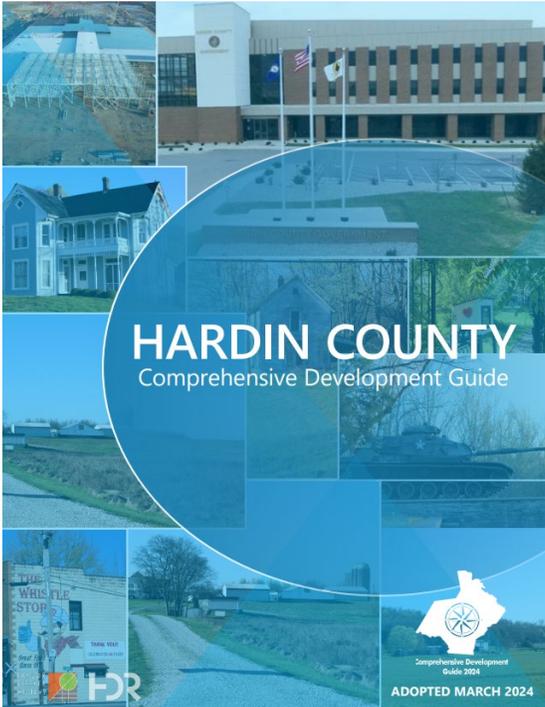


**Hardin County  
Planning & Development  
Commission  
3 March 2026**



Hardin County Government Center  
2<sup>nd</sup> Floor Meeting Room

**A. PUBLIC HEARING on  
AMENDMENT TO  
COMPREHENSIVE PLAN –  
APPENDIX D. CREATING  
VIBRANT COMMUNITIES -  
GLENDALE** Public comments on  
amendment to the Comprehensive  
Plan titled, *Comprehensive  
Development Guide, 2024*.  
(Resolution Number 2026-002).





13 February 2026

To Whom It May Concern:

Re: Notification for a Public Hearing on Comprehensive Plan Amendment & Redooption

As required by KRS 100.197, the Hardin County Planning and Development Commission is hereby giving you notice of a public hearing on the adoption of an amendment to our Comprehensive Plan titled, *Comprehensive Development Guide, 2024*. Appendix D. will be added to the plan and is a small area plan for Glendale, KY titled, "Creating Vibrant Communities – Glendale".

The hearing will be held on Tuesday, March 3, 2026 at 5:00 pm (Eastern Time) at the Hardin County Government Building at 150 North Provident Way, Elizabethtown, KY 42701 in the Second Floor Meeting Room. You are invited to attend and provide testimony.

The Comprehensive Plan and the Creating Vibrant Communities – Glendale Plan are available for viewing online at: [www.hcpdc.com](http://www.hcpdc.com)

If you have any questions or comments, please contact the Planning Commission by phone at (270)769-5479 or by email at [acking@hardincountyky.gov](mailto:acking@hardincountyky.gov).



Adam C. King, AICP  
Director & Building Official  
[acking@hardincountyky.gov](mailto:acking@hardincountyky.gov)



About Us

News

The plan is here!

Click the link below to read the Glendale Creating Vibrant Communities Plan.

Glendale Plan →

NAME	MAIL_ADDR	CITY_ST_ZI
BRECKINRIDGE COUNTY JUDGE EXECUTIVE: MAURICE LUCAS	PO BOX 227	HARDINSBURG KY 40143
BULLITT COUNTY PLANNING COMMISSION: CHARLIE SPALDING	149 N WALNUT STREET	SHEPHERDSVILLE KY 40165
CITY OF ELIZABETHTOWN: AARON HAWKINS	200 WEST DIXIE AVENUE	ELIZABETHTOWN KY 42701
GRAYSON COUNTY: KEVIN HENDERSON	130 E MARKET STREET	LEITCHFIELD KY 42754
HARDIN COUNTY JUDGE EXECUTIVE: KEITH TAUL	PO BOX 568	ELIZABETHTOWN KY 42701
HART COUNTY PLANNING: GREG NICHOLS	PO BOX 490	MUNFORDVILLE KY 42765
LOUISVILLE METRO PLANNING & DESIGN SERVICES: EMILY LIU	444 SOUTH 5TH STREET	LOUISVILLE KY 40702
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LINCOLN TRAIL AREA DEVELOPMENT DISTRICT: DANIEL LONDON	750 S PROVIDENT WAY	ELIZABETHTOWN KY 42701
MEADE COUNTY PLANNING & ZONING: JENNIFER SMART	516 HILLCREST DRIVE, SUITE 13	BRANDENBURG KY 40108
JOINT CITY COUNTY PLANNING COMMISSION OF NELSON COUNTY: SHAWN MOORE	PO BOX 402	BARDSTOWN KY 40004
RADCLIFF CITY PLANNING: MURRAY WARNER	411 W LINCOLN TRAIL BLVD, PO BOX 519	RADCLIFF KY 40159
CITY OF SONORA MAYOR: EARL "TEE" HODGES	330 E WESTERN AVENUE	SONORA KY 42776
CITY OF UPTON MAYOR: AUSTIN SADLER	PO BOX 213	UPTON KY 42784
VINE GROVE PLANNING COMMISSION: JESSICA IRWIN	300 WEST MAIN STREET	VINE GROVE KY 40175
CITY OF WEST POINT MAYOR: RICHARD CIRESI	509 ELM STREET	WEST POINT KY 40177
U.S. ARMY GARRISON FORT KNOX	111 EAST CHAFFEE AVENUE	FORT KNOX, KY 40121

Plan on the website since early Dec 25, First class mailings on Feb 13, 2026 and Newspaper Ad on Feb 21, 2026



## Glendale Village Center



## KY 222 Corridor



## Interstate Corridor



# ACKNOWLEDGEMENTS

## PROJECT TEAM

Mark Absher | Hardin County Government

Michael L. Bell | Glendale Christian Church

Kevin Blain | KYTC District 4

Brad Bottoms | KYTC District 4

Adam Clayton King | Hardin County Planning and Development

Catherine Davis | KYTC Central Office Planning

John DeRamos | Glendale Lions Club

Haley Goodman | Hardin County Planning and Development

Jeff Key | Stark House Farm, LLC

Bob Krausman | Hardin County Board of Adjustment

Libbie Lowe | KYTC Central Office Planning

Terrie Morgan | Hardin County Schools

Brent Sweger | KYTC Central Office Planning

John Stith | Hardin County Schools

Keith Taul | Hardin County Government

E.G. Thompson | Hardin County Government

Shaun Youravich | Hardin County Water District #2

## SPECIAL THANKS



## CONSULTING TEAM



“ I love our community of Glendale and appreciate the vision that this plan lays out to preserve the historical character, charm and uniqueness of our quaint rural village so that it can continue to be loved for generations to come.

