peters
upton1200@yahoo.com

VALLEY CREEK FD

PO BOX 27
ELIZABETHTOWN KY
42702-0027
Joseph (Joey) Scott
jscott308@yahoo.com

VINE GROVE FD

513 HIGHLAND STREET
VINE GROVE KY 40175
Steven (Steve) New
VGFD600@aol.com

WEST 84 FD

21129 SONORA/HARDN
SPRNGS RD
BIG CLIFTY 42712
Steven (Steve) Gore
west84fire@windstream.net

WEST POINT FD

509 ELM STREET
WEST POINT KY 40177
Jeffrey (Jeff) Wright
wright1116@yahoo.com

WHITE MILLS FD

PO BOX 68
WHITE MILLS KY 42788
Charles (Chuck) Masters
whitemillsvfd@yahoo.com

Fire District Map

HARDIN COUNTY
KENTUCKY

Legend

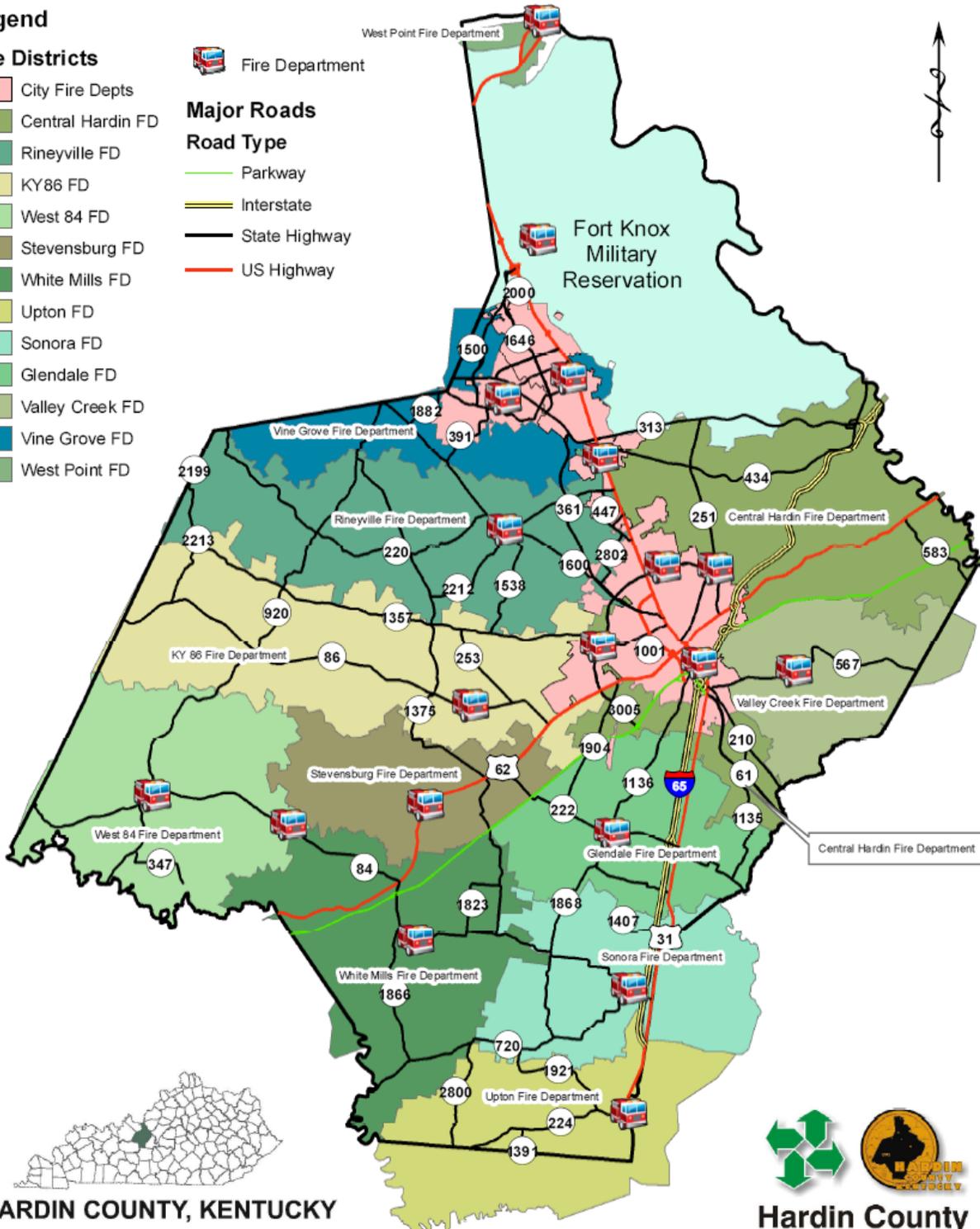
Fire Districts

- City Fire Depts
- Central Hardin FD
- Rineyville FD
- KY86 FD
- West 84 FD
- Stevensburg FD
- White Mills FD
- Upton FD
- Sonora FD
- Glendale FD
- Valley Creek FD
- Vine Grove FD
- West Point FD



Major Roads

- Road Type**
- Parkway
 - Interstate
 - State Highway
 - US Highway



HARDIN COUNTY, KENTUCKY



Hardin County
Planning and Development Commission

Ambulance

The Hardin County Ambulance service 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 twelve ambulances, five of which are staffed around the clock. Two others are staffed at various times during the day. The Hardin County Ambulance Service currently operates from the following locations: Elizabethtown Station #1 (Administrative Office) at 1450 Rineyville Road in Elizabethtown, North Hardin Station #2 located at 1370 Rogersville Road in Radcliff and South Hardin Station #3 located at 11969 South Dixie in Sonora. Additional information may be found on the following web site: www.hcky.org/ambulance.htm.

Emergency Management

The Hardin County Emergency Management Service has the arduous task of coordinating response efforts among various response agencies during emergency events. They coordinate a system of mitigation, preparedness and response recovery to protect the lives, environment and property of the people of Hardin County. The office is located at 1450 Rineyville Road in Elizabethtown. Information is available on the following web site: www.hcky.org/emergency.htm.

Detention Center

The Hardin County Detention Center was constructed in 1996 and is located at 100 Lawson Boulevard in Elizabethtown. It currently has a total capacity of 648 beds and is the 5th largest county jail in Kentucky. The Detention Center provides a web site at www.hcky.org/detentioncenter.htm.

Parks / Recreation Facilities & Open Space

Hardin County owns few recreational facilities. Taylor Bend Park located on the Nolin River south of Glendale is one site. Both the Springfield Road former landfill site and the Pearl Hollow landfill property provide opportunities for selected recreational activities. Non-profit community organizations have been established to provide recreational facilities such as the Rineyville Community Park located on Rineyville School Road. Some recent subdivisions have included open space such as the fourteen acre Beckley Woods Nature Preserve in Beckley Woods Subdivision on New Glendale Road. The creation of open space in subdivision design is encouraged in this plan.

Hospital

The Hardin Memorial Hospital is located at 913 Dixie Avenue in Elizabethtown and is a regional healthcare center. Since opening in 1954, Hardin Memorial Hospital has grown to 300 beds and provides care to citizens in Hardin and 10 surrounding counties.

Hardin Memorial Hospital is a not-for-profit, acute care hospital owned by the citizens of Hardin County, governed by the Board of Trustees of the Fiscal Court of Hardin County and managed by Baptist Healthcare Systems. At present, Hardin Memorial Hospital has

a medical staff of over 230 active physicians, including 32 specialties and subspecialties as well as primary care. With over 2,000 employees, Hardin Memorial Hospital is the third largest employer in Hardin County. Hardin Memorial Hospital is dedicated to offering quality care to the citizens of Hardin and surrounding counties. With a commitment to exploring new programs and offering new services, Hardin Memorial strives to meet the healthcare needs of families in the Heartland both now and into the future. The hospital provides a web site at www.hmh.net.

