



CREATING  
VIBRANT  
COMMUNITIES

# GLENDALE

JANUARY 2026

# ACKNOWLEDGEMENTS

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## SPECIAL THANKS



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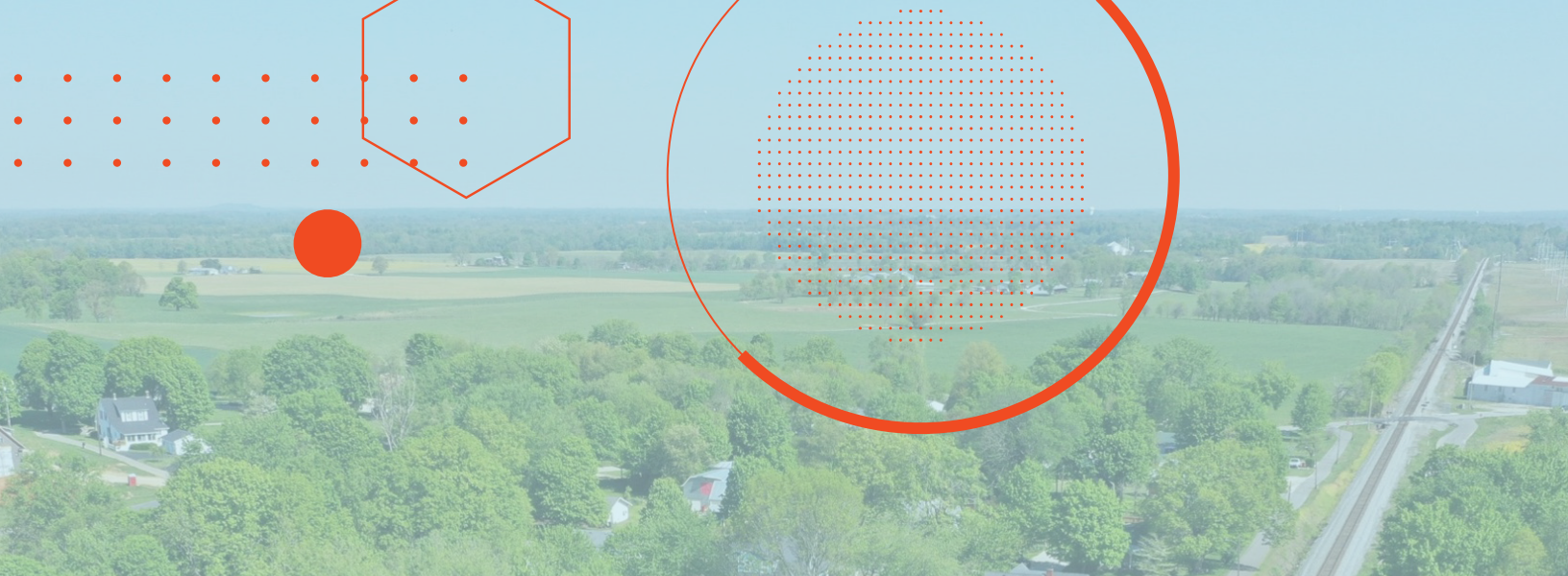


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“ I love our community of Glendale and appreciate the vision that this plan lays out to preserve the historical character, charm and uniqueness of our quaint rural village so that it can continue to be loved for generations to come.

- Michael L. Bell , Project Team



# INTRODUCTION

## PART ONE



### 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.

#### PHASE 1

**Existing Conditions & Visioning**  
Understanding the village's current challenges and opportunities, while also seeking community insights to guide the plan.

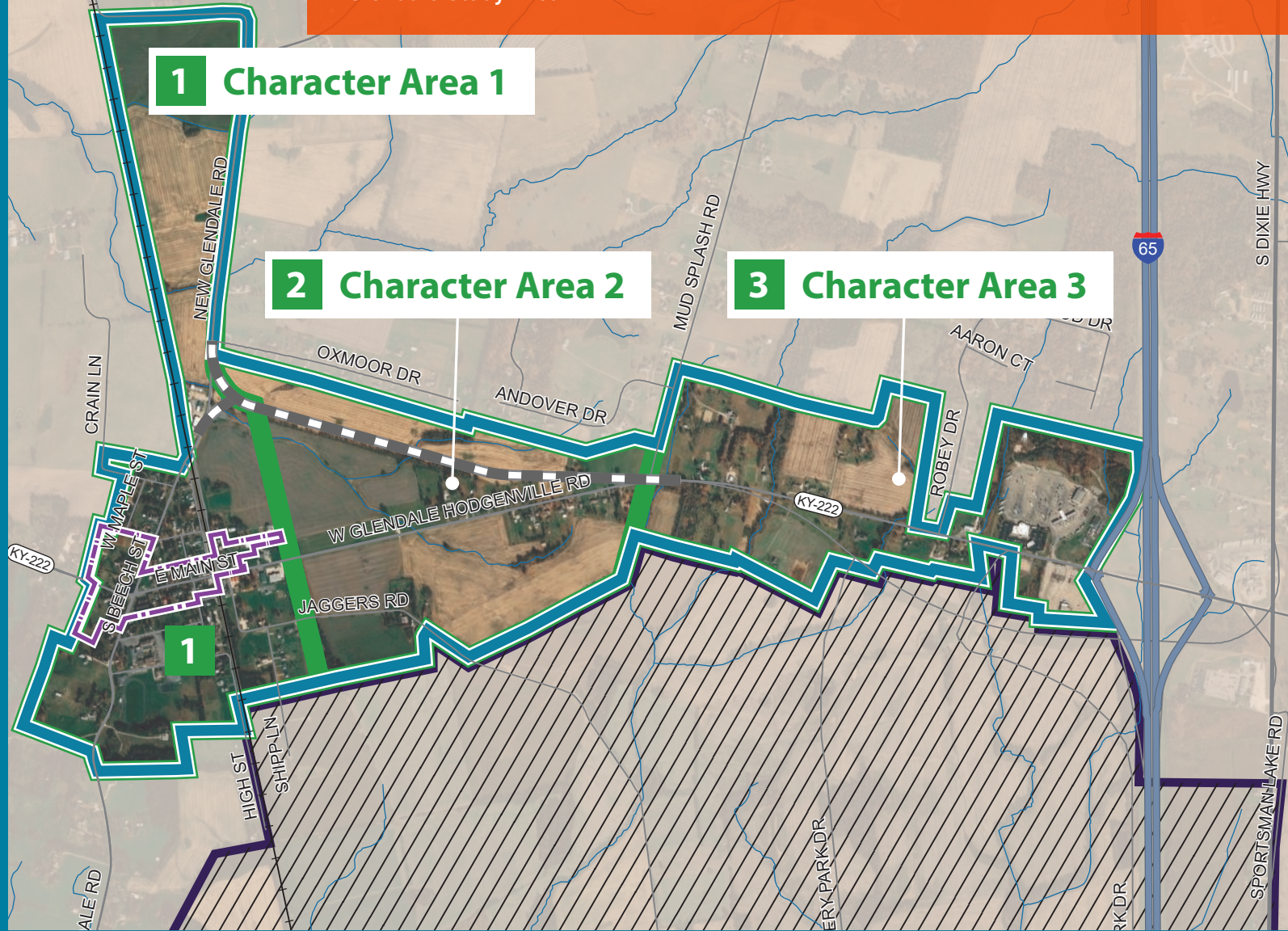
#### PHASE 2

**Strategic Planning**  
Establishing the community's vision for the future and identifying goals and objectives.

#### PHASE 3

**Implementation Strategies**  
Tailoring the plan to reflect community guidance and developing the clear, concise, and easy steps for Glendale to achieve its vision.





### STUDY AREA

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

0 1/4 1/2 1 Miles

2024 CREATING VIBRANT COMMUNITIES

**GLENDALE**

## 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.**

## PAST PLANNING EFFORTS

**Glendale Area Transportation Study Update (2021)** - This plan updates the 2008 transportation study for Glendale, Kentucky, and its 1,551-acre mega site. Like the original, it aims to support development while preserving the Glendale Historic District. The update addresses current transportation needs and proposes phased short-, medium-, and long-range projects to manage costs and allow growth.

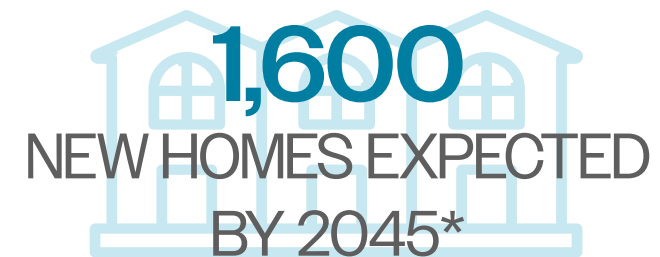
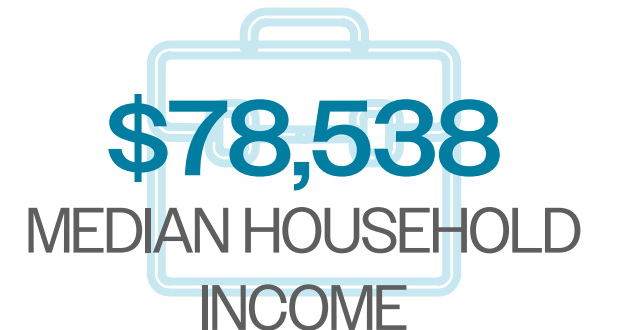
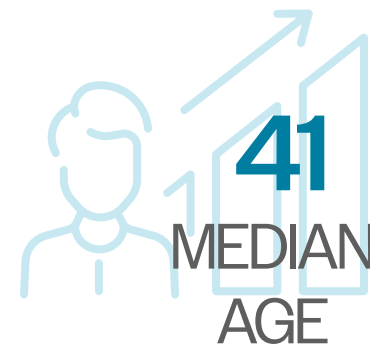
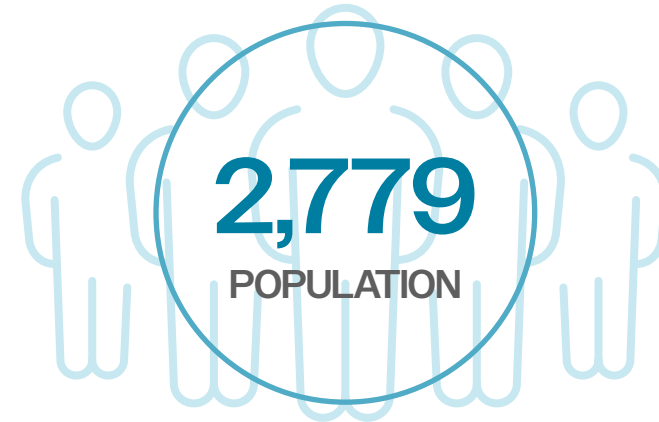
**Glendale Mobility Study (2023)** - Conducted by KYTC, this study assessed the local roadway network to identify potential capacity projects intended to accommodate projected growth, particularly with respect to the former BlueOval SK development.

**Hardin County Comprehensive Plan (2024)** – Serving as the county’s strategic guide for the next 20 years, this plan outlines the community’s overarching goals. It is grounded in the themes of smart growth, quality of place, and a strengthened sense of community.

## CURRENT DEMOGRAPHIC/ECONOMIC HIGHLIGHTS

Currently, Glendale is home to 2,779 residents, with a median age of 41 years.<sup>1</sup> The town has a strong homeownership rate, with 84% of housing units owner-occupied and only 16% renter-occupied, reflecting the community’s stability and investment in long-term residency.<sup>2</sup> Demographically, the population is predominantly White (89.4%), followed by Black or African American (8.2%), with 2.2% identifying as two or more races.<sup>3</sup> Glendale also boasts a well-educated workforce, with 94% of residents holding at least a high school diploma and 18.1% attaining a bachelor’s degree or higher.<sup>4</sup> Glendale has a median household income of \$78,538, and workers commute an average of 28 minutes, suggesting a balance between local employment and regional job opportunities in nearby cities like Elizabethtown (13 minutes) and Louisville (53 minutes).<sup>5</sup>

# GLENDALE HIGHLIGHTS



\* Within the three traffic analysis zones north of KY 222 between I-65 and Valley Creek

Source: The Kentucky Transportation Cabinet. Glendale Mobility Study, 2023. [transportation.ky.gov](https://transportation.ky.gov)

As Glendale continues to evolve, its welcoming atmosphere, strong community values, and economic potential position it as an attractive destination for new residents and businesses. The Glendale CVC plan creates a vision for Glendale to become a thriving hub in Hardin County - with a growing workforce, increased infrastructure investment, and a commitment to sustainable development - all while maintaining the rich heritage that defines the community.