- Michael L. Bell , Project Team

## PROGRAM DESCRIPTION & GOALS

The Kentucky Transportation Cabinet (KYTC) began a pilot technical assistance program called Creating Vibrant Communities (CVC). The program aims to proactively help communities plan for land use, transportation, and future development options for a targeted area containing one or multiple properties. This program is intended to leverage and coordinate transportation with land use and economic development initiatives in a way that can lead to better and more vibrant communities. Four communities were selected to participate in the 2024 pilot program. There is no guarantee of the program moving forward at this time.

Through the program, a plan was created for Glendale that outlines the vision, conceptual development plans, and actionable next steps necessary to create a transformative and unique destination for the community.

This plan will serve as a roadmap to actively attract and convey the village's vision to potential development partners.

Overall CVC program goals for each community's plan are:

- **Goal 1:** Create a place that serves as a destination for the community.
- **Goal 2:** Safely connect the community.
- **Goal 3:** Spur economic development.

Although KYTC is producing the CVC program, it is expected that any future action to implement strategies in this plan will be the responsibility of the village, county, and/or private developers.

## PROGRAM TIMELINE

The program was structured in three phases: Existing Conditions and Visioning; Strategic Planning; and Implementation Strategies. The initial phase started in March 2024 with a meeting of the Local Public Agency (LPA) steering committee. The plan was paused while the Northeast Glendale Bypass project advanced toward selecting a preferred alternative, which was confirmed in August 2025. Subsequently, the planning process continued with public engagement and two additional LPA committee meetings to review potential strategies and the draft plan.



# WHAT IS THIS PROGRAM?



Aims to help communities proactively plan for land use, transportation, and future development options for a targeted, small area.



The goal is to create a transformative and unique destination for the community!



Communities will create a plan that will outline the vision, conceptual development plan, and actionable next steps.



Local officials, staff, developers, and the public will work directly with KYTC's team of consultants to create this plan.



# PROGRAM GOALS

This program is intended to leverage and coordinate transportation with land use and economic development initiatives in a way that builds better and more vibrant communities.



## GOAL 1

Create a place that serves as a destination for the community



## GOAL 2

Safely Connect the Community



## GOAL 3

Spur Economic Development



# COMMITTEE MEETING 1 - April 15, 2024





# COMMITTEE MEETING 2 - August 18, 2025





# Glendale Lions Club

Kentucky - United States

**September 18, 2025**



**2024** CREATING  
VIBRANT  
COMMUNITIES

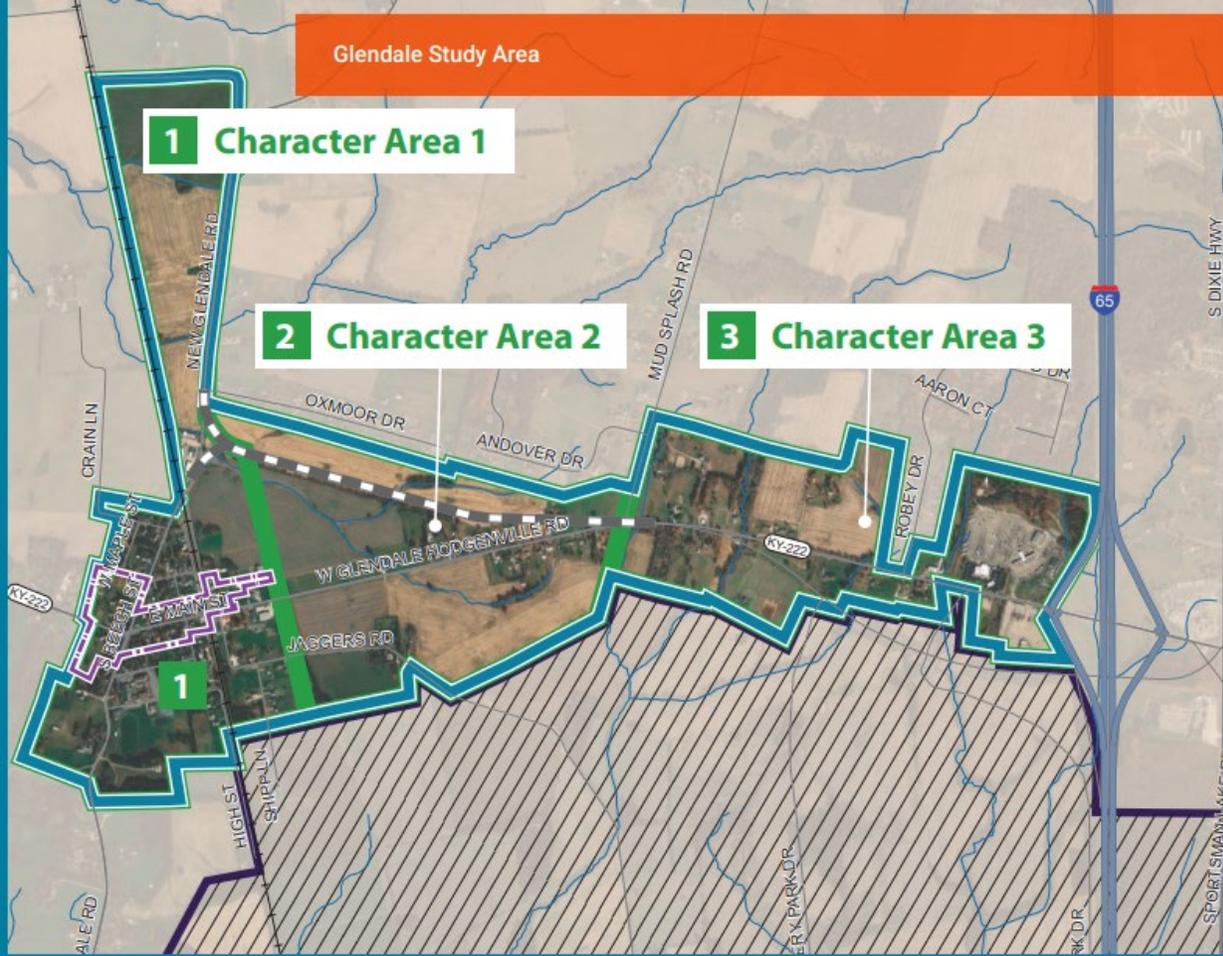
# GLENDALE



# OPEN HOUSE IN GLENDALE

- November 24, 2025





## STUDY AREA & CURRENT SETTING

### STUDY AREA

Glendale, Kentucky, located approximately 11 miles south of Elizabethtown, is a growing community within Hardin County. Historically known for its rustic charm and strong sense of community, Glendale is currently positioned for significant economic growth.