Health Department

The Hardin County Health Department provides a number of public health functions. These services are available at two locations: 580 Westport Road in Elizabethtown and 1463 North Wilson Road in Radcliff. Additional information is available at the following web site: www.ltdhd.ky.gov.

Fort Knox Military Reservation

The history of northern Hardin County as a military post was first considered as early as 1903, but it was in 1918 that a field artillery training center was first established around the small agricultural village of Stithton. Realignments to the missions at Fort Knox were established in the 2005 Base Realignment and Closure (BRAC) plan. The Armor Center and The Armor School have been primary elements of the Fort Knox Military Reservation but will be relocated to Fort Benning, Georgia to form the Maneuver Center of Excellence. The two major changes included in the BRAC legislation for Fort Knox in terms of personnel will be the addition of 3rd Brigade, 1st Infantry Division (3,400 personnel) and the Human Resource Command (3,100 personnel). The funding for the BRAC is not finalized so future changes may occur. To learn more about the future of Fort Knox and the latest information on the BRAC implementation the following web site is available: www.oneknox.com.

CHAPTER V

TRANSPORTATION ELEMENT

Major Transportation Network

Hardin County is crisscrossed by a very efficient transportation network that includes interstate highways, major state roadways and railroad lines that extend through the County. The transportation network also includes an airport, Addington Field, and the County is adjacent to the Ohio River that provides for river traffic. This important Major Transportation Network is presented on **Map 5**. With this major transportation network, it demonstrates that Hardin County has, over time, continued to play a very important role in the economy by developing as a regional center for employment, industrial development, economic commerce, commercial services, agriculture production and residential growth.

Metropolitan Planning Organization (MPO)

Hardin County is now a part of the Radcliff-Elizabethtown Metropolitan Planning Organization (MPO) that also includes Meade County. The MPO is responsible for developing a Transportation Plan for this two county area. The final report dated April 2005 is titled the RADCLIFF-ELIZABETHTOWN URBANIZED AREAS TRANSPORTATION PLAN. This plan is comprised of the following:

- Twenty-nine (29) safety and traffic operational projects,
- Twenty-five (25) long-range highway projects,
- Five (5) illustrative projects (unscheduled needs),
- Special multimodal issues and recommendations,
- Eight (8) transportation studies, and
- Nine (9) transportation enhancement projects.

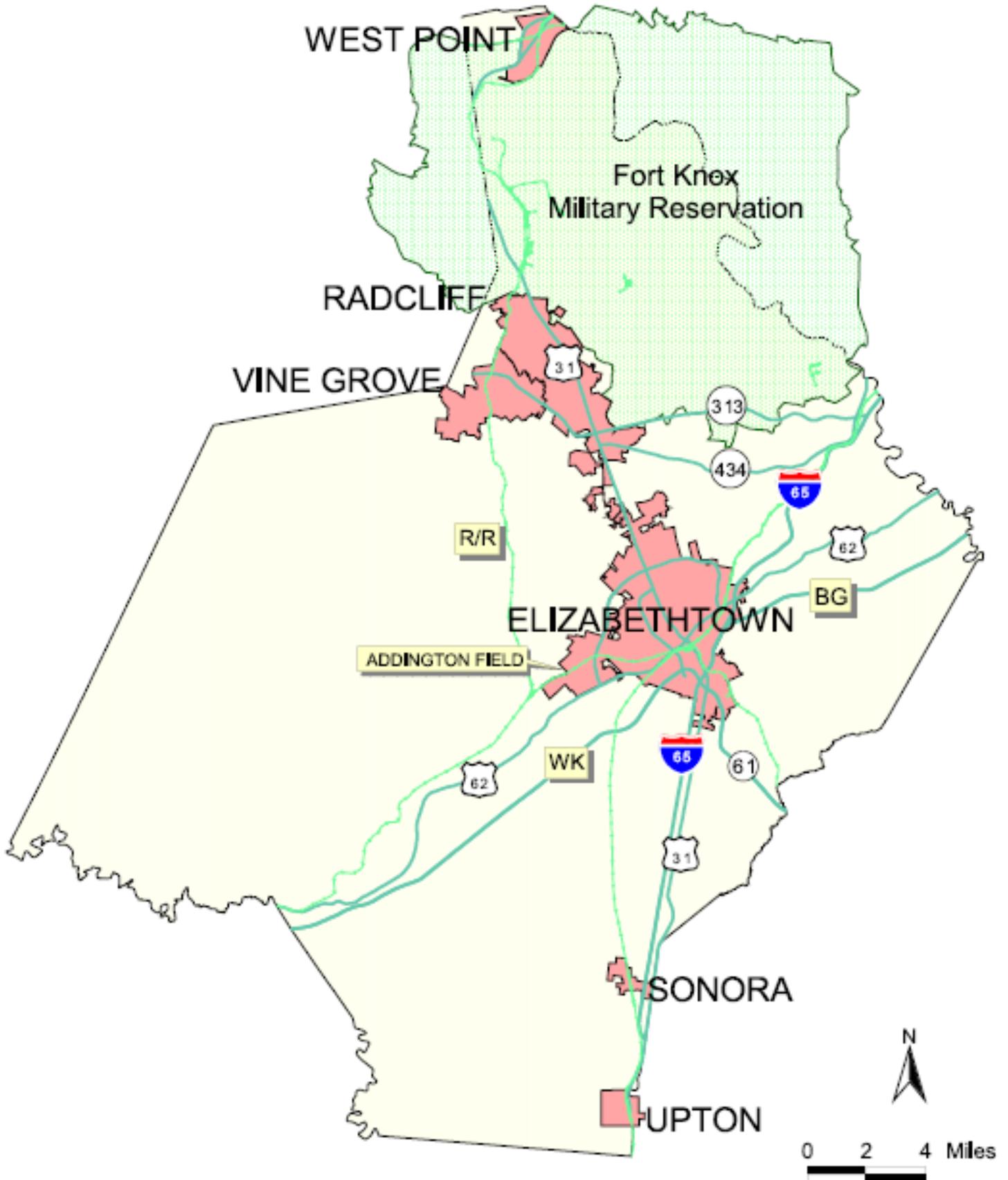
A listing of these important transportation improvements is available from the MPO. Representatives of County Government serve on the Policy Committee, Technical Advisory Committee and numerous special committees established by the MPO.

Kentucky Transportation Cabinet

The Transportation Cabinet administers and implements a Six-Year Highway Plan. This plan identifies transportation projects that will be funded by the state and establishes a schedule for each project.

Hardin County Transportation Plan

The primary transportation system in unincorporated Hardin County is the road network. Hardin County Fiscal Court has accepted 889 roads into the County Road Maintenance System; therefore, as of 1 July 2014, the Hardin County Road Department maintains 589 miles of roadways. For the time period 1 January 2004 to 31 October



2006, a total of 80 new roads consisting of 16.5 miles were adopted into the County Road Maintenance System.

The Hardin County Transportation Plan is divided into two sections. The first covers the existing transportation system, the second section is the proposed transportation system followed by a section on implementation.

Existing Transportation System

A review of the existing County Road Maintenance System was performed and safety issues were identified. As development and growth occurs, improvements to the existing transportation system are needed. The following sections identify areas where improvements are needed.

Ten Most Hazardous County Maintained Roads

Based on accident reports for the time period 2001-2005 the roads presented in **Table 4** and **Map 6** have the highest accident rates. The Planning Commission has established the policy that all development proposals on these ten roads must be evaluated for safety concerns.