<sup>1</sup> US Census Bureau. n.d. S0101: Age and Sex. ACS 5-year estimates, 2018-2023. [data.census.gov](https://data.census.gov).

<sup>2</sup> US Census Bureau. n.d. S1101: Households and Families. ACS 5-year estimates, 2017-2022. [data.census.gov](https://data.census.gov).

<sup>3</sup> US Census Bureau. n.d. DP05: ACS Demographic and Housing Estimates. ACS 5-year estimates, 2017-2022. [data.census.gov](https://data.census.gov).

<sup>4</sup> US Census Bureau. n.d. S1501: Educational Attainment. ACS 5-year estimates, 2017-2022. [data.census.gov](https://data.census.gov).

<sup>5</sup> US Census Bureau. n.d. B19013: Median Household Income in the Past 12 Months and B08303: Travel Time to Work.. ACS 5-year estimates, 2018-2023. [data.census.gov](https://data.census.gov).

# LAND USE

## EXISTING CONDITIONS

Glendale's Village Center features historic structures, local businesses, and residences, while the surrounding area predominantly consist of farmland and open spaces. The community's charm is deeply rooted in its rural landscape and agricultural heritage.

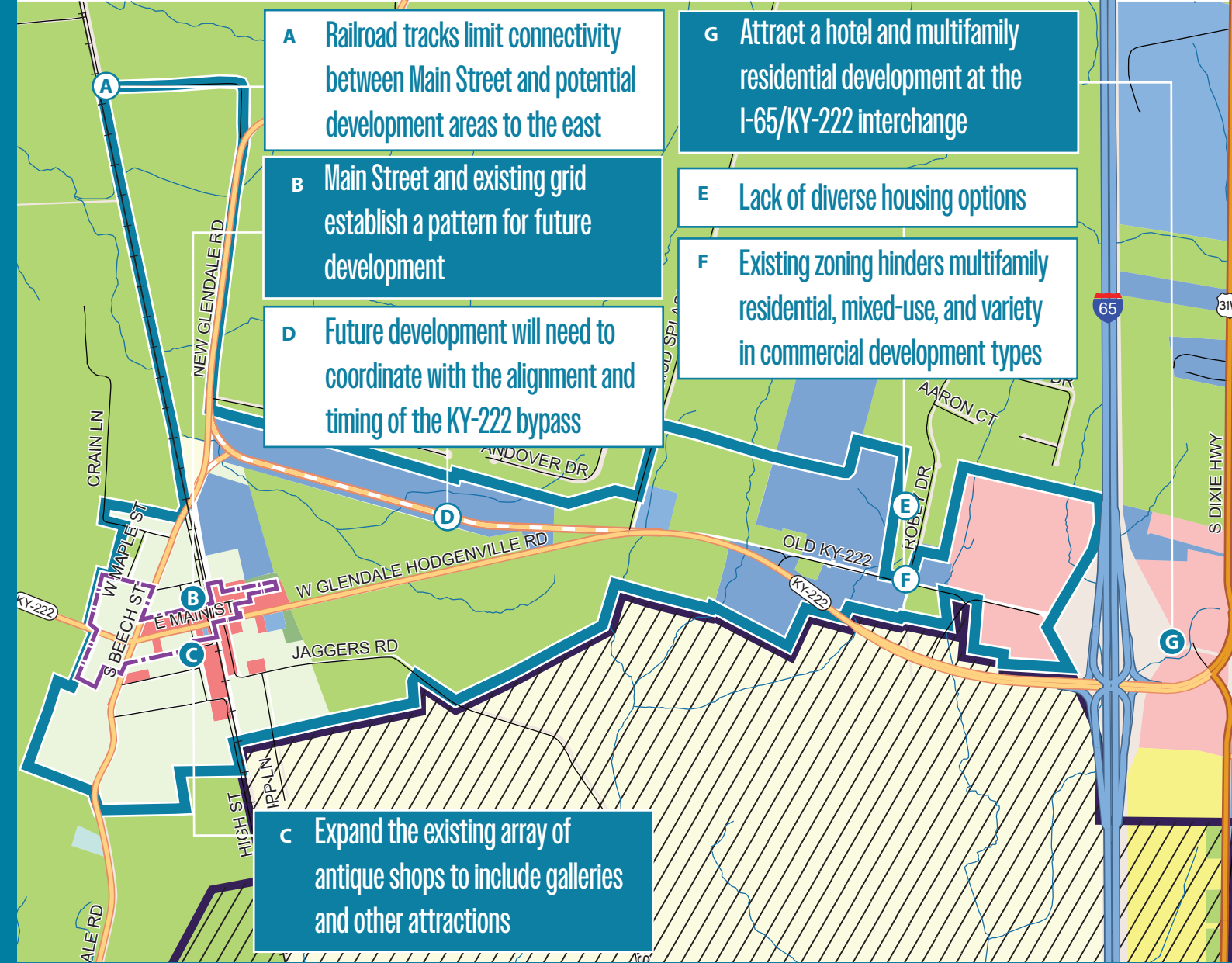
The Future Land Use Map for the study area identifies three primary land use classifications: Rural Village, Industrial, and Interstate Commercial. Additionally, urban land uses from Elizabethtown to the north and Sonora to the south are expected to gradually extend into the study area along I-65.

- The rural village land use classification includes a diverse range of zoning districts, supporting both residential and commercial uses.
- The industrial land use classification primarily consists of heavy industrial zoning, with some rural residential and general commercial areas to the south.
- The interstate commercial land use classification accommodates a mix of commercial and industrial uses, leveraging proximity to I-65.

These land use designations reflect a mix of rural, industrial, and commercial developments, with an emphasis on commercial activity along the interstate corridor and industrial uses supporting economic development. Serving as a link, the study area bridges Elizabethtown's urban expansion and the rural character to the south.

The Hardin County battery plant is less than two miles east of Glendale's Village Center via the KY 222 Corridor. This \$5.8 billion investment encompasses a 1,500-acre site adjacent to I-65, designated as the Glendale Megasite. The facility is comprised of two battery plants that were originally built to produce batteries for Ford and Lincoln electric vehicles. The development was expected to create approximately 5,000 jobs. Production at the first plant began in August 2025, and the second plant is not fully constructed. As of December 2025, Ford will assume full ownership of the facility and modify it to produce battery energy storage systems.

Issues and opportunities related to land use are detailed in the following map.



## ISSUES AND OPPORTUNITIES: LAND USE

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



# MOBILITY

## EXISTING CONDITIONS

Glendale is served by two rural minor collectors: Beech Street/New Glendale Road (KY 1136), which runs north-south, and Main Street/Glendale-Hodgenville Road (KY 222), which runs east-west. Within the Glendale Village Center, KY 1136 has a posted speed limit of 35 mph. North of KY 222, it carries an average annual daily traffic (AADT) of approximately 1,800 vehicles, while south of KY 222, the AADT drops to about 900, as most traffic diverts east or west onto KY 222.

KY 222 has a posted speed limit of 35 mph near the village core, increasing to 45 mph eastward toward I-65 and 55 mph westward beyond the interchange. In 2022, KY 222 east of KY 1136 recorded an AADT of 1,800 vehicles per day, primarily serving traffic bound for I-65. Crash data indicates that most incidents occur near the I-65 interchange, with only two crashes reported in the rural village area between 2018 and 2022.

Historically, Glendale's road network has supported light to moderate traffic volumes. However, conditions are rapidly changing due to new development driven by the Battery Park. The Glendale Mobility Study (2023) evaluated future Level of Service (LOS) impacts, projecting thousands of additional daily trips from workers, suppliers, and new residents. While current LOS is acceptable, the study anticipates LOS D/E conditions on KY 222 through downtown by 2045 if no improvements are made.

In response, KYTC has initiated several infrastructure projects, including reconstruction of KY 222 and the I-65 interchange, and planning for a new connector road—the Northeast Glendale Bypass. This bypass is a priority route for diverting heavy truck traffic between KY 1136 and KY 222, helping to alleviate congestion on Main Street and

reduce freight bottlenecks at the rail crossing and within the historic district.

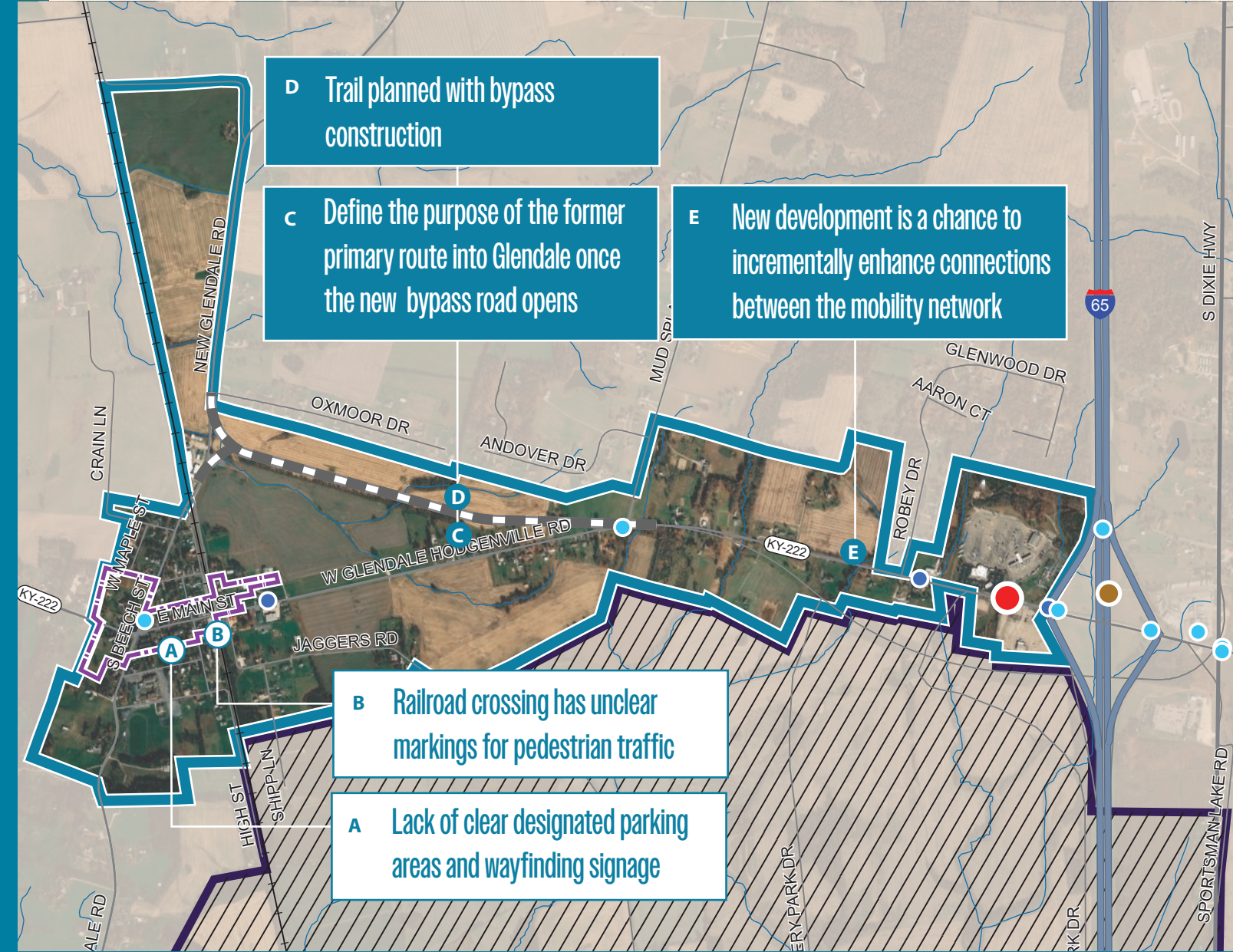
The new I-65 Exit 86 interchange, completed in late 2023, was designed to improve truck flow and reduce congestion. As the twin battery plants ramp up operations, freight movement is expected to increase significantly, reinforcing the need for strategic routing solutions.