The battery plant east of Glendale, originally projected to bring roughly 5,000 new jobs, is undergoing a major transition following the dissolution of the Ford-SK On partnership. Ford has taken full ownership of the Glendale facility and is restructuring operations, ending all BlueOval SK roles and shifting the plant's focus from EV battery production to battery energy storage systems. While the transition includes significant workforce impacts, Ford plans to hire for new roles as the reconfigured facility comes online.

Despite these changes, the project continues to influence residential and commercial interest around the KY 222 and I-65 corridors, and the Glendale community remains committed to balancing new economic activity with preservation of its small-town character. This plan has been updated to reflect the new future of the Battery Park.

The project area that is the focus of this plan is divided up into three character areas, each playing a vital role in Glendale's growth and development.

**Character Area 1 - Glendale Village Center:** At the heart of the plan is the Glendale Village Center. The KY 222 and KY 1136 Corridors intersect at the western edge of Glendale. This

area is defined by its historic charm and local businesses, which together shape the town's unique character. A railroad runs through this area, a reminder of the community's origins as a railroad stop.

**Character Area 2 - KY 222 Corridor:** The KY 222 Corridor encompasses the area between the Glendale Village Center and Mud Splash Road. Residential neighborhoods along Oxmoor Drive and Andover Drive lie north of KY 222 Corridor. It is currently the main road into the village center from I-65. This area is a focal point for infrastructure upgrades, like the planned Northeast Glendale Bypass, and residential and commercial development.

**Character Area 3 - Interstate Corridor:** This area includes KY 222 Corridor between Mud Splash Road and I-65. The construction of the battery plant has fueled demand for infrastructure upgrades and commercial growth. Access to I-65 is vital to Glendale's connectivity and economic health, enhancing accessibility, supporting sustainable development, and driving future growth. As the main transportation artery, I-65 links Glendale to major cities like Louisville and Nashville. The KY 222 Corridor provides direct interstate access, facilitating the movement of goods and expanding workforce reach—making Glendale a prime location for business and industrial development.

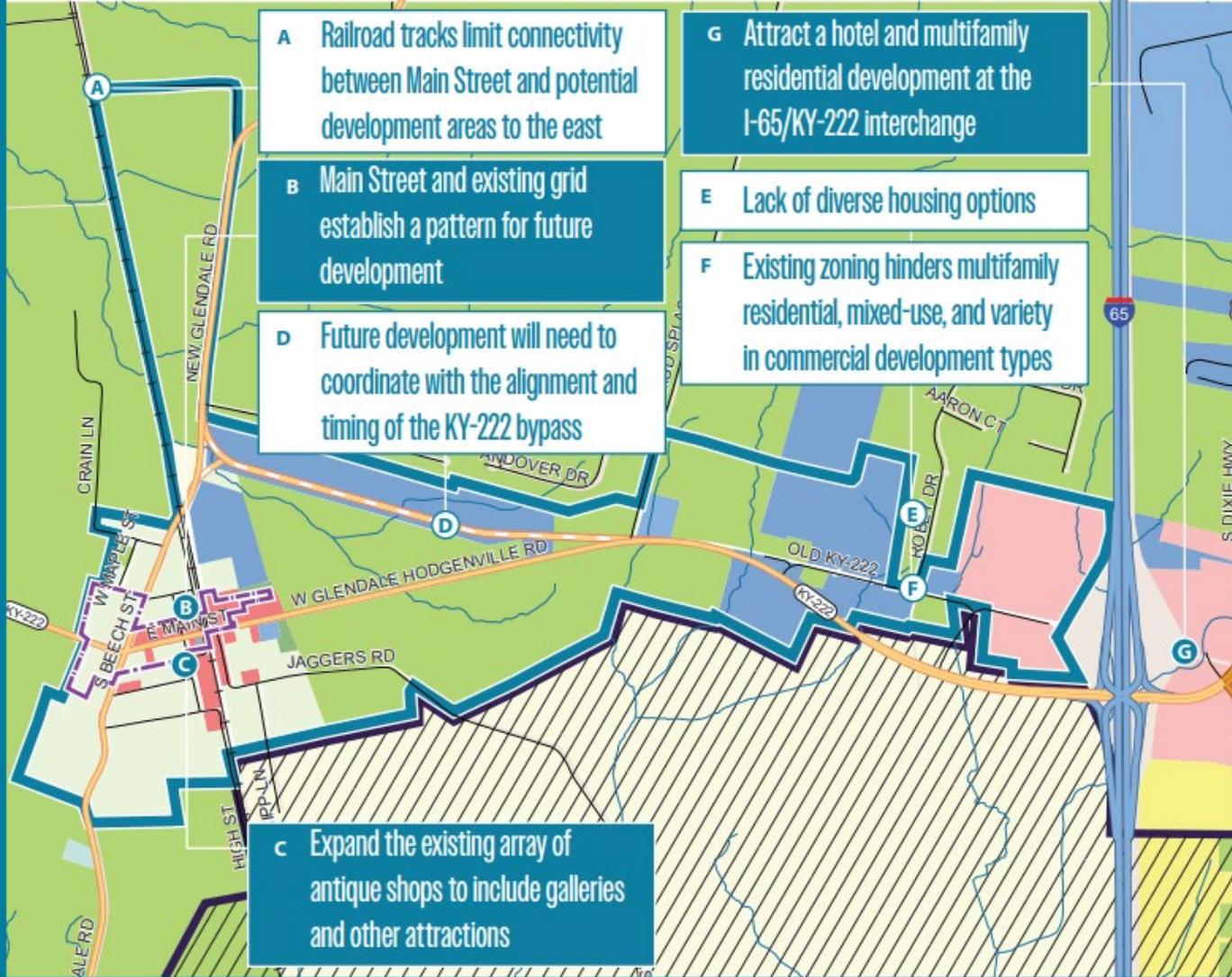
**Together, these three character areas each serve a unique purpose in Glendale's evolving landscape, balancing economic opportunity with community preservation.**