Table 4

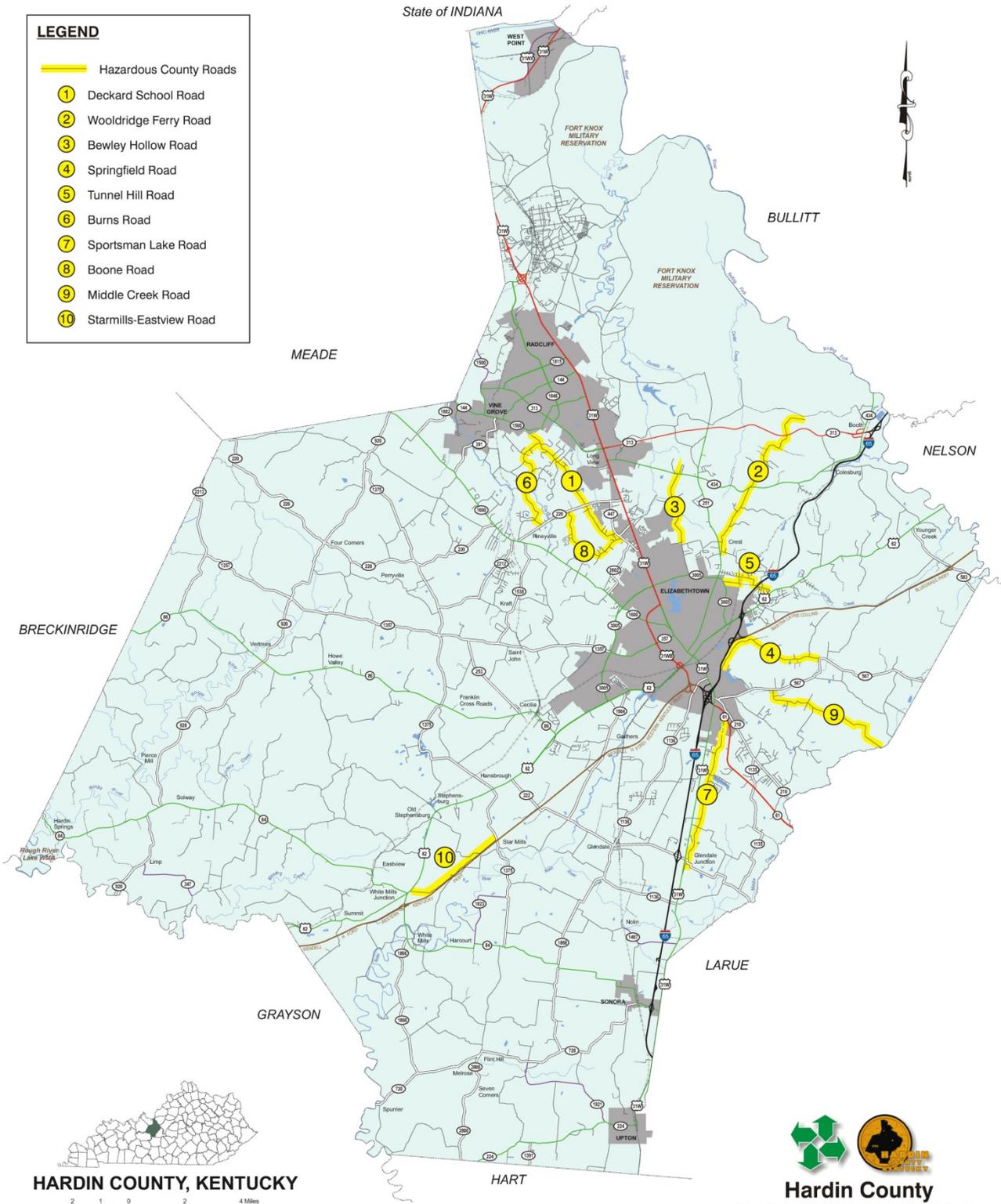
- | | |
|--------------------------|------------------------------|
| 1. Deckard School Road | 6. Boone Road |
| 2. Wooldridge Ferry Road | 7. Burns Road |
| 3. Springfield Road | 8. Sportsman Lake Road |
| 4. Tunnel Hill Road | 9. Middle Creek Road |
| 5. Bewley Hollow Road | 10. Star Mills-Eastview Road |

Hazardous County Roads

HARDIN COUNTY
KENTUCKY

LEGEND

-  Hazardous County Roads
-  1 Deckard School Road
-  2 Wooldridge Ferry Road
-  3 Bewley Hollow Road
-  4 Springfield Road
-  5 Tunnel Hill Road
-  6 Burns Road
-  7 Sportsman Lake Road
-  8 Boone Road
-  9 Middle Creek Road
-  10 Starmills-Eastview Road



HARDIN COUNTY, KENTUCKY
0 1 2 4 Miles



Intersections Improvements

Poor sight distance or intersections that provide less than 90 degrees create the need for intersection improvements. **Table 5** presents the intersections that have been identified based on usage and potential funding for improvements.

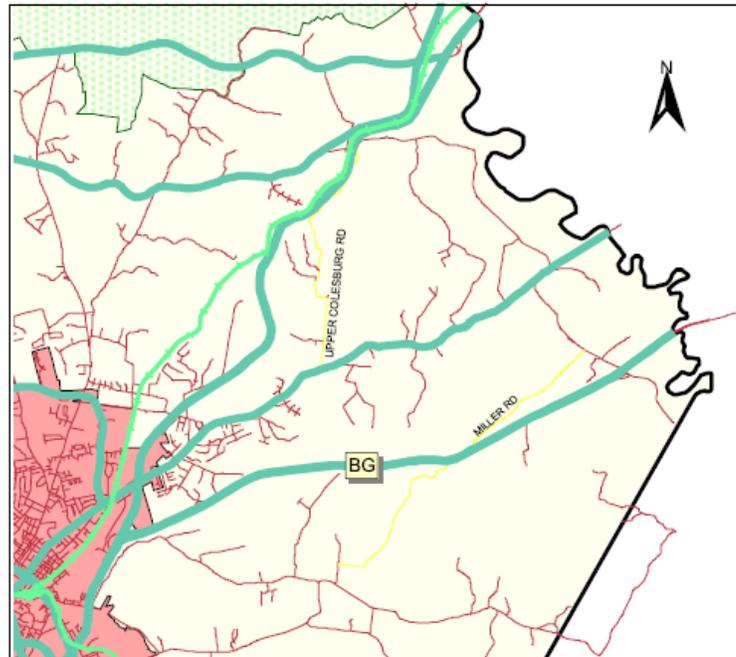
Table 5

Blueball Road & Berrytown Road
Boone Road & South Wilson Road (KY 447)
Burns Road & Duggins Switch Road
Burns Road & Ireland School Road
Cardin Lane & South Dixie Highway (US 31W)
Case Loop & New Glendale Road (KY 1136)
Cecilia Road & St. Johns Road (KY 1357)
Cecilia Smith Mill Road & Bacon Creek Road (KY 1904)
Deckard School Road & Ireland School Road
Dry Ridge Road & Sonora-Hardin Springs Road (KY 84)
Miles Hill Road & Leitchfield Road (US 62)
Rock Creek Road & Leitchfield Road (US 62)
Smith Mill Road & Gilead Church Road (KY 1136)
South Black Branch Road & Hardinsburg Road (KY 86)
Stovall Road & Bardstown Road (US 62)
Sycamore Road & Shepherdsville Road (KY 251)
Thomas Road & St. John Road (KY 1357)
Tunnel Hill Road & Bardstown Road (US 62)
West Rhudes Creek Road & New Glendale Road (KY1136)
Willyard Lane & Hardinsburg Road (KY 86)
Wooldridge Ferry Road & Battle Training Road (KY 434)
Wooldridge Ferry Road & Shepherdsville Road (KY 251)

Roads 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 Road and Miller Road, are identified on **Map 7**. Improvements to these roads for increased safety and to reduce accidents should be implemented.