Pedestrian infrastructure in the study area is limited. Paved sidewalks are present along Main Street in front of the Dollar General and Glendale Park, and on the west side of the railroad extending to KY 1136. The sidewalk through the core area of Main Street functions as part of the businesses' front activity zone. An asphalt path across the railroad is intended for pedestrian use.

Strava heatmap data reveals frequent running activity along College Street, South Bell Avenue, and Railroad Avenue—all low-volume local streets lacking pedestrian facilities. Additionally, substantial cycling activity is observed on Glendale's rural roads, highlighting the need to monitor and enhance pedestrian and bicycle safety measures to meet growing demand.

Glendale lies along the CSX Louisville-Nashville mainline, a freight rail corridor that bisects Glendale and crosses KY 222 at an at-grade crossing in the town center. Approximately ten trains pass through daily, causing periodic traffic delays and raising safety concerns, including derailments. While the rail line is vital for transporting goods, it poses challenges for local mobility and emergency response.

Issues and opportunities related to mobility are detailed in the following map.



**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	Future Bypass	Fatal (K)	
Study Area	Interstate		Suspected Serious Injury (A)
Blue Oval Development	Minor Collector		Suspected Minor Injury (B)
Stream	Local	Possible Injury (C)	
Issues	Active Rail		
Opportunities			



**GLENDALE**

# CHARACTER & PLACEMAKING

## EXISTING CONDITIONS

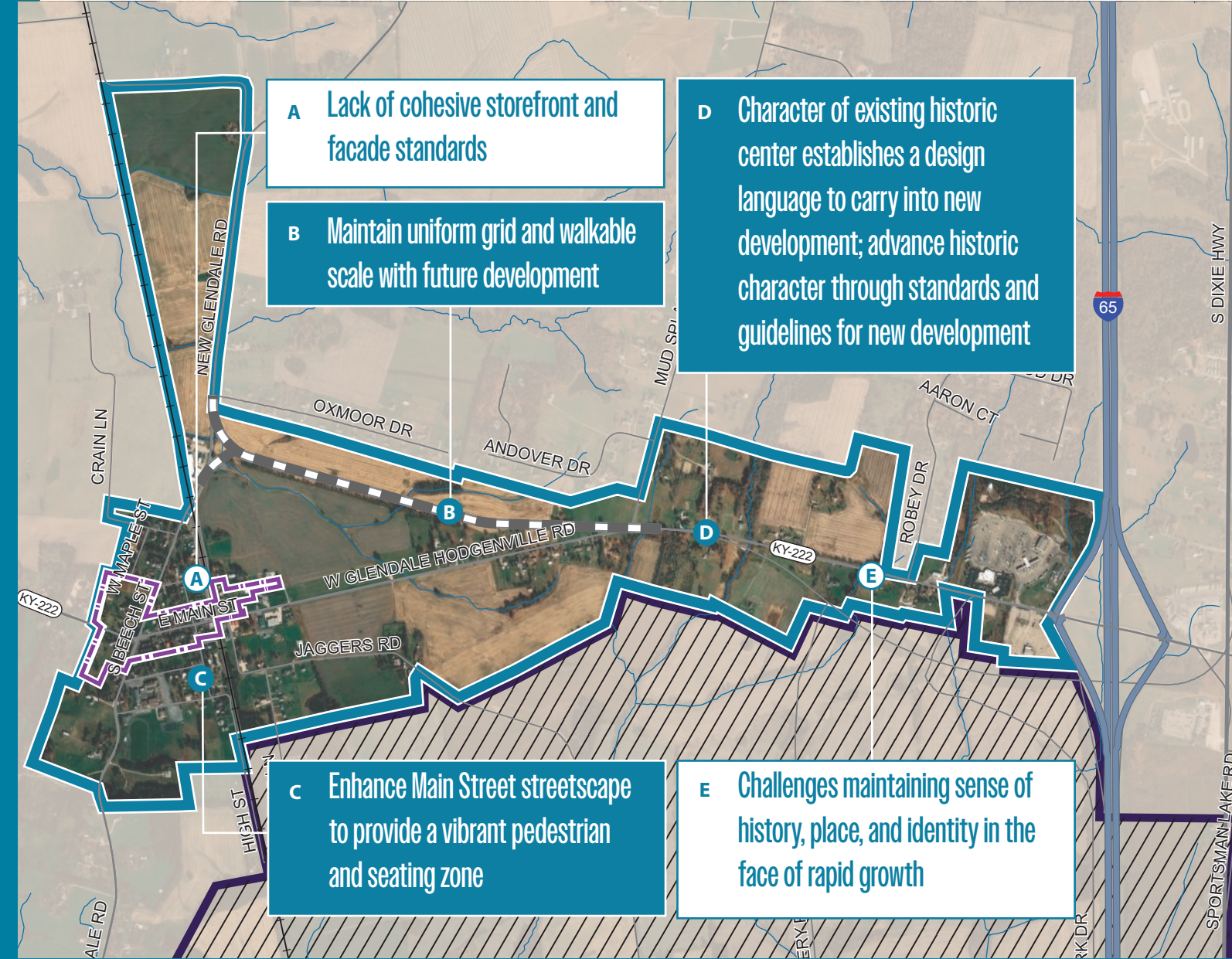
Glendale's Main Street features a collection of commercial buildings that reflect a traditional 19th-century railroad aesthetic, consistent with the prominent rail line that bisects the town. These one- and two-story structures are constructed from wood siding, brick, and rusticated concrete or stone block—materials that convey a sense of height while emphasizing horizontal lines. Many buildings retain “tin” roof appearances and simple brick chimneys that rise from the center of gabled roofs. Architectural ornamentation and building height increase approaching the railroad tracks from the west, with features such as orange glazed brick, double windows, and relief details typical of early 20th-century design (1910s–1920s). The color palette includes muted tones—blues, grays, yellows, and off-whites—and two buildings preserve rare examples of log construction.

The north side of Main Street is lined with a cobblestone-style sidewalk made of varied brick pavers. Awnings of different materials, heights, and styles extend over much of the sidewalk, contributing to the street's visual rhythm. Business signage is diverse, including flat wall signs, window decals, awning graphics, and projecting blade signs. These signs advertise a mix of locally owned restaurants, antique shops, and home goods stores, although some storefronts remain vacant. Near the railroad, the street widens to approximately 40 feet, allowing for on-street parking in front of businesses at the heart of the village.

A notable landmark, the Whistle Stop Café, occupies a two-story corner building in the historic district. A painted mural on its side advertises the café, adding a splash of color and local identity. The nearby rail depot, now home to an upscale American restaurant and an adjacent antique store, is a low-profile building with varied massing, a low-hipped roof, and square columns. Recent façade updates and added railings have altered its original appearance.

West of the commercial core, Main Street transitions into a residential area characterized by late-19th-century homes, typically one to one-and-a-half stories tall. These homes feature wood siding, expansive front porches, and decorative “gingerbread” woodwork—a hallmark of Victorian-era architecture—along with white porch railings and picket fences. Setbacks from the street and detached sidewalks create space for tree lawns, which contribute to a leafy green canopy and enhance the neighborhood's charm and walkability.

Issues and opportunities related to character and placemaking are detailed in the following map.



## ISSUES AND OPPORTUNITIES: CHARACTER

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



# ECONOMIC DEVELOPMENT

## EXISTING CONDITIONS

Glendale's economy is shaped by its rural, small-town character and a concentration of locally owned shops and restaurants that cater primarily to tourists. With its ties to the golden era of rail travel, Glendale has become a popular destination for antique shopping, southern dining, and charming storefronts clustered along the railroad corridor. While this tourism-driven model has seen historical success, its appeal may be limited for the broader audience traveling the I-65 corridor. Competition among similar historic towns in Kentucky is strong, and shifts in consumer behavior and marketing trends are challenging the sustainability of traditional approaches, such as hosting festivals, leveraging word-of-mouth, and using traditional marketing channels like newspapers, radio, flyers, and signage.

The arrival of the Battery Park at the Ford site—the largest industrial development in Kentucky—has introduced both opportunity and pressure. With over 5,000 new employees and a significant increase in freight traffic expected, the facility is already reshaping the local economy. Even during construction, the area has experienced notable impacts, from infrastructure strain to increased demand for goods and services.

These changes have sparked speculation and interest in new business ventures. In the short term, however, rising rents and operating costs may pose challenges for existing small businesses, potentially threatening the character of the downtown core. At the same time, this transformation presents a chance to diversify Glendale's economic base while preserving its small-town charm. Strategic investments and thoughtful planning could enhance quality of life and long-term economic resilience.

Transportation and access improvements (i.e. the Northeast Glendale Bypass) led by KYTC offer a critical opportunity to reimagine Glendale's business corridor. By aligning infrastructure upgrades with economic development goals, the community can better position itself to capture the benefits of growth while addressing emerging needs.

Issues and opportunities related to economic development are detailed in the following map.



## ISSUES AND OPPORTUNITIES: ECONOMIC

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



GLENDALE

# PUBLIC ENGAGEMENT

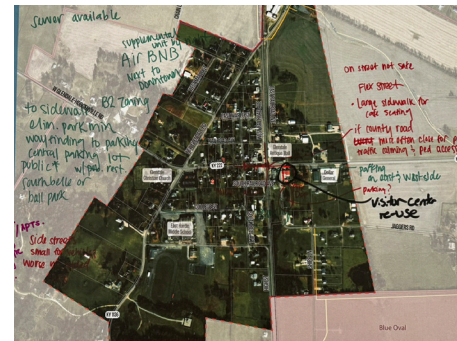
Glendale is home to a devoted community, and numerous local groups and organizations have actively contributed to its ongoing improvement through events, business development initiatives, and capital projects. This plan builds upon those efforts, advancing implementation strategies by collaborating with dedicated stakeholders and incorporating public input.

To ensure broad community representation, Hardin County held committee meetings to gather feedback on key issues and future opportunities for Glendale. The LPA steering committee also provided valuable direction for the strategies in this plan. The following summarizes these engagement activities.

## GLENDALE COMMITTEE

The LPA steering committee was formed to provide more detailed guidance and input during the plan's development. This committee consisted of the following people:

- Adam Clayton King | Hardin County Planning and Development
- Bob Krausman | Hardin County Board of Adjustment
- Brad Bottoms | KYTC District 4
- Brent Sweger | KYTC Central Office
- Catherine Davis | KYTC CO Planning
- E.G. Thompson | Hardin County Government
- Haley Goodman | Hardin County Planning and Development
- Jeff Key | Stark House Farm, LLC
- John DeRamos | Glendale Lions Club
- John Stith | Hardin County Schools
- Keith Taul | Hardin County Government
- Kevin Blain | KYTC District 4
- Libbie Lowe | KYTC CO Planning
- Mark Absher | Hardin County Government
- Michael H Bell | Glendale Christian Church
- Shaun Youravich | Hardin County Water District #2
- Terrie Morgan | Hardin County Schools



## MEETING #1: COMMITTEE MEETING – APRIL 15, 2024

The first committee meeting focused on Glendale's existing land use, economic conditions, mobility, and local character. Members reviewed each of the project's character areas, discussing large-scale improvement strategies in the context of current conditions.

Key topics included the importance of a unified design approach for Glendale, the need for long-term planning and effective zoning, and opportunities to support local economic development. One idea that generated particular interest was the potential to connect the three character areas through a linear park and multiuse trail, enhancing both mobility and community cohesion.