### STUDY AREA

- Historic District
- Character Area
- Study Area
- Blue Oval Development
- Stream
- Future Bypass



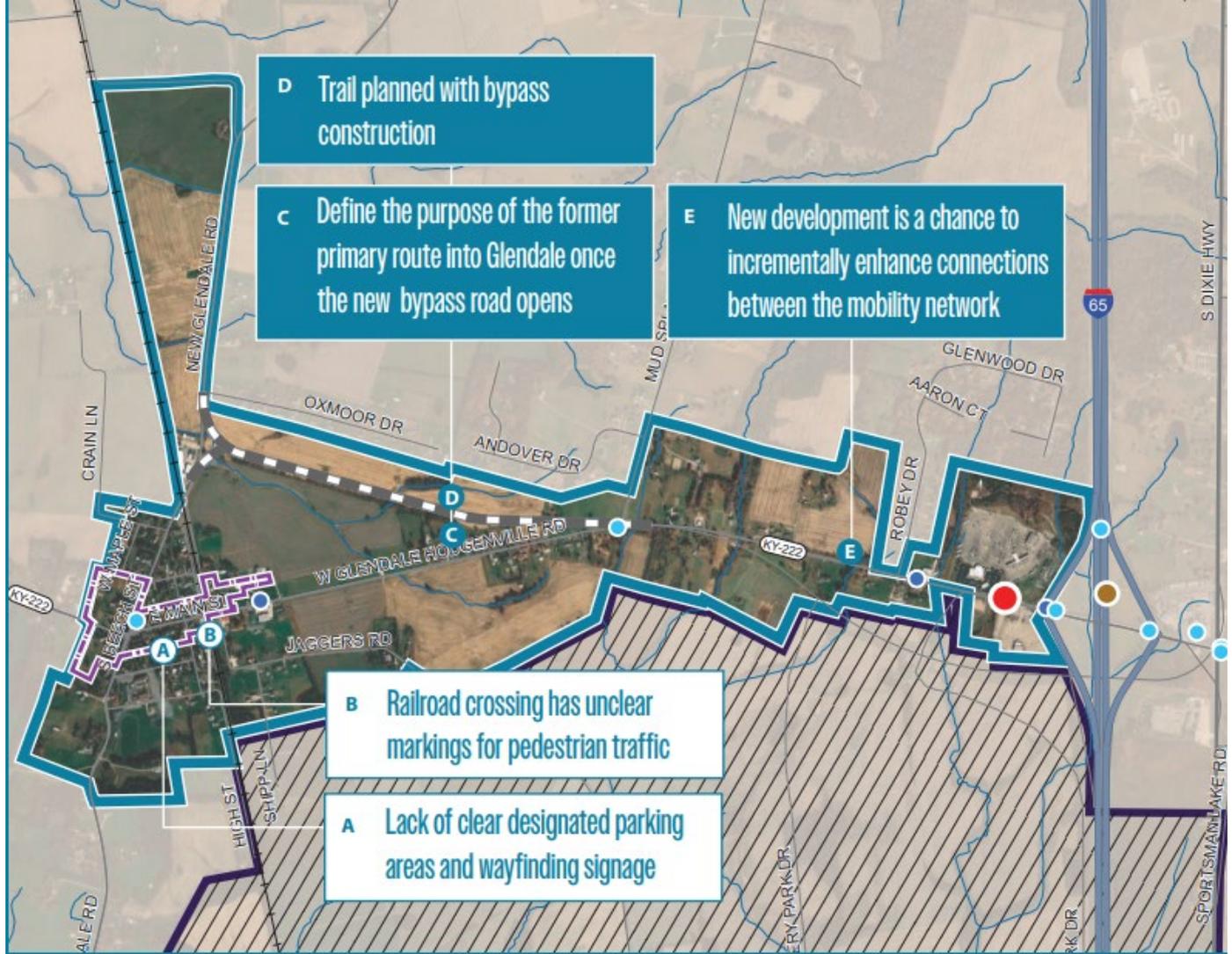
GLENDALE



### ISSUES AND OPPORTUNITIES: LAND USE

-  Historic District
-  Study Area
-  Megasite Development
-  Stream
-  Future Bypass
-  B-1 Interstate Commercial
-  B-2 Tourist and Convenience
-  C-2 General Commercial
-  I-1 Light Industrial
-  I-2 Light Industrial
-  R-1 Urban Residential
-  R-2 Rural Residential
-  PD-1 Planned Unit Development
-  Issues
-  Opportunities