(STEEP GRADES)



0 1 2 Miles



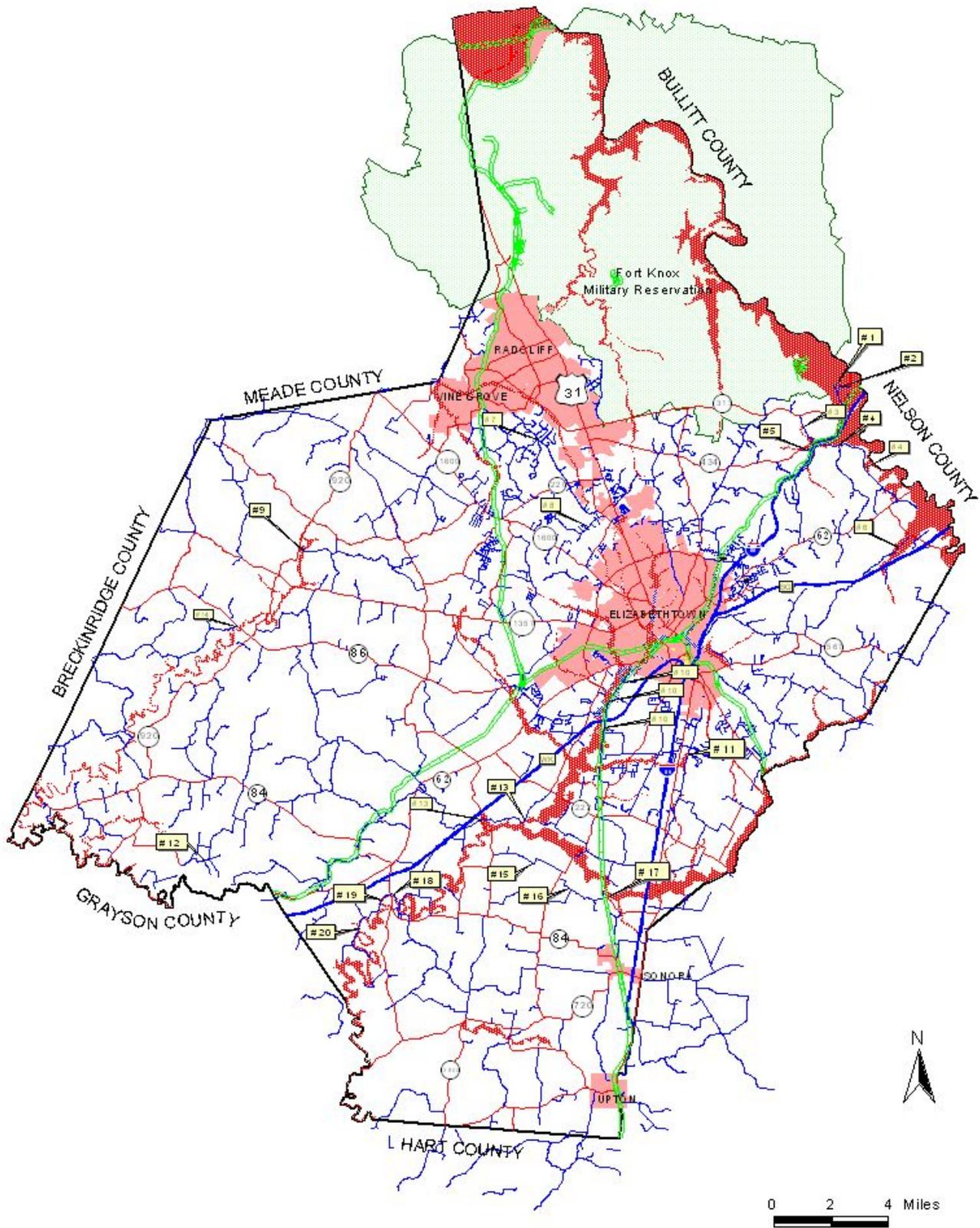
Flood Prone Roads

Twenty roads 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. The approximate location where flooding occurs on these roads is presented in **Map 8** and **Table 6**.

Table 6

- | | |
|--------------------------|-------------------------------|
| 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. Constantine 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 |

MAP 8 - FLOOD PRONE ROADS



Railroad Crossings

Hardin County is benefited with the existing railroad lines that provide for alternative transportation opportunities for commerce and industry. At grade crossings, create an increase in potential accidents. The railroad crossings in the unincorporated area of the County are identified on **Map 9**. The County should evaluate the crossings and coordinate maintenance and improvements to minimize the potential of accidents as areas develop and assure the future success of the railroad network.

Proposed Transportation System

As development and growth occurs the transportation network must be upgraded and new roadways and transportation alternatives created to provide for the increased demand. The following sections present projects that can be implemented to improve the transportation network in Hardin County. Projects that may be eligible for state or federal funding are presented to the MPO to be considered for inclusion in the Transportation Plan.

New Roadways

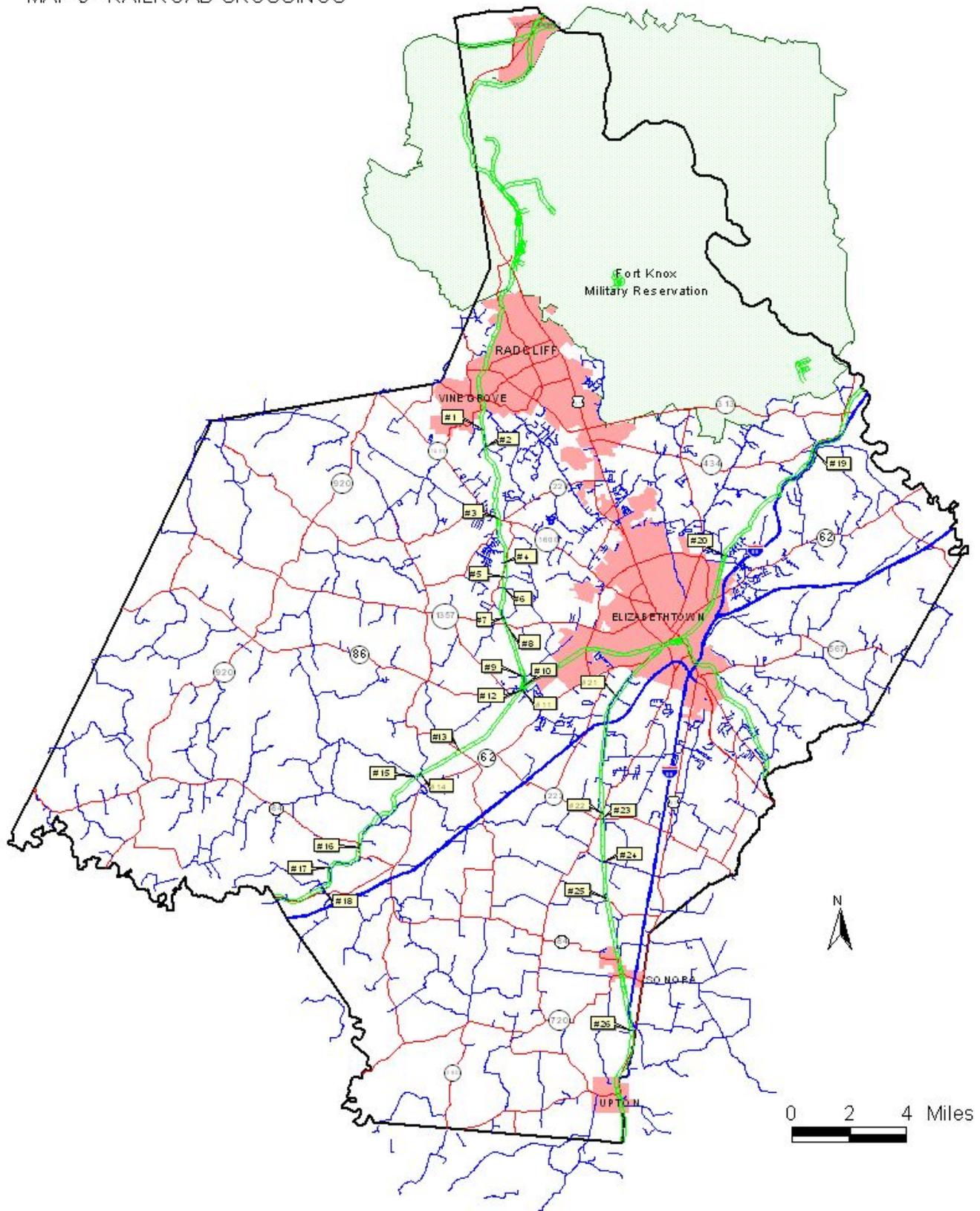
As presented in the Transportation Improvement Plan of the MPO, the concepts of new roads will provide for an improved roadway system for the increasing population and economic needs of the County.