## MEETING #2: COMMUNITY CONVERSATION – JUNE 16, 2025

An open house style public meeting was held in Glendale. Several interactive presentation boards were displayed, each outlining potential strategies for community improvement. Participants were invited to place dots on the strategies they felt best addressed Glendale's needs, encouraging visual feedback and prioritization. In addition to this activity, attendees had the opportunity to comment and discuss ideas in more detail.

Feedback revealed strong interest in enhancing signage and wayfinding for both vehicles and

pedestrians, as well as ensuring adequate parking within the Village Center. These priorities reflect a shared desire to improve accessibility and support the area's growing activity.

## MEETING #3: PUBLIC MEETING – AUGUST 18, 2025

An open house style public meeting was held in Glendale. Several interactive presentation boards were displayed, each outlining potential strategies for community improvement.

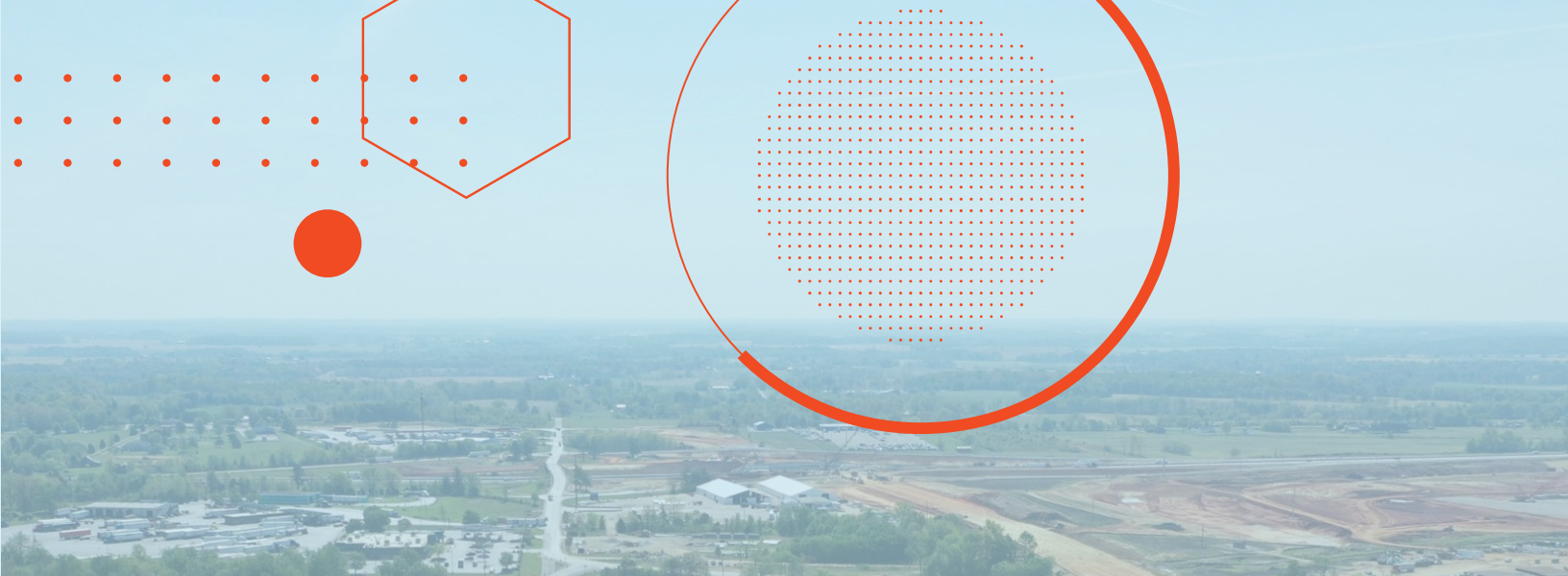
## MEETING #4: GLENDALE LION'S CLUB – SEPTEMBER 18, 2025

Meeting with Glendale Lion's Club to discuss opportunities identified within the plan.

## MEETING #5: COMMITTEE MEETING & PUBLIC OPEN HOUSE – NOVEMBER 24, 2025

At the final committee meeting, members came together to evaluate the latest development concepts, updated strategies, and the draft plan. The session also allowed for alignment on next steps and the project timeline.

The draft plan was then presented to the public during an open house.



# STRATEGIES & DESIRED OUTCOMES

## PART TWO



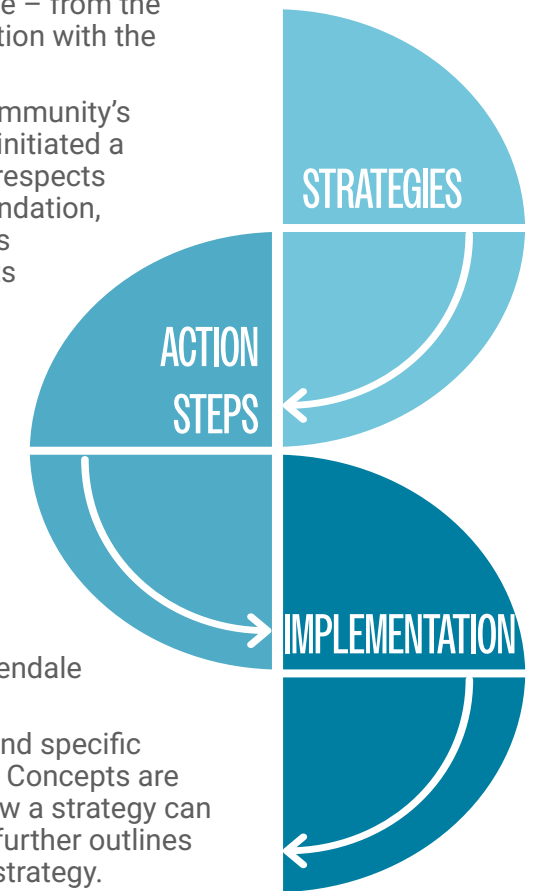
## PLAN ORGANIZATION & FRAMEWORK FOR DOWNTOWN

The center of Glendale, anchored by the designated historic district, embodies Glendale’s identity as a historic railroad town that offers unique experiences to visitors. Today, Glendale – from the center east to I-65 – is undergoing rapid transformation with the construction of the Battery Park.

To guide this growth in a way that aligns with the community’s values, the 2024 *Hardin County Comprehensive Plan* initiated a framework to guide new development in a way that respects Glendale’s character and vision. Building on that foundation, this plan aims to ensure that future growth enhances Glendale’s identity while delivering economic benefits and a strong sense of place for both residents and visitors. It is critical that Glendale’s character and sense of place is preserved as growth occurs.

**Part One** of this document presents a clear vision, supported by three overarching goals and 14 targeted strategies (see page 22). These strategies primarily focus on the Glendale Village Center (Character Area 1), as well as the KY 222 Corridor (Character Area 2) and Interstate Corridor (Character Area 3). The strategies are intended to serve as a guiding framework for public policy, infrastructure projects, and private investment as Glendale continues to evolve.

Each strategy, along with implementation partners and specific action steps for the strategy, is detailed in **Part Two**. Concepts are also included with specific strategies to illustrate how a strategy can be applied to individual sites or an area. **Part Three** further outlines the prioritization and recommended timing of each strategy.



# 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

## DESIRED OUTCOMES

This plan strives to guide Glendale's transformation sparked by the Battery Park construction, ensuring growth enhances the town's historic identity. It promotes development that strengthens local identity, supports small businesses, and enhances quality of life through walkable neighborhoods, vibrant public spaces, and coordinated infrastructure.

By preserving Glendale's historic charm, the plan fosters a resilient, inclusive environment where residents and visitors thrive together.

Trail along Road  
 Decorative Crosswalks  
 Public Murals  
**Downtown Retail**  
**Plantings/Street Trees**  
 Higher Quality Building Materials  
 Monumental Signage  
**Combined Entrances for Businesses**  
 Pedestrian Amenities  
 Interstate Service/Vehicular Focused  
**Lighting**  
 Pedestrian Crossing and Signage  
 Pedestrian Refuge Areas/Bump Outs

# 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.

#### When should this strategy start?



#### PRIMARY PARTNER

- Hardin County Planning & Development
- Lions Club
- Merchant's Association of Glendale

#### SECONDARY PARTNERS

- Hardin County Fiscal Court
- Property and business owners
- Residents

#### POTENTIAL FUNDING SOURCES

- N/A (time and resources from local community)

#### ACTION STEPS

1.1

##### FACILITATE MERCHANTS FORUM

Establish regular meetings of the Merchant's Association of Glendale to identify shared interests and coordinate events.

1.2

##### CREATE A GLENDALE COMMUNITY COUNCIL

Form a representative body that includes members from the merchants association, civic clubs (e.g., Lions Club), residents, and county planning staff. While this would not be a legislative body, the council can guide implementation of the future initiatives and serve as a liaison to KYTC and other agencies for ongoing efforts.

1.3

##### LAUNCH A SHARED BRANDING INITIATIVE

Develop a unified branding and marketing campaign that reflects Glendale's identity and promotes all businesses equally. This could reduce competition, build Glendale's sense of community, and foster mutual support.

# 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.

When should this strategy start?



#### PRIMARY PARTNER

- Hardin County Planning & Development

#### SECONDARY PARTNERS

- Private developers or home builders
- Property and business owners
- Residents

#### POTENTIAL FUNDING SOURCES

- N/A (completed by Planning Commission staff)

#### ACTION STEPS

2.1

##### DIVERSIFY PERMITTED USES TO ALLOW FOR NEW TYPES OF DEVELOPMENT

Amend the zoning ordinance to expand the types of permitted uses in the three character areas to include the desired land uses discussed in this strategy.

2.2

##### REQUIRE COMPACT, WALKABLE DEVELOPMENT WITH A MIX OF HOUSING TYPES.

Amend the land use regulations by modifying setbacks, lot sizes, lot coverage requirements, building heights, sidewalks, and other standards. This can also include revised standards that place a larger focus on form rather than use in commercial areas.

2.3

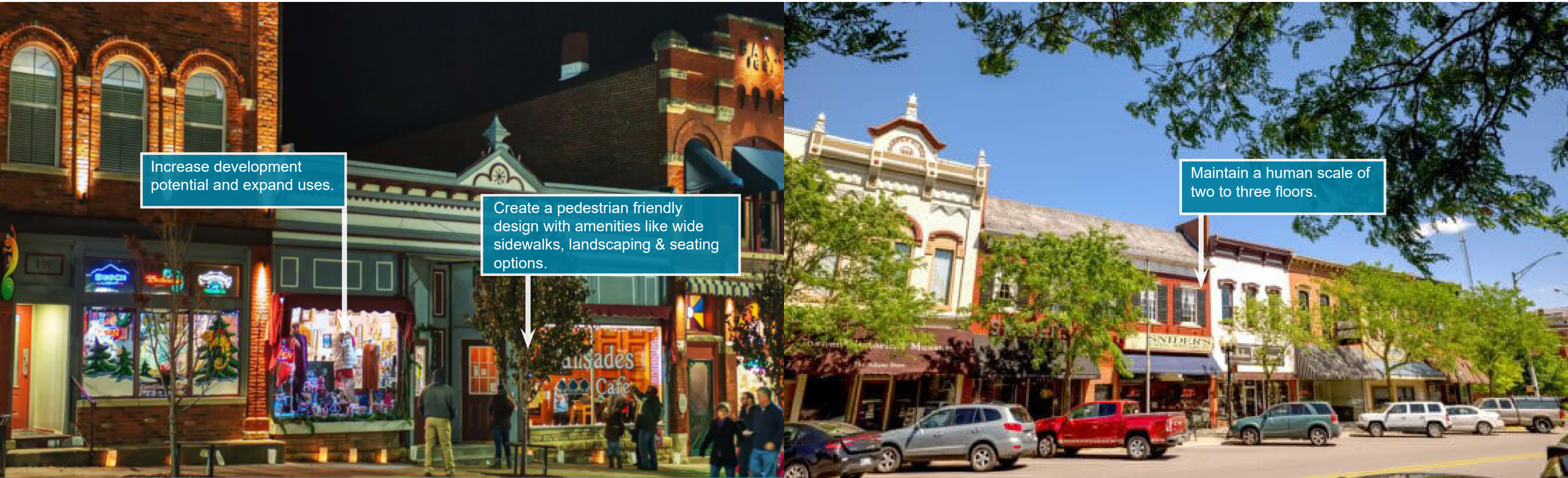
##### DEFINE CHARACTER AND PUBLIC REALM

Create a clear vision for the desired character of the community through adopting design standards for building massing, scale, architectural styles, building materials, and open space design within private developments. This should also include a policy or design guide for streetscape elements or requirements such as lighting, landscaping, and aesthetics of the public spaces within the right-of-way.