**D** Trail planned with bypass construction

**C** Define the purpose of the former primary route into Glendale once the new bypass road opens

**E** New development is a chance to incrementally enhance connections between the mobility network

**B** Railroad crossing has unclear markings for pedestrian traffic

**A** Lack of clear designated parking areas and wayfinding signage

### ISSUES AND OPPORTUNITIES: MOBILITY

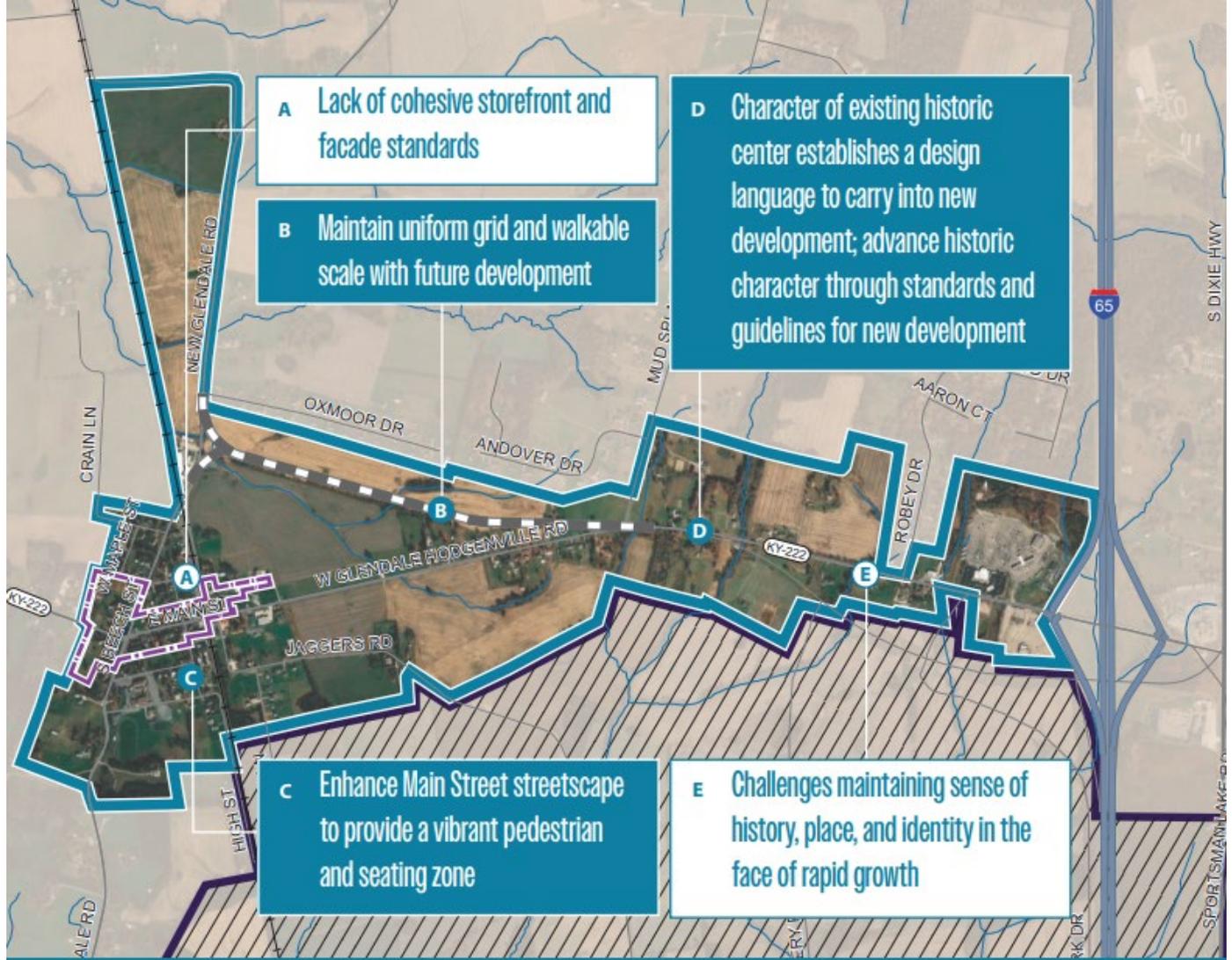
- Historic District
- Study Area
- Blue Oval Development
- Stream
- Issues
- Opportunities

- Future Bypass
- Interstate
- Minor Collector
- Local
- Active Rail

- Crashes by Severity (2018-2022)
- Fatal (K)
  - Suspected Serious Injury (A)
  - Suspected Minor Injury (B)
  - Possible Injury (C)



**GLENDALE**



**A** Lack of cohesive storefront and facade standards

**B** Maintain uniform grid and walkable scale with future development

**D** Character of existing historic center establishes a design language to carry into new development; advance historic character through standards and guidelines for new development

**C** Enhance Main Street streetscape to provide a vibrant pedestrian and seating zone

**E** Challenges maintaining sense of history, place, and identity in the face of rapid growth

### ISSUES AND OPPORTUNITIES: CHARACTER

- Historic District
- Study Area
- Blue Oval Development
- Stream
- Issues
- Opportunities
- Future Bypass
- Interstate
- Minor Collector
- Local
- Active Rail





## ISSUES AND OPPORTUNITIES: ECONOMIC

-  Historic District
-  Study Area
-  Blue Oval Development
-  Stream
-  Issues
-  Opportunities
-  Future Bypass
-  Interstate
-  Minor Collector
-  Local
-  Active Rail



# PRESERVE GLENDALE'S CHARACTER AND SENSE OF PLACE

while accommodating growth through:



**STRATEGY 1:**

Community Collaboration

**STRATEGY 2:**

Destination Uses & Village Scale Development

**STRATEGY 3:**

Master Planned Development

**STRATEGY 4:**

Adaptive Reuse

**STRATEGY 5:**

Greenspace & Public Spaces

**STRATEGY 6:**

Services & Utilities

**STRATEGY 7:**

Pedestrian-Focused Main Street

**STRATEGY 8:**

Visitor & Event Parking

**STRATEGY 9:**

Community Connector & Bypass Integration

**STRATEGY 10:**

New Shared-Use Path

**STRATEGY 11:**

Connected Sidewalk Network

**STRATEGY 12:**

Pattern Book

**STRATEGY 13:**

Streetscape Design Guide

**STRATEGY 14:**

Historic Preservation

# Community Collaboration

## STRATEGY 1

### GENERAL



#### ABOUT THIS STRATEGY

The success of the CVC Glendale plan hinges on a unified approach to community development. This plan cannot be carried forward by the county or local government; the strategies within this plan, or any plan for Glendale, must be championed and implemented by the local residents and businesses. This begins with recognizing the importance of fostering strong, cooperative relationships among everyone within Glendale. This includes residents, civic organizations, local government, and the merchant groups that currently operate independently. The strategy aims to bridge these divides and cultivate a shared vision for Glendale's future.

This could take numerous forms, from a joint organization, such as a community council, that collectively moves initiatives within Glendale forward to simply a cooperative relationship where initiatives and priorities are agreed upon and individual organizations or groups then implement them.

# Destination Uses & Village-Scale Development

## STRATEGY 2

### LAND USE & DEVELOPMENT



#### ABOUT THIS STRATEGY

Glendale is a distinctive destination, celebrated for its long-standing businesses, quaint character, and mix of land uses. Iconic restaurants, antique shops, and specialty stores line its charming streets, where visitors cross the railroad at Main Street and enjoy the welcoming atmosphere of local establishments. This blend of people, small-scale village character, and diverse uses is what makes Glendale special.

Once a quiet Hardin County community, Glendale is now experiencing rapid growth, new industry, and major infrastructure improvements. As development accelerates, the challenge is to adapt while preserving the qualities that define its identity. Updating land use standards is essential to ensure new projects reflect the traditional, village-style patterns that have evolved organically over time.