Designated Growth Areas

The Planning Commission encourages development to occur in areas with adequate utilities and public services to manage the growth. Areas exist that are appropriate for development because of existing characteristics; however, the roads may need to be improved or upgraded. **Map 10** illustrates the growth areas that are developing in which the Commission recognizes that the road system needs to be improved. The upgrading of these roads should be a priority.

- Cecilia Smith Mill Road - Ranch Hollywood, Habersham, Trotter's Ridge, Rolling Greens
- Boone Road - Seville Chase, Berkshire, Iron Gate
- Tunnel Hill Road - Mulberry Park, Dry Harbor, Poplar Flats, Arbor View
- Pear Orchard Road NW & West Bryan Road - Woodsbend
- Mud Splash Road - Andover, Whistling Oaks

MAP 9 - RAILROAD CROSSINGS

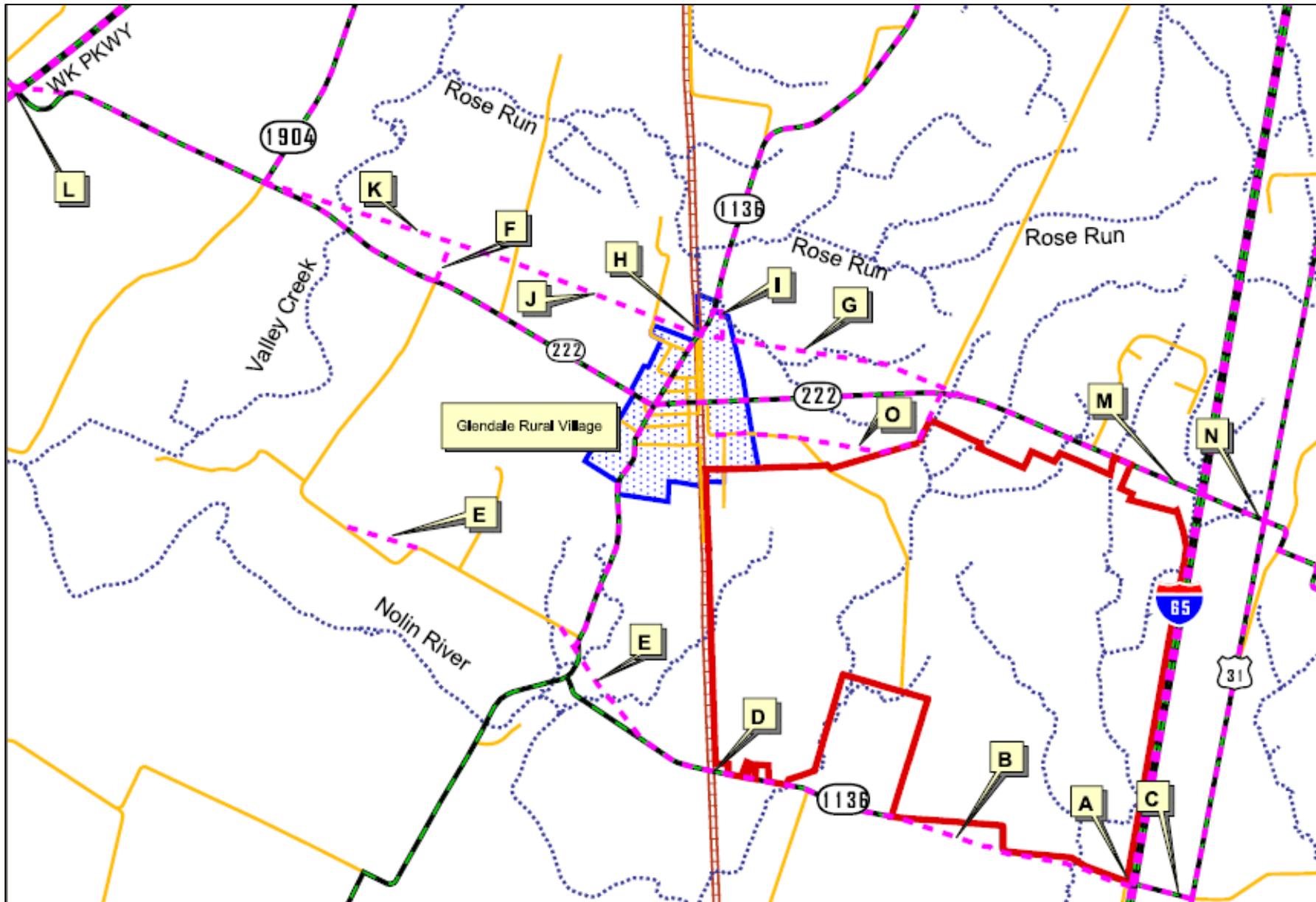


Glendale Transportation Plan

With the purchase of approximately 1,500 acres known as the Glendale Industrial Site in 2002 for the development of a major manufacturing facility, the Planning Commission conducted a series of workshops with the Glendale Community to identify how the area could be improved. A number of transportation projects were identified. These are presented in **Table 7** and illustrated on **Map 11**.

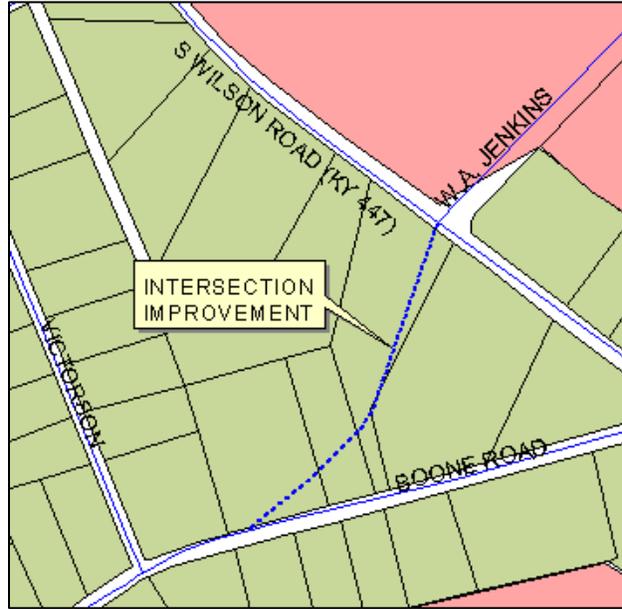
Table 7

- A New interchange with Interstate-65 south of the present overpass of Gilead Church Road
- B Reconstruction and realignment of Gilead Church Road to four lanes from new Interstate 65 interchange to railroad
- C Construction of a new road from the new Interstate 65 interchange to Lincoln Parkway
- D Elevated railroad crossing at Gilead Church road
- E Upgrade to Gilead Church Road from railroad to new intersection with Smith Mill Road and upgrade Smith Mill Road from Gilead Church Road to KY 222.
- F Extension of Smith Mill Road from KY 222 to new By-pass
- G Construction of Glendale By-pass from Mud Splash Road to present location of the railroad crossing at New Glendale Road (KY 1136)
- H Upgrade existing railroad crossing for new Glendale By-pass
- I New intersection of New Glendale Road (KY 1136) and new Glendale By-pass
- J Construction of Glendale By-pass from upgraded railroad crossing west to present intersection of KY 222 and Bacon Creek Road (KY 1904)
- K Close current section of KY 222 from Bacon Creek Road (KY 1904) to Smith Mill Road closing existing bridge over Valley Creek
- L Construction of new bridge over Valley Creek for Glendale By-pass
- M Construction of Western Kentucky Parkway interchange at KY 222
- N Upgrade Interstate 65 interchange with KY 222 and widen lanes
- O Improve intersection of KY 222 and South Dixie Highway (US 31W)
- P Construction of Jagers Loop from segment closed for the Glendale Industrial Property to intersection with KY 222, Glendale By-pass and Mud splash Road