# APPLYING STRATEGY 2

## DESTINATION USES & VILLAGE-SCALE DEVELOPMENT

New development should reflect the massing, form, and intensity of land uses based on the character area where it is located. Compact, smaller-scale retail should be located in the village center and higher-intensity development should be located near the interstate.



Increase development potential and expand uses.

Create a pedestrian friendly design with amenities like wide sidewalks, landscaping & seating options.

Maintain a human scale of two to three floors.

*Example of destination-oriented development that enhances pedestrian experience through expanded uses, wide sidewalks, and inviting public amenities.*

*Example of village-scale development that maintains a human-scale environment with two story buildings and active ground-floor uses.*

# 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.

#### When should this strategy start?



#### PRIMARY PARTNER

- Hardin County Planning & Development

#### SECONDARY PARTNERS

- Private developers or home builders
- Residents

#### POTENTIAL FUNDING SOURCES

- N/A (completed by Planning Commission staff)

#### ACTION STEPS

# 3.1

#### REQUIRE OR INCENTIVIZE MASTER-PLANNED DEVELOPMENT

Amend land use regulations to include strategic requirements or zoning incentives that can be used to create multi-parcel or large areas to be master planned.



# APPLYING STRATEGY 3

## MASTER PLANNED DEVELOPMENT

The transformation of existing agricultural and scattered, individual developments has the potential to integrate retail, dining, entertainment, and housing uses into a traditional development pattern where the public spaces would engage people and encourage interaction. Nodes within the overall development could include structures with multiple uses (such as retail on the first floor and lofts above) or multiple uses and densities within the area (such as neighborhood businesses adjacent to townhomes and small-lot single-family homes). Housing within this area is a key component in creating a destination and providing a built-in customer base.



*Continue a traditional downtown development pattern to further reinforce the character of a traditional neighborhood and small community.*

*Include a mix of duplexes, townhomes, patio/garden homes, and multi-family units to cater to different family sizes, income levels, and lifestyles.*

# Adaptive Reuse

## STRATEGY 4

### LAND USE & DEVELOPMENT



#### ABOUT THIS STRATEGY

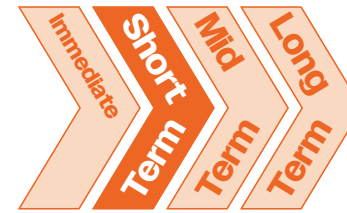
Adaptive reuse involves repurposing existing buildings or spaces for new uses, often preserving the historic character of the community while creating new opportunities. This approach can revitalize underutilized spaces, boost local economies, and offer unique experiences. Small communities, like Glendale, 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.

When should this strategy start?



#### PRIMARY PARTNERS

- Hardin County Fiscal Court
- Hardin County Planning & Development
- Hardin County Schools

#### SECONDARY PARTNERS

- Lions Club
- Property and business owners
- Residents

#### POTENTIAL FUNDING SOURCES

- N/A (if completed by Planning Commission staff)

#### ACTION STEPS

# 4.1

#### DEVELOP A PLAN FOR THE ADAPTIVE REUSE OF EAST HARDIN MIDDLE SCHOOL

Former schools can be repurposed into residential units, community centers, day care facilities, or even museums, maker spaces, or art galleries. The community and local officials should work with Hardin County Schools to identify the feasibility of this site being reused or redeveloped or repurposed in the future. If it is feasible, a plan should be developed that identifies the desired use, redevelopment needs, and next steps.



#### WHO'S DONE THIS?

#### CORYDON SCHOOL SENIOR LOFTS IN CORYDON INDIANA

The Corydon School Senior Lofts rehabilitated the community's historic school building into an affordable senior housing complex that is located in the core of Corydon, Indiana.

After being used as a high school, the building continued to be used for community purposes for many years by organizations, such as the Boys & Girls Club, upkeep of the building became more difficult. The building's preservation was a key aspect of the redevelopment project.

# APPLYING STRATEGY 4

## ADAPTIVE REUSE

The Corydon School Senior Lofts complex has 45 units for residents that are 55 and over, with options ranging from studios to two-bedroom apartments. Of these, 25 are located within the original school building and 20 are in a new addition. The complex also has community space for programming, facilitating active engagement among residents.



### COMMUNITY HUB

The complex provides programming for seniors and includes facilities like a walking track, small gymnasium, and computer room.

*Example of adaptive reuse, preserving original interior and exterior elements with a modern new use in Corydon, Indiana.*



### ACCESSIBLE & CONNECTED LOCATION

It is situated within downtown Corydon and within walking distance to destinations such as Bicentennial Park, the farmer's market, restaurants, coffee shops.

*Example of façade preservation, maintaining the school's historic front while repurposing the building for senior housing.*

# Greenspace & Public Spaces

## STRATEGY 5

### LAND USE & DEVELOPMENT



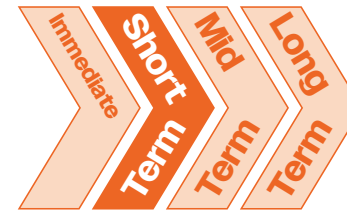
#### ABOUT THIS STRATEGY

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.

#### When should this strategy start?



#### PRIMARY PARTNER

- Hardin County Planning & Development

#### SECONDARY PARTNERS

- Hardin County Fiscal Court
- Lions Club
- Property and business owners
- Residents

#### POTENTIAL FUNDING

- N/A (if done by Planning Commission staff)

#### ACTION STEPS

# 5.1

#### DEFINE THE PROGRAMMING, TYPES OF SPACES, AND COMMON DESIGN STANDARDS FOR KEY PUBLIC SPACES ALONG KY 222

This should outline the minimum design elements, requirements, and programming expectations for public spaces, open spaces, and/or a linear park that would include sidewalks or trails along KY 222 as the area is developed. This can serve as a clear vision of the minimum expectations of what should be required by development as it occurs and what would be implemented through a public capital improvement project. This direction can also be used to attract key anchor uses that would benefit from being located near the outdoor spaces.

# 5.2

#### REQUIRE PUBLIC SPACES WITHIN NEW DEVELOPMENT

Amend the land use regulations to require public spaces within new developments. Requirements should vary based on the type of use, such as requiring a pocket park within a residential neighborhood or requiring an outdoor plaza within a commercial development. The design of these public spaces should focus on human activity and consider accessibility, comfort, and opportunities for social interaction.

# APPLYING STRATEGY 5

## GREENSPACE & PUBLIC SPACES

Active public open spaces, both large and small, are crucial to communities and new developments as they promote physical and mental health by providing spaces for exercise and nature, fostering social connections by encouraging community interaction, and providing environmental benefits. These spaces also contribute to the economic vitality of communities and create a stronger sense of place and civic pride.



Canopy trees to define space and add shade.



Example of an activated public greenspace designed to host community events and markets, encouraging social interaction and use of outdoor spaces.



Include open green spaces and plazas for programming and gathering.

Example of a flexible public greenspace designed for gathering and programming, with canopy trees, seating, and amenities that encourage community use and movement through the site.

# Services & Utilities

## STRATEGY 6

### LAND USE & DEVELOPMENT



#### ABOUT THIS STRATEGY

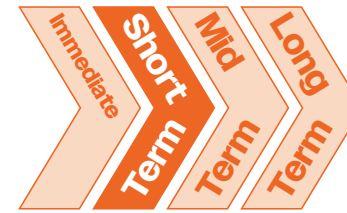
Utilities are the key factor in attracting and retaining development within a community. While rural areas can operate on wells and septic systems, commercial, industrial, and higher-density residential growth relies on public sewer and water infrastructure. As Glendale evaluates future growth, it will 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.

#### When should this strategy start?



#### PRIMARY PARTNERS

- City of Elizabethtown
- Glendale Volunteer Fire Department
- Hardin County Water District No. 2

#### SECONDARY PARTNERS

- BlueOval SK Battery Park
- Hardin County Planning & Development

#### POTENTIAL FUNDING

- N/A (completed by Water District staff)

#### ACTION STEPS

### 6.1

#### IDENTIFY SEWER IMPROVEMENTS FOR DEVELOPMENT

The targeted areas for growth and necessary sewer demands should be coordinated with Hardin County Water District No. 2 and Elizabethtown. Based on the desire and ability of these entities to provide service a strategic plan for expansion should be developed.

### 6.2

#### CONDUCT A COMMUNITY RISK ASSESSMENT AND PRIORITIZE RISKS

Continually assess any risks or improvements that are necessary to provide adequate fire protection to existing and new development within this area.

# 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 curbless traditional street within the historic district. This design replaces raised curbs with movable physical barriers, creating a seamless and adaptable public space. A curbless 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.

### When should this strategy start?



### PRIMARY PARTNERS

- Hardin County Fiscal Court
- Hardin County Planning & Development

### SECONDARY PARTNERS

- CSX
- Lions Club
- Property and business owners

### POTENTIAL FUNDING SOURCES

#### Local

- General Fund
- Public-private partnership with Ford
- Tax Increment Financing (TIF)

### ACTION STEPS

## 7.1

#### EVALUATE THE FEASIBILITY OF A CURBLESS STREET

Further evaluation of a curbless street should consider vehicle speeds and volumes, surrounding context (including anticipated land use changes), and community support for this design. The exact limits of the curbless street also need to be identified as well as design considerations for elements such as emergency responses, drainage, and adjacent businesses. The County can lead this effort in conjunction with the implementation of the Future Land Use Patterns and Planning Area Guidelines outlined in the Comprehensive Plan.

## 7.2

#### CONSIDER LOWERING THE SPEED LIMIT TO 10 TO 15 MPH WHERE THE CURBLESS STREET IS IMPLEMENTED

Some adjacent streets, like S. Bell Avenue, are already signed for 15 mph. Reducing the speed limit in the core of Glendale will further reinforce and prioritize pedestrians.

## 7.3

#### REMOVE OR DEFINE THE ON-STREET PARKING BETWEEN W. RAILROAD AVENUE AND BELL AVENUE

Depending on support from nearby businesses, six on-street parking spaces could be removed. On-street parking can restrict pedestrian flow between areas of the street, limiting the advantages of a curbless design. Alternatively, flex parking—with movable bollards—could be implemented to accommodate either parking or a wider sidewalk zone.

## 7.4

#### DETERMINE IMPACTS ON STORMWATER MANAGEMENT

Further analysis will be needed to determine stormwater management needs for a curbless street design. Valley gutters or center trench drains are often the preferred approach to conveying water in areas without a curb. Bioretention and swales or pervious pavers are also a possible method for collecting, filtering, and retaining stormwater.

# APPLYING STRATEGY 7

## PEDESTRIAN-FOCUSED STREETS

These example images show how a curbless traditional street design could be constructed in the Glendale Village Center. They illustrate how pedestrian zones, space for street dining, on-street parking, and ADA-accessible features can be integrated into Main Street's streetscape.



*Example of pavement treatments and curbside activation on a curbless street in Owensboro, Kentucky.*

*Example of a curbless street in Huntingburg, Indiana.*

# APPLYING STRATEGY 7

## PEDESTRIAN-FOCUSED STREETS

These example images show how a curbless street can provide flexible space for events, easily allowing for the closure of the street to only pedestrians.



*Examples of moveable barriers to close off sections of a curbless street.*

*Example of street closure for an event on a curbless street in Huntingburg, Indiana.*

# 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.

When should this strategy start?