In the Glendale Village Center, retail, dining, and other small-scale businesses should be encouraged, expanding beyond antiques to offer a diverse mix. The Interstate Corridor can accommodate service-oriented or highway-based businesses but should transition quickly to compact, walkable, mixed-use development along the KY 222 Corridor. This area between the Interstate and the Village Center should embody the traditional neighborhood design that makes Glendale unique. To support this vision, design standards addressing density, form, and building materials should be considered at some level in the entire area. Moving forward, the county should rely heavily on this plan and the comprehensive plan's future land use plan to make informed decisions about growth that is coordinated with necessary infrastructure and services.

# Master Planned Development

## STRATEGY 3

### LAND USE & DEVELOPMENT



#### ABOUT THIS STRATEGY

Master planning larger areas of development rather than independently developing each parcel or site provides a cohesive, sustainable, and community-focused development. While it requires more upfront coordination, buy in, and planning, the benefits can include enhanced quality of life for residents, higher property values, reduced congestion, and efficient funding and resource allocation. Piecemealing single sites together can seem easier in addressing immediate or individual needs, but it carries the risk of fragmented development and potential long-term challenges.

Glendale's location along I-65, proximity to the Ford Glendale facility (former Battery Park), and accessibility to retail within the larger region make it a prime location within Hardin County for new growth and development. There are undeveloped areas within and directly adjacent to the center of Glendale that have the potential for new residential neighborhoods, commercial development, and smaller infill development.

# Adaptive Reuse

## STRATEGY 4

### LAND USE & DEVELOPMENT



#### ABOUT THIS STRATEGY

Adaptive reuse involves repurposing existing buildings or spaces for new uses, often preserving the historic character of the community while creating new opportunities. This approach can revitalize underutilized spaces, boost local economies, and offer unique experiences. Small communities, like Glendale, often have unique architectural styles and historical buildings. Adaptive reuse allows communities to preserve these features while giving them new life, fostering a sense of place and community identity.

Anchor uses in these underused sites and buildings can significantly impact an area by boosting the local economy, creating tourism, and fostering community development. They can also influence housing and even social services. Utilizing existing facilities and infrastructure for new anchor uses can be more cost-effective than new construction, especially in areas with limited space or resources.

A potential use for these types of vacant sites and structures is a farmers' market; they offer numerous benefits, including easy access to fresh, local food, promoting healthier lifestyles, support for local agriculture, and building a sense of community. Farmers markets provide a direct sales channel for local farmers, allowing them to keep a larger portion of the profits compared to selling through traditional wholesalers or retailers. By spending money at the market, residents support local businesses and farmers and keep money circulating within the community. Other potential uses could be residential units, community centers, or mixed-use developments.

Key sites within the Glendale area should be further studied for reuse or redevelopment, namely the former East Hardin Middle School site.

# Greenspace & Public Spaces

## STRATEGY 5

### LAND USE & DEVELOPMENT



#### ABOUT THIS STRATEGY

Integrating public space into development involves designing shared, accessible areas within and around buildings and infrastructure projects. This can be achieved by incorporating green spaces, plazas, pedestrian walkways, and community gathering spots into the overall design of sites and roads. Effective integration elevates quality of life, fosters social interaction, and contributes to a more vibrant and sustainable urban environment.

Public spaces and green spaces significantly impact a community by attracting residents and businesses, increasing property values or desirability of an area, and improving health. Moreover, green spaces offer recreational opportunities, foster social interaction, and can mitigate environmental issues like stormwater and water pollution.

The study area should include multiple public spaces that act as a common element to tie land uses and destinations together; these public nodes of activity can even be located throughout as a series of spaces or a linear park. These areas can become hubs for seasonal food trucks, areas where visitors come for events, and places where residents create lasting memories. They should respond to the surrounding land uses and provide additional pedestrian mobility and interaction with people throughout the project area. These spaces can also act as a gateway or transition between uses or development intensities that have visual elements that tie the areas together.

# Services & Utilities

## STRATEGY 6

### LAND USE & DEVELOPMENT



#### ABOUT THIS STRATEGY

Utilities are the key factor in attracting and retaining development within a community. While rural areas can operate on wells and septic systems, commercial, industrial, and higher-density residential growth relies on public sewer and water infrastructure. As Glendale evaluates future growth, it will be vital to expand and update the utility infrastructure to have an adequate level of service.

Glendale's current sanitary sewer service area is focused on serving the Battery Park and some surrounding areas. Hardin County Water District No. 2 has a sewer service area generally between US 31, Gilead Church Road, New Glendale Road, and the area south of the Brentwood subdivision (located off New Glendale Road). The sewage from this area is treated by Elizabethtown, and the ability to provide sewer service to all development within this area depends on the treatment capacity at the Elizabethtown Wastewater Plant.

To successfully prepare for future needs, Hardin County should work with the utility providers to develop and maintain a Utility Master Plan that identifies incremental improvements and set a timeline for future projects and funding. This effort should also coordinate with the recently completed *South Hardin County Wastewater Study*.

Fire protection in rural areas often relies on a combination of volunteer firefighters, mutual aid agreements with neighboring communities, and community risk reduction programs. While volunteer firefighters are a cornerstone, access to advanced equipment and rapid response times can be challenges. As Glendale grows rapidly, fire protection has been a focus with the development of a new emergency services facility.

# Pedestrian-Focused Main Street

STRATEGY 7

MOBILITY



## ABOUT THIS STRATEGY

The Glendale Village Center is envisioned as a pedestrian-oriented district that prioritizes the movement and safety of people over vehicles. While Main Street will continue to serve vehicular traffic, the construction of the Northeast Glendale Bypass—designated as KY 222—will reduce the need for traffic to pass through the core of Glendale. As part of this transition, Main Street would be transferred to local county ownership, allowing for more pedestrian-focused design interventions.

A key strategy for elevating pedestrian priority is the introduction of a curbsless traditional street within the historic district. This design replaces raised curbs with movable physical barriers, creating a seamless and adaptable public space. A curbsless street design maintains functional separation between vehicles and pedestrians through:

- Pavement treatments (e.g. brick or concrete pavers, paint)
- Vertical delineators (e.g. bollards, planters)
- Detectable warning surfaces
- Clearly defined ADA-accessible crossings

These elements should be applied consistently to reinforce safe and intuitive navigation for all users.