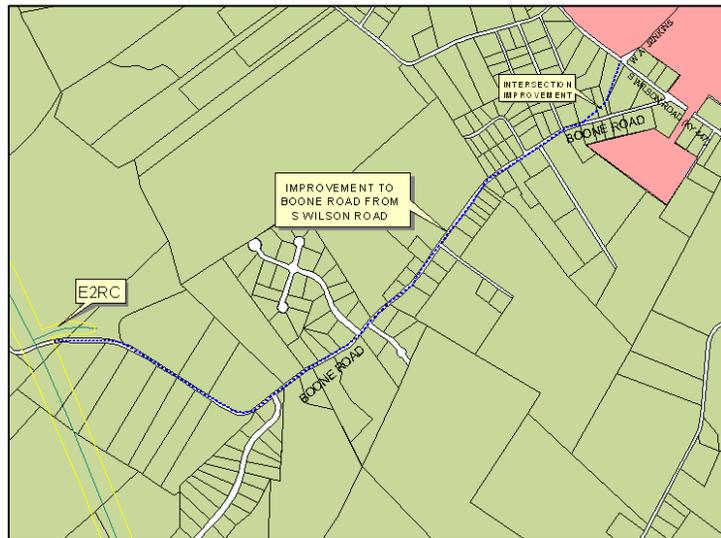


Intersection Improvement for Boone Road

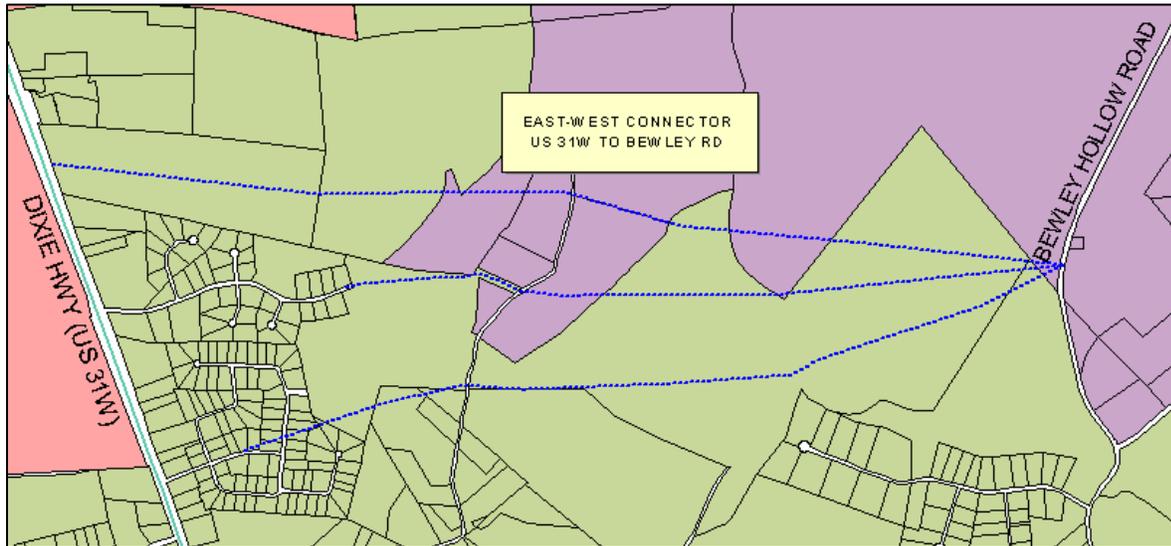
The existing intersection of Boone Road and South Wilson Road is hazardous. As illustrated on **Map 12**, the angle of intersection is approximately sixty (60) degrees and is at a steep grade. The proposal is to relocate and reconstruct the intersection so that the angle of intersection is ninety (90) degrees with South Wilson Road and in direct alignment with the improved W.A. Jenkins Road. W.A. Jenkins Road provides access to three schools and connects with North Dixie Highway (US 31W). This new intersection would provide for a future connection with the proposed E2RC which is designed to intersect with Boone Road.



Improved Access to KY 361 from South Wilson Road and US 31W – With KY 361 intersecting with Boone Road, Boone Road could serve as an east-west connector to South Wilson Road and North Dixie Highway (US 31W) by way of W.A. Jenkins Road. This would improve the access to the three school facilities located on W.A. Jenkins Road.



Connector from US 31W to Bewley Hollow Road – The only existing roads providing a connection from US 31W to the east is Battle Training Road (KY 434) and Pear Orchard Road NW. An additional connector that would also provide access to a potential growth area between US 31W and Bewley Hollow Road is needed. A number of options presently exist for a new road alignment. These potential routes are illustrated on **Map 14**.



Truck Parking Facility

The wellhead protection area for Hardin County Water District Number 2 is in the White Mills vicinity. A part of the protection area is at the interchange of Western Kentucky Parkway and KY 84. Sinkholes exist in this area that would allow the potential contamination of the source water from a hazardous material spill. The ramps of the interchange are being used for over night parking for semi tractor trailers. A leak from a truck could result in a threat to this water supply. A parking area designed to reduce the potential of spills contaminating the water supply would help to protect this valuable water source.

IMPLEMENTATION

In order to improve the transportation system in the unincorporated area of Hardin County the following general strategies should be incorporated into the design of all development activities. These strategies should also be incorporated into the revisions to the engineering and construction design of streets, subdivision standards and zoning regulations.

Street Standards

The design standards for new streets must be reviewed and revised periodically to provide improved subdivision design, assure safety and appropriate construction to reduce future maintenance costs. Street standards should be flexible to allow a variety of development styles. Connectivity to adjoining properties must be required. Public right-of-ways must be established to provide for access to existing and future developments. Multiple access points should be provided for developments that generate or contribute to the creation of areas with 100 lots or more. This will provide maximum ingress and egress opportunities for property owners and for the delivery of emergency services.

Access Management Ordinance

Access management is a tool to be used to improve the flow of traffic on the roadway system. Good access management also improves the safety of roads and reduces the number of conflict points that results in reduced vehicular accidents. The County has implemented Encroachment Permits for all new streets, private driveways and commercial entrances. The County should adopt an access management ordinance in coordination with the Kentucky Transportation Cabinet and the other local jurisdictions to preserve the mobility function of existing roads and provide appropriate access to properties.

Traffic Impact Studies

Traffic Impact Studies (TIS) should be employed as a method of assuring safe traffic flow for developments of significant size, developments with a large anticipated use intensity or developments proposed in existing traffic congestion areas.

Dedicated Road Right-of-Ways

Some roads in the County Road Maintenance System do not have a dedicated road right-of-way. For these roads, the County may only exercise the "statute of limitations" for road maintenance. The "statute of limitations" allows the County Road Department to only use the area between existing "ditch line to ditch line" or existing "fence line to fence line" to be used for road maintenance. This limited area may not be sufficient to make important road improvements. Whenever development activities are proposed for the roads that lack an appropriate dedicated right-of-way, the development should be required by the County to dedicate the needed right-of-way as part of the review and approval process.

Turn-Around on Dead-End Roads

There exists County Roads that are dead-end and do not provide a turn-around for citizens, school buses, mail delivery, garbage collection or emergency services. When development occurs on dead-end roads that will increase traffic, this opportunity should be used to improve the roadway system with the dedication of right-of-way and construction of a turn-around. Examples of turn-around improvements include Chestnut Grove Road and Shipp Lane.

School Bus Transportation Improvements

In new subdivisions that propose the construction of streets, the Commission should encourage that an enlarged turn-around or a loop street design be implemented where school bus routes are anticipated. Additionally, school bus shelters are encouraged as an amenity for residences and school students. An example of a development that provides both a loop street design and a school bus shelter is Beckley Woods Subdivision.