#### PRIMARY PARTNERS

- Hardin County Fiscal Court
- Hardin County Planning & Development
- Lions Club
- Hardin County Schools
- Tony York’s On Main (business owner)
- Glendale Christian Church
- Glendale Methodist Church

#### SECONDARY PARTNERS

- Hardin County Chamber of Commerce
- Property and business owners

#### POTENTIAL FUNDING SOURCES

##### Kentucky Tourism, Arts and Heritage Cabinet

- Kentucky Tourism Development Act (KTDA) - *if connected with a tourism project*

##### Local

- General Fund
- Tax Abatement
- Tax Increment Financing (TIF)

#### ACTION STEPS

8.1

##### PAVE GRAVEL PARKING AREAS

Upgrade the existing gravel surfaces on E and W Railroad Avenue to paved lots to improve durability, accessibility, and aesthetics.

8.2

##### ESTABLISH A PARKING PARTNERSHIP WITH TONY YORK’S ON MAIN

Enter into a formal agreement with Tony York’s to develop the southern portion of their property into a parking area. This initiative could yield approximately 100 new parking spaces.

8.3

##### EXPAND GLENDALE PARK’S PARKING LOT

Glendale Park is behind the Dollar General on KY 222. There is a small parking lot that serves a baseball field and a playground. The current parking lot could be extended to the east to accommodate community events.

8.4

##### CREATE A CONNECTION FROM GLENDALE PARK TO JAGGERS ROAD

A paved driveway connection through existing park land could link the expanded lot to Jagers Road, intersecting with the proposed parking area at Tony York’s. The project could add around 117 parking stalls, supporting the park, Main Street businesses, and village events. Traffic impacts on KY 222 should be evaluated to avoid potential conflicts.

8.5

##### UPGRADE THE OLD EAST HARDIN MIDDLE SCHOOL PARKING LOT FOR EVENT PARKING

This large, unused parking lot is near Main Street. Coordination with the school district and alignment with any plans for redevelopment of the site would be needed.

8.6

##### INSTALL WAYFINDING SIGNS TO DIRECT VISITORS TO AND FROM PARKING AREAS

The county should install wayfinding signs along KY 222 that direct people to public parking. These signs should reflect the brand and character of the village center (see Strategies 10 and 12). Additional or temporary signs could also be needed for large events.

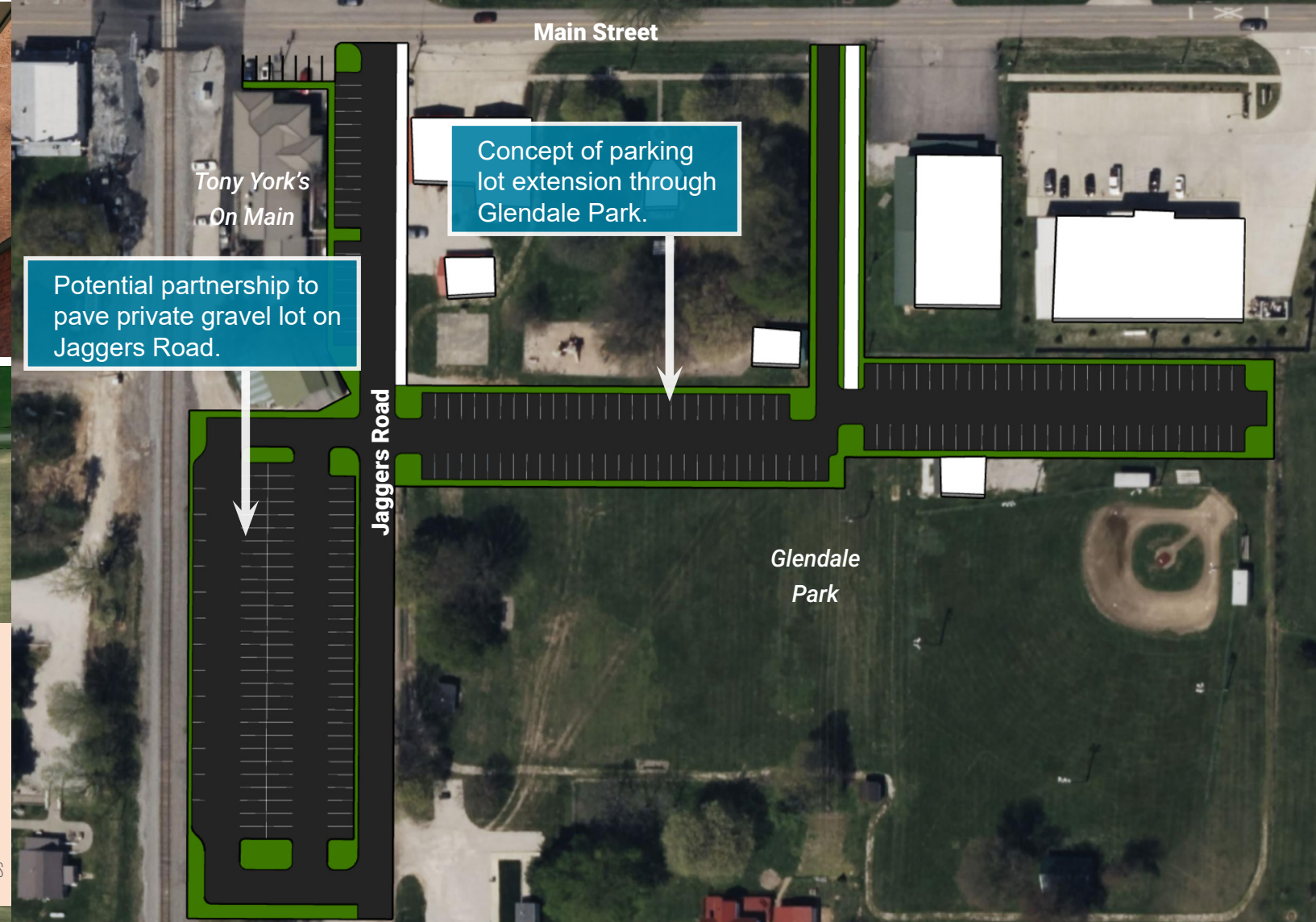
# APPLYING STRATEGY 8

## VISITOR & EVENT PARKING

Temporary A-frame signs offer reusable, flexible solutions for directing event parking across venues. Permanent signage helps residents and visitors locate public parking and nearby landmarks. Together, these tools show how short- and long-term signage can improve navigation and enhance user experience.



Example of a conceptual graphic identifying existing and potential visitor parking areas in Glendale, with pedestrian connections.



Example of a conceptual site plan illustrating proposed parking expansion along Jagers Road and within Glendale Park to support increased access to Main Street businesses.

# Community Connector & Bypass Integration

## STRATEGY 9

### MOBILITY



#### ABOUT THIS STRATEGY

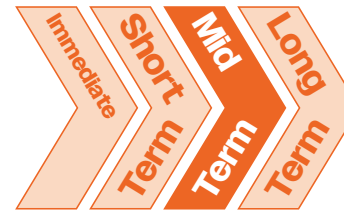
In Character Areas 2 and 3, the KY 222 corridor should be designed as a community-oriented connector, linking the Glendale village center to development near I-65. This corridor serves as a major gateway into the core of Glendale.

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.

#### When should this strategy start?



#### PRIMARY PARTNERS

- Hardin County Fiscal Court
- Hardin County Planning & Development
- KYTC
- Lincoln Trail Area Development District (LTADD)

#### SECONDARY PARTNERS

- Lions Club
- Private developers or home builders
- Property and business owners
- Residents

#### POTENTIAL FUNDING SOURCES

##### U.S. Department of Transportation (USDOT)/Kentucky Transportation Cabinet (KYTC)

- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program
- Surface Transportation Block Grant Program (STP)
- Transportation Alternatives Program (TAP)

##### Local

- General Fund
- Tax Increment Financing (TIF)

#### ACTION STEPS

### 9.1

#### REQUIRE ADJACENT DEVELOPMENTS TO PROVIDE CONNECTIONS

Update both the zoning ordinance and subdivision regulations to require adjacent developments to provide internal connections for pedestrians and vehicles without accessing the main road. This could include techniques such as “backage roads” that provide redundant connections so people do not have to use the main road to go between uses.

### 9.2

#### ADOPT ACCESS MANAGEMENT STANDARDS

The county should consider access management standards for this specific area in order to limit congestion and increase safety as new development occurs. These standards should also consider requiring shared driveways or shared access to adjacent developments.

### 9.3

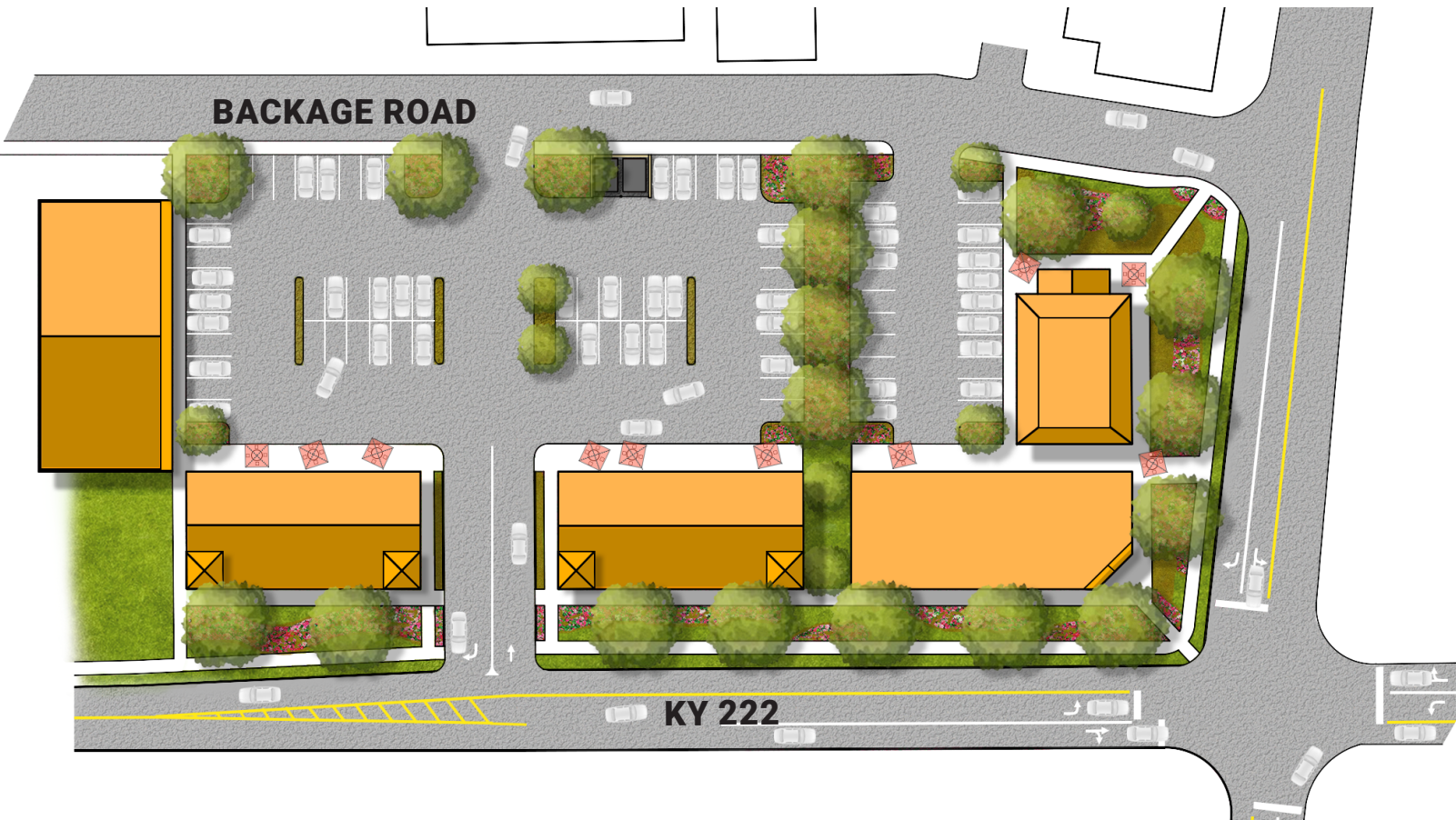
#### ADVOCATE FOR THE NORTHEAST GLENDALE BYPASS TO RECEIVE CONSTRUCTION FUNDING IN THE NEXT SIX YEAR HIGHWAY PLAN

The Glendale community, Hardin County, and LTADD should advocate for Construction phase funds for these improvements to be included in the Enacted Six-Year Highway Plan. This group could also “boost” this project through SHIFT, KYTC's project prioritization process, and advocate with state legislators.