To further enhance flexibility of the street space, movable design elements—such as bollards or planters—can be incorporated to temporarily restrict vehicular access and convert this existing section of KY 222 into a pedestrian-only area during high-attendance community events. This approach would be especially beneficial during events like the Crossing Festival and other annual gatherings, supporting Glendale's identity as a welcoming and walkable destination.

# Visitor & Event Parking

## STRATEGY 8 MOBILITY



### ABOUT THIS STRATEGY

Parking has been identified as a key need by both the LPA Committee and the public. To support Glendale's vision for a walkable, pedestrian-oriented village center, the parking strategy should prioritize well-marked and efficiently utilized spaces along adjacent side streets on both sides of the railroad. For larger events, designated parking lots or spaces should be clearly identified with wayfinding signage to guide visitors effectively.

For the average weekend visitor traffic and short-distance customer trips, the gravel parking near Glendale Hodgenville Road (KY 222), on E and W Railroad Avenue, is likely sufficient. There is also a gravel area on Jagers Road that could be coordinated with the property owner for public parking. These should be paved and striped with parking stalls to reinforce that this is where visitors should park, and the areas located on private property need to be coordinated or acquired. There could be time-limit parking enforced during high

traffic times (i.e. 2-hour parking), that would also ensure that these parking spots should be used for shorter durations rather than all-day use.

The most significant need is for parking for large-scale events, such as the Crossing Festival. The old East Hardin Middle School site is a potential area for a large event parking lot and would need to be coordinated with the school district. The parking lots at the Glendale Methodist Church and Glendale Christian Church are also available for use when church services are not occurring.

# Community Connector & Bypass Integration

## STRATEGY 9

### MOBILITY



#### ABOUT THIS STRATEGY

In Character Areas 2 and 3, the KY 222 corridor should be designed as a community-oriented connector, linking the Glendale village center to development near I-65. This corridor serves as a major gateway into the core of Glendale.

The planned Northeast Glendale Bypass, with its preferred alternative released in August 2025, will serve as the new KY 222 between Mud Splash Road and KY 1136. This two-lane facility will include three roundabouts to calm traffic and safely connect to the local road network. A 10-foot shared-use path will be constructed on the south side, supporting both pedestrian and bicycle access. The bypass design reflects the community's goals for limited access control and multi-modal facilities.

Glendale-Hodgenville Road (current KY 222) will connect the Glendale center to the new bypass, with the segment south of Mud Splash Road becoming a dead-end road. KY 222 from Mud Splash Road to I-65 is already under rapid development, and the road was recently reconstructed in anticipation of the Battery Park and associated development.

Several enhancements to the roadway in these areas could enhance connectivity and align with the recommended land use and character strategies. A shared-use path along KY 222 would offer a safe, dedicated space for pedestrians and cyclists, creating continuous multimodal connections throughout Glendale (see Strategy 10 for details). As development grows, shared driveways should be prioritized to minimize conflicts with the path. Pedestrian crossings should be strategically placed near major residential and retail areas. Where crossings aren't signalized, treatments like Pedestrian Hybrid Beacons (PHBs) or Rectangular Rapid Flashing Beacons (RRFBs) should be considered, supported by engineering studies evaluating traffic volumes and speeds. Shoulder and edge treatments should enhance stormwater management, support multimodal travel, and reflect the village's historic character—potentially incorporating low-impact swales and a shared-use trail.

# New Shared-Use Path

STRATEGY 10

MOBILITY



## ABOUT THIS STRATEGY

As discussed in Strategy 8, an approximately one mile long shared-use path is proposed to be constructed along the south side of the new Northeast Glendale Bypass from KY 1136 to Mud Splash Road as part of the state project. The western end of the shared-use path will be at the Hardin County Water District #2 pump station facility, and the eastern end will be the dead-end of the existing KY 222 segment. To improve connectivity with the rural village center, this shared-use path could be extended along KY 222 to the intersection with KY 1136 (approximately 3/4 mile). As Glendale grows, this expansion can provide recreation locally, drive tourism, and further economic development opportunities while increasing mobility and connectivity.

With the development and potential for expansion of the shared-use path in Glendale, the county has an opportunity to build out this shared-use path into

a larger loop around Glendale, which also offers potential for county-wide connections north to Elizabethtown. Connections between Glendale and Elizabethtown not only tie into the Hardin County Comprehensive Development Guide Objectives 2.3, 2.5, and 7.3 but also enhance the social and economic vitality of the growing region. Glendale's new shared-use path system could be linked with the established trail systems in Elizabethtown via New Glendale Road, a 6.5-mile segment of KY 1136, with existing right-of-way space. The multi-modal connection could end near the recreational trails near Buffalo Lake.

The development in Glendale should complement and support existing and planned multimodal facilities in and around Glendale. Enhancing connections to these networks promotes non-motorized travel to the Glendale Village Center and promotes recreational tourism in the area.

# Connected Sidewalk Network

STRATEGY 11

MOBILITY



## ABOUT THIS STRATEGY

Enhancing pedestrian mobility and safety is fundamental to supporting a vibrant, walkable, and economically resilient community. Increased tourism in Glendale may also necessitate the creation of clear, accessible pedestrian pathways.

To support this, infrastructure improvements such as the construction of wider sidewalks and enhanced pedestrian crossings at the railroad are recommended. These measures will ensure that both residents and visitors can navigate the village area safely and comfortably, reinforcing Glendale's identity as a people-centered destination.



# PATTERN BOOK

## STRATEGY 12

### CHARACTER & PLACEMAKING



#### ABOUT THIS STRATEGY

Part of reinforcing Glendale's identity with new development is encouraging infill that respects existing community fabric. A pattern book is a tool to provide additional design guidance to developers planning to build infill housing or renovate existing buildings.

The pattern book would outline the "look and feel" of Glendale's new development, including building types, architectural styles, unit characteristics, sample floor plans and elevations, in a graphically based document.

The pattern book focuses on the traditional, historic "Main Street" buildings in Glendale Village Center. These buildings typically host a mix of uses — civic, retail, dining, artist spaces, and housing — arranged in narrow structures that extend to the sidewalk and often share common walls. Facades feature historic design elements and colors that create visual interest, define building scale, and distinguish stories and adjacent structures. Storefronts are open, with large windows that foster interaction between the street, sidewalk, and interior spaces. New construction should follow this established pattern through elements such as window

style, building height, setbacks, overall dimensions, scale, and off-site parking.