Sidewalks, Pathway and Trails

Pedestrian design should be incorporated into the development activities in the Rural Villages, urban areas and appropriate road corridors. Flexibility should be given for developments that incorporate alternative forms of pedestrian design including the development of sidewalks, pathways, pedestrian tunnels or trails that may be constructed between lots or provide pedestrian connections to public facilities, parks, nature preserves and pedestrian accesses outside of a development to an existing trail or rural village. An example of a hard surfaced trail through a nature preserve is in Beckley Woods Subdivision. Wilmoth Walkway dedicated in October of 2006 connects Lincoln Meadows Subdivision with Mockingbird Hills Subdivision and a trail system connecting lots with the neighborhood park is proposed for Ambrook Estates in Stephensburg.

Alternative Modes of Transportation

To assure that the needs of all citizens are met the County should study, research and participate in all modes of transportation including but not limited to bikeways and public transit. Participation with other jurisdictions should be explored to assure the full evaluation of the overall transportation system in the County.

Mailbox Location and Alternatives

In new subdivisions, developers are encouraged to install centralized mailboxes to replace individual mailboxes along the streets. On existing roads, mailbox locations should be selected to reduce vehicle accidents and allow for the movement of farm machinery on roads. A centralized mailbox system has been implemented in Beckley Woods Subdivision.

CHAPTER VI

IMPLEMENTATION STRATEGY

The long-term success of the Hardin County Comprehensive Plan rests largely on the techniques and programs selected by the County to implement the plan. This chapter provides an overview of various land use implementation techniques or programs grouped into two major categories: regulatory techniques and public facilities planning and financing techniques. Each of these techniques or programs should be considered by the County as possible approaches for implementing the Comprehensive Plan.

Regulatory Techniques – Zoning Ordinance and Subdivision Regulations

The two most commonly used regulatory tools as they relate to land use planning are zoning and subdivision regulations. The purpose of zoning and subdivision controls are to regulate the use and development of land in such a way that the overall public health, safety and welfare is maximized, negative impacts of development on surrounding areas are mitigated, and the quality of the built environment meets established community standards.

One of the first steps in the implementation of this Plan should be to conduct a review of the County's land use regulations. Many of the regulations are inadequate to manage the growth pressures facing the community. A basic review of the structure and purposes of the zoning districts, the definitions and pattern of permitted uses for each district, and the intensity and density standards should be reviewed and updated. Similarly, the current development standards designed to mitigate negative land use impacts, such as landscaping, parking, and access standards need to be modernized, as do the design standards related to subdivisions. Lastly, the development review process – zone changes, variances, site plan reviews, planned unit developments, and others should be reviewed to insure that the community is getting the quality it deserves while being fair and efficient for the development community.

Beyond this general need for improvements to the current land use regulations; there are some specific approaches that should be considered. Based upon the Comprehensive Plan, the following are specific areas of land use regulations that should be emphasized and improved in order to implement the plan.

Improved Non-Residential Development Standards

Hardin County lies literally at the crossroads of several national and state highways. Commercial and industrial uses are located both at the interstate and through the midst of the community creating a variety of development character and quality. It

is imperative that the County improve the quality of development standards for commercial development. This is particularly important given that there is a considerable amount of non-residential development occurring at the major interstate interchanges which serve as the “front door” into the community. Further, the commercial and industrial uses within the County create important first impressions of the community. The community should develop and improved site planning standards that deal with items such as:

- Site Configuration and Layout
- Landscaping
- Signage
- Access Management Techniques
- Building Materials
- Pedestrian Connections
- Parking
- Lighting

It is particularly important that the community develop improved standards for large retail structures and centers that tend to dominate the visual appearance of commercial corridors.

Improved site plan standards and procedures will go a long way toward implementing the policies related to quality and character development in this plan.

Binding Elements

Another way the community can improve upon the quality of new development or redevelopment is through the establishment of binding elements. The most common form of a binding element is a developer’s agreement tailored to each individual project and signed by both the county and the developer. These agreements clearly establish specific standards by which the community is assured that the development will be constructed according to the plans approved by the county.

Binding elements can be very general and only include basic information on land uses and open space. Other agreements are very specific and place standards on building appearances, percentage of open space and impervious surfaces, enclosures of storage areas, and financial guarantees for improvements. Strong site planning standards can in some cases accomplish the same goal.

Cluster Zoning

Also known as, “open space subdivisions”, the principles behind cluster development design guidelines are intended to create development in rural area that preserves rural character. As an alternative to the traditional subdivision, this program would involve site planning guidelines and incentives designed to encourage the preservation of open spaces, particularly as they relate to environmentally sensitive areas.

Through the use of lot clustering, an overall gross density can be maintained while preserving open space. The use of open space subdivisions, or cluster zoning, allows for the preservation of rural character while accommodating reasonable development.

Minimum Zoning Density Standards

One of the central concepts of the Comprehensive Plan is the creation of a more compact urban form in some of the more urban areas of the county, meaning that development is encouraged to occur in and around existing developed areas currently served by infrastructure, rather than in a less efficient and desirable sprawled pattern. Under this policy, the community is encouraged to view existing served areas as valuable resources. In furtherance of this policy, the County may wish to consider the use of minimum densities, as well as, the traditional maximum densities in selected urban zoning districts. For example, in an area that has existing sewer and water service, the average maximum size of a residential lot may be restricted, discouraging rural development within areas that should be reserved for more urban density.

This approach ensures that urban development is sufficiently dense, thus supporting appropriate infrastructure investments. It also limits the pressure on rural land, by insuring that more development is absorbed within the urban area.

Design Review Guidelines

Areas of Hardin County, such as the major roadway corridors or interstate interchange areas could benefit from special design review guidelines and/or regulations that require new construction to emulate the character of the surrounding development. These types of regulations can range from generalized regulations that require buildings to be setback a similar distance as neighboring structures and have the same height and mass of surrounding buildings but without creating specific quantifiable regulations. On the other hand, the county could develop very specific regulations that clearly specify setbacks and could identify permissible colors, a percentage of a façade that must be constructed of windows, and other site and building requirements. There are a variety of regulations and methods of regulating to ensure compatibility in established areas and the design guidelines serve as the tool for maintaining the existing character of an area.

Overlay Zoning

The County should explore the development of simple and flexible overlay zoning techniques to deal with particular planning difficulties. Overlay zoning is a regulatory tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone. The overlay district can share common boundaries with the base zone or cut across base zone boundaries.

Regulations or incentives are attached to the overlay district to protect a specific resource or guide development within a special area. Overlay zones can be a vehicle to accomplish many goals in the plan.

Overlay zoning may be used as a technique to incorporate the improved commercial standards discussed above, as well as, the open space zoning concept. Overlay zoning may also be used to address a variety of other types of planning issues. For example, overlay zoning can be used to improve the review process associated with historic areas and environmentally sensitive areas. Overlay zoning approaches should be explored as a method to protect environmentally sensitive areas.

Impact Analysis

As a part of the subdivision process, impact analysis should be required concerning traffic impacts, water and sewer facility needs, drainage impacts, environmental impacts, and school and park impacts. This would apply to major subdivisions and developments falling within certain thresholds for employees, traffic, square footage or environmental concerns.

Public Facilities Planning

The following strategies relate to public facilities planning and financing. Unlike regulatory approaches which are essentially reactive in nature (meaning that they only come into play when and if land is proposed to be developed), public facilities planning and financing techniques are more proactive. They are designed to encourage the community to stay ahead of development; through the use of coordinated public facilities planning, the community can use the provision of infrastructure to guide the location and form of development rather than simply responding to market forces.