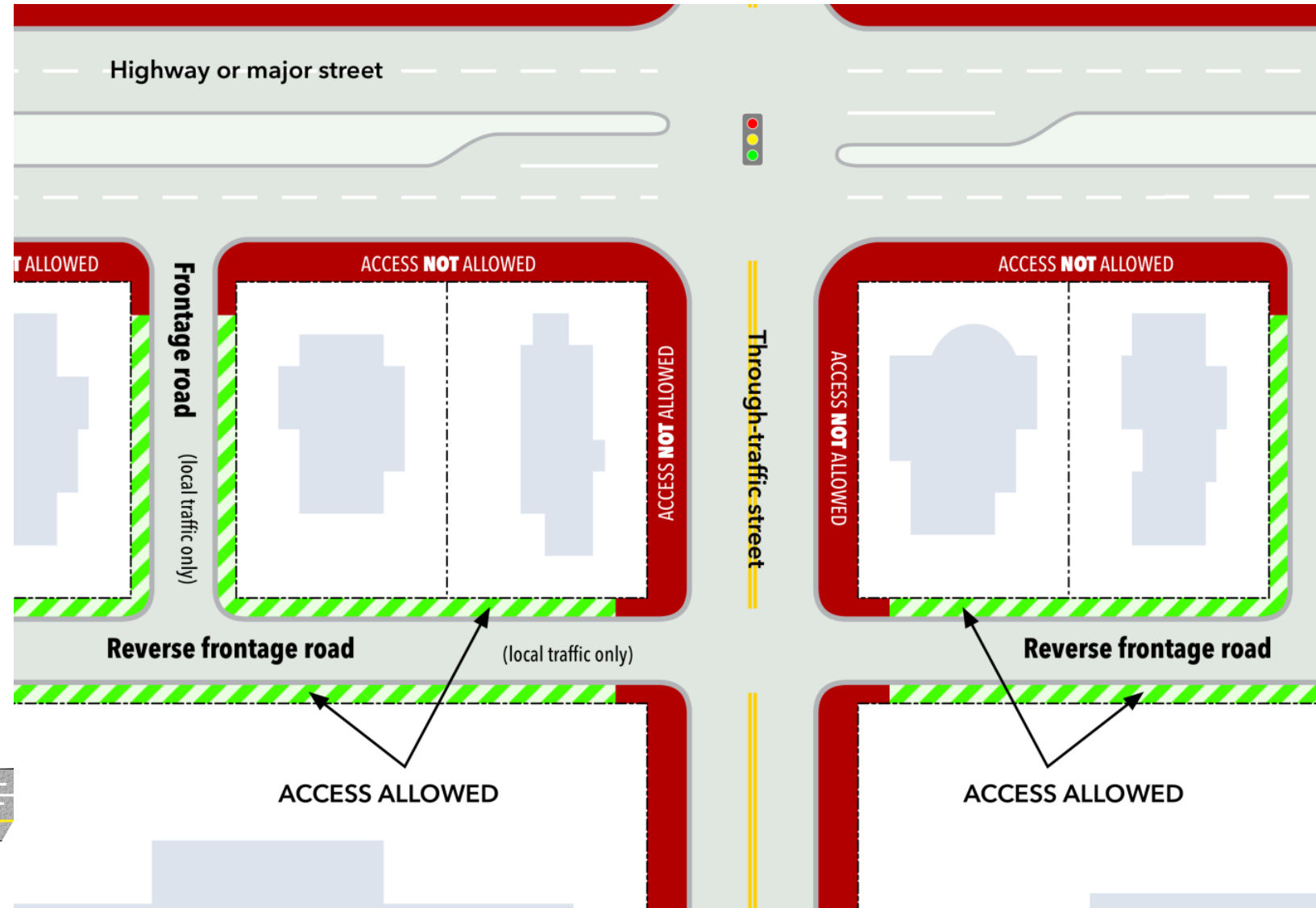
# APPLYING STRATEGY 9

## COMMUNITY CONNECTOR & BYPASS INTEGRATION

Backage roads (also called reverse frontage roads) are streets running parallel to a highway or major street that provide alternative access at the rear of properties and help remove turning traffic from the through traffic on a mainline route. This layout enhances traffic flow and safety, and promotes pedestrian connectivity within the commercial area. Space backage roads approximately 300 feet or more from the mainline route.



Concept rendering of a backage road in a commercial area.



Example of backage/reverse frontage road access from Development Code for Manhattan, Kansas.

<https://online.encodeplus.com/regs/manhattan-udo/doc-viewer.aspx?tocid=001.005.003.010#secid-377>

# 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.

#### When should this strategy start?



#### PRIMARY PARTNERS

- Hardin County Fiscal Court
- Hardin County Road Department
- KYTC

#### SECONDARY PARTNERS

- City of Elizabethtown
- Lions Club
- Property and business owners

#### POTENTIAL FUNDING SOURCES

##### U.S. Department of Transportation (USDOT)/Kentucky Transportation Cabinet (KYTC)

- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program
- Recreational Trails Program (RTP)
- Surface Transportation Block Grant Program (STP)
- Transportation Alternatives Program (TAP)

##### Local

- General Fund
- Tax Increment Financing (TIF)
- Tourist Development Tax

#### ACTION STEPS

### 10.1

#### CONSTRUCT A SHARED-USE PATH ALONG GLENDALE-HODGENVILLE ROAD AND KY 222 FROM SOUTH BEECH STREET TO I-65

Expand the shared-use path that is planned along the new NE Glendale Bypass. A shared-use path along Glendale-Hodgenville Road (soon-to-be former KY 222) would connect the bypass to the main area of Glendale. A shared-use path along KY 222 in the interstate area also creates connections to the new development in Character Area 3. This will allow Glendale residents to walk or bike to work or for recreation.

### 10.2

#### PLAN LARGER TRAIL CONNECTION ALONG NEW GLENDALE ROAD / KY 1136 FROM GLENDALE TO ELIZABETHTOWN

Expand the shared-use path along the NE Glendale Bypass to Elizabethtown to improve regional trail connectivity.

### 10.3

#### ESTABLISH A COLLABORATIVE MAINTENANCE STRATEGY FOR MULTIMODAL FACILITIES IN GLENDALE

To support the long-term upkeep of Glendale's shared-use paths, sidewalks, and other multimodal infrastructure, a shared maintenance plan should be developed. The Hardin County Road Department could work alongside a local volunteer group—such as a “Friends of Glendale” organization—to handle routine maintenance tasks. Larger repairs and capital improvements would remain under the County's responsibility, while the volunteer group could contribute to day-to-day upkeep, beautification, and community engagement.

# APPLYING STRATEGY 10

## NEW SHARED-USE PATH

### WHO'S DONE THIS?

#### MONON SOUTH TRAIL IN SOUTHERN INDIANA

The Monon South Trail is a 57-mile trail connecting local communities across several Southern Indiana communities, including in the Louisville Metropolitan Area. The trail celebrates the unique culture of the small-town communities along its line while encouraging recreational activities and local connections.



Example of elements that enhance the user experience along a shared-use path.

# Connected Sidewalk Network

## STRATEGY 11

### MOBILITY



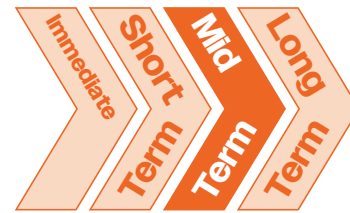
#### ABOUT THIS STRATEGY

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.



#### When should this strategy start?



#### PRIMARY PARTNER

- CSX
- Hardin County Fiscal Court
- Hardin County Road Department
- KYTC

#### SECONDARY PARTNERS

- Hardin County Planning & Development
- Lions Club
- Property and business owners

#### POTENTIAL FUNDING SOURCES

##### U.S. Department of Transportation (USDOT) / Kentucky Transportation Cabinet (KYTC)

- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program
- Surface Transportation Block Grant Program (STP) – *Along collectors and arterials*
- Transportation Alternative Program (TAP) – *Along collectors and arterials*

##### Local

- General Fund
- Tax Increment Financing (TIF)
- Tourist Development Tax

#### ACTION STEPS

### 11.1

#### CONSTRUCT A DEFINED PEDESTRIAN PATH ACROSS RAILROAD TRACKS

A low-cost or short-term option to improve the existing asphalt path could involve striping lines to delineate the pedestrian walk area. This is especially important on the western side of the railroad, where there is no distinction between the road and pedestrian area. Crosswalks across E. Railroad Ave and W. Railroad Ave would also visually connect the pedestrian area and help drivers see pedestrians.

A long-term option could include reconstructing the pedestrian path with concrete and/or pavers that adhere to the streetscape design guidelines proposed in Strategy 13. Pedestrian crossing gates are also recommended to improve safety. With either option, signage or other safety improvements should also be installed.

### 11.2

#### REQUIRE SIDEWALK CONNECTIONS IN DEVELOPMENTS IN CHARACTER AREAS 2 AND 3 TO CONNECT WITH THE SHARED-USE PATH ALONG KY 222

As subdivisions and commercial areas are built, sidewalks should be constructed within the developments (as appropriate) that provide a connection to KY 222 and the planned shared-use path.

### 11.3

#### IMPROVE SIDEWALK CONDITION

Create an inventory of the sidewalk condition and prioritize segments for reconstruction/ widening or minor repairs, ideally in coordination with other road projects.

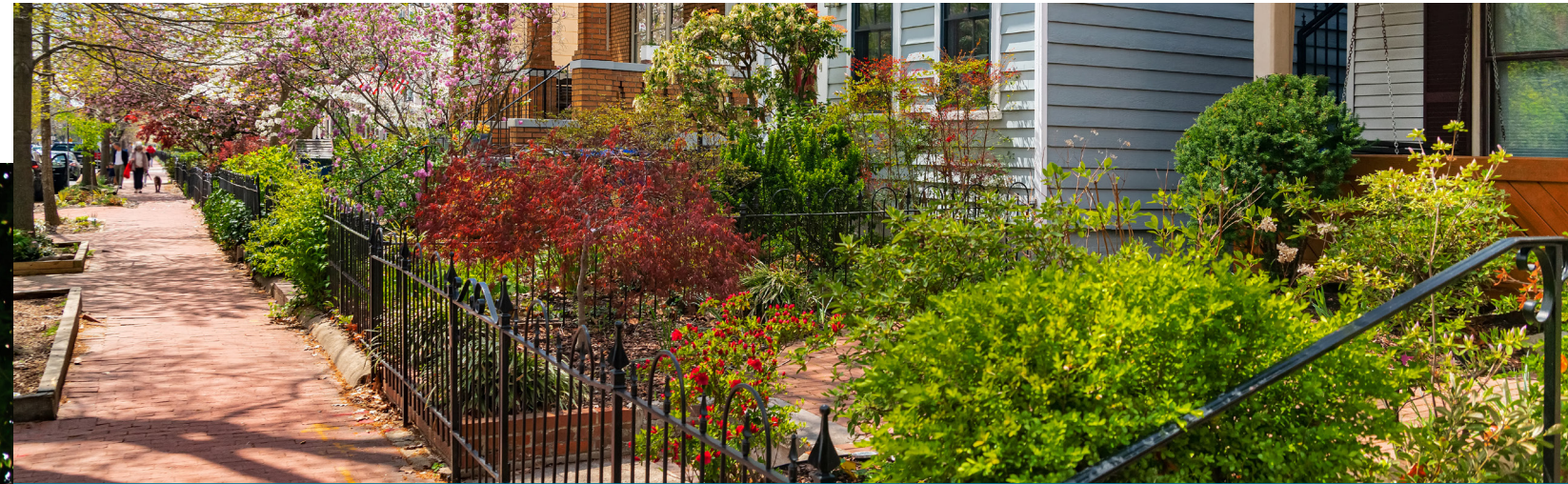
# APPLYING STRATEGY 11

## CONNECTED SIDEWALK NETWORK

As new and infill development is constructed, ensuring sidewalks are upgraded or installed new will be an important consideration. Sidewalks should connect to the shared-use path to be added along the new bypass road, as well as connect internally throughout the development.