As the KY 222 and Interstate Corridors develop, the form should resemble and reference that of the Glendale Village Center, thus continuing the Glendale identity. The overall height and scale of buildings may increase with proximity to the interstate to accommodate contemporary needs, but parking lots should be located behind the main structure, divided into multiple small lots, and landscaped to maintain a managed small rural village aesthetic.

The pattern book aligns with local zoning and legal development requirements. It can serve as a reference resource or be adopted as a binding element. When adopted, binding elements should be clearly defined in the zoning ordinance to ensure that all new development and redevelopment incorporates them, preserving the desired historic character and development pattern.

# STREETSCAPE DESIGN GUIDE

## STRATEGY 13

### CHARACTER & PLACEMAKING



#### ABOUT THIS STRATEGY

Well-designed streets, sidewalks, and parking areas shape mobility and community experience. A streetscape design guide can unify Glendale's identity through consistent signage, architecture, development patterns, and online presence. It should detail materials, furnishings, plantings, and address maintenance and long-term sustainability.

The guide can also define pedestrian zones—such as areas between streets and buildings—to foster a strong sense of place and accommodate amenities like outdoor dining and street trees. As with development standards in Strategy 12, streetscape and public space design elements should be formalized in a comprehensive guide aligned with Strategies 9, 10, and 11.

- **Sidewalk Materials** – Specify colors, in-street markings, and patterns for visual interest and wayfinding.
- **Sidewalk Amenities** – Include seating, trash cans, and bike racks to support comfort and utility.
- **Pedestrian Crossings** – Define crosswalk styles, signage, warning indicators, and other features.
- **Parking Guidelines** – Outline preferences for on-street vs. off-street parking.
- **Street Plantings** – Identify appropriate street trees, planting areas, planters, and species selection.
- **Traffic Signals and Signs** – Include specifications for stop signs, mast arms, and directional signage.
- **Public Art** – Incorporate permanent landmarks and temporary displays to enrich the cultural identity.
- **Public Plazas and Pocket Parks** – Design inviting spaces sheltered by trees or awnings that encourage sitting, playing, and viewing art or architecture.
- **Lighting and Banners** – Use string lights and decorative elements to enhance ambiance and seasonal character.
- **Maintenance Responsibilities** – Clarify roles and funding sources for upkeep of all streetscape components.

# HISTORIC PRESERVATION

## STRATEGY 14

### CHARACTER & PLACEMAKING



#### ABOUT THIS STRATEGY

The heart of Glendale's character and charm is the historic district. From the location along the railroad to the structures and long-standing businesses, these are reasons people are drawn to Glendale. The Glendale Historic District was listed on the National Register of Historic Places in 1988 and is located along Main Street between KY 1136 and E Railroad Avenue. The district includes 34 contributing buildings, including the Stuart Store and Glendale Bank. This offers some recognition and limited protections, but more are needed. This current district should be reviewed and a local historic district should be considered.

In addition to preserving the physical elements of Glendale that the community is built around, this area's unique and rich history should be celebrated and shared with others. This could include a small history museum or even signs with QR codes that link people to a self-guided walking tour.

## RESOLUTION 2026-002

A Resolution of the Hardin County Planning & Development Commission  
Amending the *Comprehensive Development Guide, 2024*  
Appendix D: Creating Vibrant Communities - Glendale

**WHEREAS**, the Hardin County Planning & Development Commission adopted the *Comprehensive Development Guide, 2024* by Resolution 2024-006 on 5 March 2024;

**WHEREAS**, the Hardin County Fiscal Court adopted the Goals & Objectives of the *Comprehensive Development Guide, 2024* as required by KRS 100.193 by Resolution 2024-054 on 12 March 2024;

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

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

**WHEREAS**, within the *Comprehensive Development Guide, 2024* in Glendale Rural Village Planning Area (#8) it states, "Due to the potential growth of this area and the need to preserve the village's identity and character, a small area / neighborhood plan or expansion of the historic district should be considered. This important crossroads creates a need for more in-depth planning guidance. This should further define the recommended land use patterns, transportation network, public facilities, and character for Glendale.";

**WHEREAS**, within the *Comprehensive Development Guide, 2024* in Glendale Junction (I-65) Planning Area (#28) it states, "It is anticipated that due to sewer availability, new development and construction in the vicinity, this planning area will see tremendous growth into the future. This important crossroads creates a need for more in-depth planning guidance, potentially in the form of a separate small area / neighborhood plan.";

**WHEREAS**, within the *Comprehensive Development Guide, 2024* within the Land Use Action Steps, #8 states "Complete a small area study for the Glendale Planning Areas to better prepare for the anticipated growth.";

**WHEREAS**, the Planning & Development staff have researched and analyzed the comprehensive plan elements in light of changes of the social, population, economic, technical and physical characteristics of land use and transportation in the Glendale area due to the 1,500 acre Glendale mega site, the transition from BlueOval SK to ownership by Ford and the proposed northeast Glendale Bypass (KY 222) proposed by the Kentucky Transportation Cabinet (KYTC);

**WHEREAS**, the Planning & Development staff was awarded a technical assistance grant from the Kentucky Transportation Cabinet called *Creating Vibrant Communities* to create a small area plan for Glendale to plan for land use and transportation in the areas to coordinate transportation, land use and economic development to build a better and more vibrant community;

**WHEREAS**, a steering committee of local stakeholders was formed and met three times to develop and review the proposed plan;

**WHEREAS**, two public open houses were held in Glendale to get feedback on the plan and presentations were held at both the Glendale Lion's Club and Glendale Merchant Association meetings;

**WHEREAS**, a Public Hearing was held at the Hardin County Planning & Development Commission meeting on 3 March 2026;

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

- The Creating Vibrant Communities – Glendale plan be adopted as Appendix D of the Comprehensive Development Guide, 2024 the Comprehensive Plan for Hardin County, KY with the existing Chapters, Appendixes and Elements of the Comprehensive Plan re-adopted as originally adopted in March of 2024.

**ADOPTED ON THIS 3rd DAY OF MARCH 2026.**

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Hardin County Planning Commission  
Mark Hinton - Chairman

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Hardin County Planning & Development  
Adam C. King, AICP - Director