Capital Improvements Planning

The most basic component of a system that attempts to link land use planning with capital facilities planning is a Capital Improvement Plan (CIP). A CIP identifies in 5, 10 and 20-year increments the forecasted capital facilities systems needed to support forecasted growth and development pursuant to the Comprehensive Plan. For example, it is desirable to develop thoroughfare plans, sewer service plans, water service plans, and others using the Comprehensive Plan as a guide. Cost estimates may then be made for those forecasted improvements, with those costs being phased over time. In fact, the various service providers are currently engaged in capital facilities planning. The challenge for the community is to coordinate current and future capital facility planning efforts with the Comprehensive Plan, specifically with the land use plan and associated population and employment forecasts.

Redevelopment Incentives

A number of older areas of the county have had less demand for new development. To encourage development in these areas tax abatements could be offered as well

as other incentives to direct economic growth into these areas suitable for development. The county could waive building or utility fees for new construction in these areas. If the fees cannot be waived, the county should investigate other means for payment of these fees. Other areas of the county where development is desired may need commitment of road, water, sewer, and other community services to increase the attractiveness of these areas.

Adequate Public Facilities Program

One of the simplest growth management techniques is the use of an adequate public facilities program (APF) that requires that new development be approved only when and if adequate public facilities will be available to serve it at the time of actual development. Also, known as a "concurrency" requirement, this approach provides standards for ensuring that new facilities are available concurrent with the demand for those facilities created by new development.

An adequate public facilities program requires several elements. First, minimum levels of service standards are needed in order to define "adequate" for various types of services. These standards may be of an engineering nature for services such as sewer, water, and roads, while policy judgments are often necessary for other types of services such as fire protection, libraries, and parks.

Typically, most communities require regulations that a developer provide on site public facilities within a particular development through the use of subdivision regulations. An adequate public facilities program addresses the off-site facilities that may be affected by development of land.

Impact Fees

An impact fee is a tool that requires a developer to pay a proportional share of the cost of expanding off-site public facilities that are affected by a particular development. It is a more system wide approach than an adequate public facilities program. Impact fees are most commonly used for roads, sewer, water, and parks. The purpose of impact fees is to create a method of transferring some of the community's costs for growth onto the developer.

The use of impact fees are closely associated with capital facilities planning in that they require the existence of a public facility plan tied to growth forecasts, cost estimates for public improvements, and a rational allocation of those costs to anticipated new development.

Impact fees can be an effective tool for mitigating the cost of new development; however, it may not be used to cure existing deficiencies unrelated to new development.

APPENDIX

APPENDIX A



HARDIN COUNTY PLANNING AND DEVELOPMENT COMMISSION

COMP PLAN SURVEY RESULTS

	NUMBER OF RESPONSES					ANSWER AVERAGE	RANK
	Agree Completely	Agree Partially	Disagree Partially	Disagree Completely			
4. Hardin County's drinking water supply should be protected.	97	19	1	5		3.703	1
13 B. The cost of new development should be the responsibility of the developer and those in the new development.	61	28	13	2		3.460	2
8. Fire hydrants should be required for new developments.	76	31	9	7		3.429	3
3. Land development should be allowed if set standards are met.	64	38	16	5		3.336	4
1. Growth should be encouraged in areas of the County where services are available.	52	43	12	15		3.076	5
14. A mechanism should be in place to allow for affordable housing developments.	40	53	18	12		2.983	6
2. Subdivision development should <i>NOT</i> be encouraged along narrow roadways in the County.	47	30	32	10		2.983	7
15. A septic system management / monitoring program should be in place for new developments.	47	40	14	19		2.966	8
12. The agriculture industry should be preserved in Hardin County.	46	34	22	17		2.930	9
9. Rural characteristics of Hardin County should be considered when development is proposed.	49	28	17	26		2.829	10
7. A driveway spacing standard should be in place along roadways in the County.	32	52	24	15		2.807	11
6. The minimum lot size should be increased to protect septic systems.	32	38	29	20		2.696	12
16. Specific land use designations should be developed for all properties to ensure orderly development.	33	38	28	23		2.661	13
10. Open space standards should be in place when development is proposed.	35	36	20	28		2.655	14
11. Prime agriculture land in Hardin County should not be developed.	29	28	19	45		2.350	15
13 A. Additional housing is needed in Hardin County.	0	7	6	3		2.250	16
5. Land use controls are not needed in Hardin County.	13	32	28	50		2.050	17

APPENDIX B



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON COMMAND, FORT KNOX
125 6TH AVE STE 325
FORT KNOX, KENTUCKY 40121-5719

REPLY TO
ATTENTION OF:

NOV 27 2007

Directorate of Public Works

SUBJECT: Hardin County Comprehensive Plan

Hardin County Planning and Development Commission
Mr. Chris Hunsinger, Director
14 Public Square, 3rd Floor
Elizabethtown, KY 42701

Dear Mr. Hunsinger:

This letter is in regard to the Hardin County Planning and Zoning Commission's solicitation of comments regarding its new proposed Comprehensive Plan. I am the Garrison Commander, Fort Knox, Kentucky. As such, I am responsible for base operations and strategic planning efforts at Fort Knox. I commend you for the very professional and informative Open Houses you held earlier this month at the Pritchard Community Center. Based on the information disseminated at those meetings, Fort Knox supports the Commission's proposed Comprehensive Plan. It provides a reasonable basis for planning for and accommodating the growth anticipated in Hardin County generally, and Fort Knox in particular.

As you know, Fort Knox anticipates significant changes because of the Defense Department's Base Realignment and Closure Commission implementation. These changes will result in increased needs for residential, school, and commercial construction; increased traffic; and a general increase in infrastructure and utility demand. Planning is essential to minimize conflicts and provide for orderly infrastructure, residential, and commercial development both on and off post. The proposed Comprehensive Plan adequately addresses the needs of the installation.

The Highway 313 Corridor is identified in the Future Land Use Map as Area 12. The Hardin County Comprehensive Development Guide proposal number 13 is to "Support Fort Knox by preserving the Kentucky 313 Corridor as a buffer area." Most of our large caliber firing ranges – and therefore most of the noise generated on the post – is on the southern boundary facing Highway 313.

Maintenance of this corridor with its associated land uses is essential to minimize potential conflicts with residents of Hardin County.

The "North Urban Area" is identified as Area 3. It is reasonable to suppose that this area will provide residential areas for personnel working at Fort Knox as well as others, and that in the future some of this area may be annexed by Radcliff or Vine Grove. However, parts of this area are adjacent to Fort Knox, and the closer to the boundary a property is, the more careful the development must be.

APPENDIX B - CONTINUED

-2-

Fort Knox and its surrounding communities are currently engaged in beginning a new Joint Land Use Study (JLUS). While the JLUS will extend well beyond Hardin County's borders, the Comprehensive Plan seems to be consistent with the long term goals of the JLUS program.

The wastewater and drinking water goals of the Comprehensive Plan serve to protect human health and the environment for all residents of the area, from both the installation and the County. Over the last decade, Fort Knox has privatized much of its infrastructure. Increasingly, what affects Fort Knox utilities affects Hardin County, and vice-versa. Fort Knox supports the County's efforts to protect local water resources.

One of the many factors the Army uses to determine what missions to send to which installations is the quality of the local transportation network. Without an adequate transportation network, the Army is less likely to send a new mission or unit to an installation. Local transportation issues were identified in a recent Army environmental document. Fort Knox, Radcliff, and Hardin County are all engaged in planning and construction to enhance the utility of the local transportation network, and Fort Knox supports Hardin County's continuing efforts to develop a more efficient transportation system.

The proposed Comprehensive Plan is a good plan that meets the needs of a growing military reservation. I appreciate your efforts to "grow Hardin County" in a manner which takes into consideration the needs of Fort Knox. If you would like additional information, please contact Mrs. Sara Johnson, Director, Plans, Analysis, and Integration Office, at (502) 624-2387 or Mrs. Gail Pollock, Chief, Environmental Management Division, at (502) 624-3629.

Sincerely,



Mark D. Needham
Colonel, US Army
Garrison Commander