*Connect internal development sidewalks to the main shared-use path and install appropriate safety features, including high visibility crosswalks, lighting, and curb ramps.*



*Rehabbed sidewalks can align with new streetscape design guidance.*



*A pedestrian railroad crossing gate can be installed for enhanced safety, along with a defined path.*

# 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.

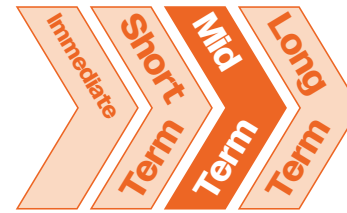
The pattern book focuses on the traditional, historic "Main Street" buildings in Glendale Village Center. These buildings typically host a mix of uses — civic, retail, dining, artist spaces, and housing — arranged in narrow structures that extend to the sidewalk and often share common walls. Facades 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.

#### When should this strategy start?



#### PRIMARY PARTNERS

- Glendale Merchants Association
- Hardin County Planning & Development
- Lincoln Trail Area Development District

#### SECONDARY PARTNERS

- Hardin County Chamber of Commerce
- Lions Club
- Property and business owners

#### POTENTIAL FUNDING SOURCES

##### Lincoln Trail Area Development District

- Revolving Loan Fund

##### Kentucky Cabinet for Economic Development

- Government Resources Accelerating Needed Transformation (GRANT) Program

##### Kentucky Heritage Council

- Historic Rehabilitation Tax Credits
- America250 KY Grants

##### Preservation Kentucky

- Kentucky Preservation Fund

##### U.S. Department of Agriculture (USDA)

- Rural Business Development Grant
- Rural Community Development Initiative
- Rural Cooperative Development Grant
- Rural Microentrepreneur Assistance Program

- Rural Placemaking Innovation Challenge

##### U.S. Department of the Interior (DOI)

- Paul Bruhn Historic Revitalization Grants

##### U.S. Housing and Urban Development (HUD)

- Community Development Block Grant
- Hope VI Main Street Grant Program (HUD)

##### U.S. National Parks Service

- Certified Local Government (CLG) Program Grant Local

##### Local

- General Fund
- Tax Increment Financing (TIF)

#### ACTION STEPS

# 12.1

#### CREATE DESIGN STANDARDS FOR GLENDALE

Develop a development pattern book of building types, architectural styles, colors, materials, landscaping, signs, mechanical equipment screening, and facade design. This could take the form of either required design standards within the zoning ordinance or a design review that would be suggested but not required by ordinance. This action step should be coordinated with the historic preservation efforts outlined in Strategy 14.

# 12.2

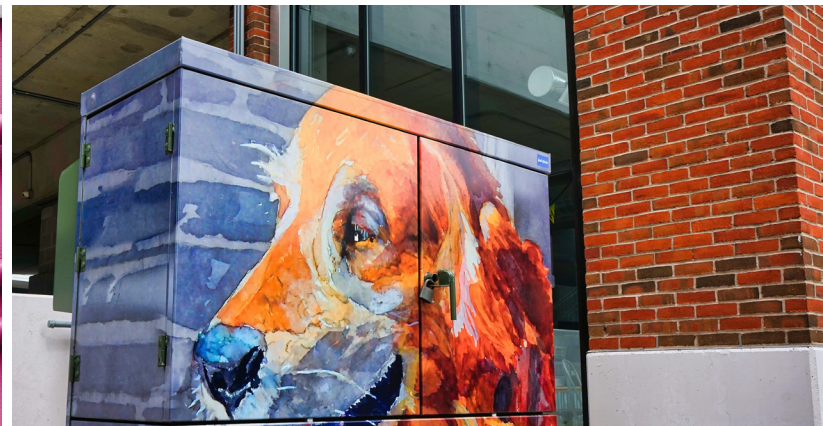
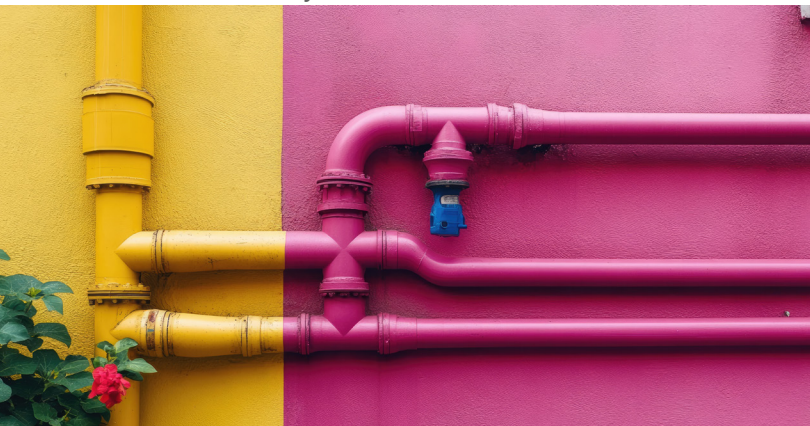
#### DEVELOP A FACADE IMPROVEMENT PROGRAM

A facade improvement program is a small grant matching program that encourages local building owners to enhance building facades in alignment with design standards. Grants could be for as little as \$5,000 and require a match from the building owner. The program could also include funding for the street activation program and outdoor dining opportunities identified in Strategy 10.

# APPLYING STRATEGY 12

## PATTERN BOOK

Implementing a pattern book offers the opportunity to define the aesthetic of future development, resulting in cohesive and context-driven design. Extending architectural and placemaking elements from Glendale's village center to new buildings and neighborhoods will ensure that Glendale's historic character remains a key feature of the community.



Screen mechanical equipment with integrated architectural or artistic treatments.



Harmonious building materials, scale, and detailing that contribute to a unified streetscape.



Example of cohesive design through consistent building scale, preserved signage, and detailed façade treatments.

# 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.

When should this strategy start?



#### PRIMARY PARTNERS

- Glendale Merchant's Association
- Hardin County Planning & Development
- KYTC

#### SECONDARY PARTNERS

- Elizabethtown Hardin County Industrial Foundation
- Hardin County Chamber of Commerce
- Lincoln Trail Area Development District
- Lions Club
- Property and business owners

#### POTENTIAL FUNDING SOURCES

##### Preservation Kentucky

- Kentucky Preservation Fund

##### U.S. Department of Transportation (USDOT) / Kentucky Transportation Cabinet (KYTC)

- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program
- Recreational Trails Program (RTP)
- Surface Transportation Block Grant Program (STP) – *Along collectors and arterials*
- Transportation Alternative Program (TAP) – *Along collectors and arterials*

##### U.S. National Parks Service

- Certified Local Government (CLG) Program Grant Local

##### Local

- General Fund
- Tax Increment Financing (TIF)

#### ACTION STEPS

### 13.1

#### CREATE AND ADOPT A DESIGN GUIDE FOR STREETSCAPE DESIGN

Adopt a design guide that establishes streetscape standards and defines the elements identified in this strategy. Like the development pattern book discussed in Strategy 12, streetscape design should be defined for each Character Area. Many streetscape characteristics may be common across Character Areas to maintain a consistent Glendale brand, but some elements should also vary to fit the land-use and transportation context.

### 13.2

#### ADOPT GUIDELINES FOR OUTDOOR DINING

Activate and enliven the existing historic rural village streetscape through programming that encourages outdoor dining. Parking spaces or vacant areas between buildings may provide opportunities to expand seating and dining areas. Guidelines should specify the permitted locations, maintenance of passing zones that are ADA-compliant, separation from traffic, and local permitting requirements. Should a curbside street design be constructed, this action step should also coordinate with Strategy 6.

### 13.3

#### DEVELOP A STREET ACTIVATION PROGRAM

A street activation program would develop guidelines on how local property and business owners can increase activity along the street. As with a facade improvement program (see Strategy 11, Action Step 11.2), this program could include small matching grants for businesses and property owners who participate. Examples of eligible projects could include alley activations, outdoor dining (see Action Step 12.2), murals, food trucks, and similar spaces and activities.

### 13.4

#### DEFINE A MAINTENANCE PROGRAM

Coordinating the planting, watering, trimming, and weeding of new planters and landscape beds is a year-round task. Business improvement districts, corporate sponsors, and/or volunteers may be responsible for maintaining landscaping. A maintenance program can define responsibilities and funding sources for this work.

# APPLYING STRATEGY 13

## STREETScape DESIGN GUIDE

A streetscape that promotes pedestrian comfort and safety contributes to a vibrant atmosphere. Incorporating outdoor dining, recreation, and seating while slowing traffic offers residents and visitors opportunities for social interaction and enjoyment of local businesses.



Example of a streetscape design that fosters a pedestrian-friendly environment and reflects best practices in people-centered urban design in Owensboro, KY.



Enhance outdoor dining opportunities.

Coordinate maintenance of planters, banners, and other common elements.

Include amenities such as benches, lighting, trash receptacles, and landscaping.

Example of an outdoor dining activation in North Utica, IL, where a block of Mill Street is closed to create a pedestrian-friendly space that encourages outdoor dining.

# 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.

When should this strategy start?



#### PRIMARY PARTNERS

- Glendale Merchants Association
- Hardin County Chamber of Commerce
- Hardin County Historical Society
- Hardin County Planning & Development
- KY Heritage Council

#### SECONDARY PARTNER

- Lincoln Trail Area Development District
- Lions Club

#### POTENTIAL FUNDING SOURCES

##### Lincoln Trail Area Development District

- Area Development Program

##### Private

- America’s Best Communities Program
- Hometown Grant Program (T-Mobile)

##### U.S. Housing and Urban Development (HUD)

- Community Development Block Grant
- Hope VI Main Street Grant Program (HUD)

##### U.S. Department of Agriculture (USDA)

- Rural Business Development Grant
- Rural Community Development Initiative
- Rural Cooperative Development Grant
- Rural Microentrepreneur Assistance Program

- Rural Placemaking Innovation Challenge

##### U.S. Department of Transportation (USDOT) / Kentucky Transportation Cabinet (KYTC)

- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program
- Transportation Alternative Program (TAP) – *Along collectors and arterials*

#### ACTION STEPS

14.1

##### UPDATE NATIONAL REGISTER & CONSIDER ADOPTING A LOCAL HISTORIC DISTRICT

Review the existing historic district to determine if updates to the National Register are needed (e.g. new criteria, eligibility for preservation incentives). The community could also consider creating a local historic district for added protection from demolition. This should be coordinated with the design guide in Strategy 12.

14.2

##### IDENTIFY OPTIONS TO SHARE GLENDALE’S HISTORY

Consider a long-term option like developing a museum, or an affordable, short-term option like creating a self-guided walking tour. Glendale organizations and merchants and/or county-wide organizations such as the Hardin County Historical Society may support and/or maintain the effort.

14.3

##### EXPAND EVENTS & PROGRAMMING IN THE GLENDALE VILLAGE CENTER

Glendale Merchants Association and the County should develop new events for the historic village, such as farmers markets or storefront pop-ups, with emphasis on Main Street and Railroad Avenue and strong online promotion.

14.4

##### EVALUATE JOINING THE KENTUCKY MAIN STREET PROGRAM

The goal of this program is to encourage downtown revitalization and economic development within the context of historic preservation. An evaluation should consider local capacity and desired outcomes from creating the program.

# APPLYING STRATEGY 14

## HISTORIC PRESERVATION

Efforts to focus energy and activities in Glendale's historic district and protect historic features will bring the community's history to the forefront. Enhancing and promoting historic character strengthens both local and tourism interests.

### WHO'S DONE THIS? HISTORIC DOWNTOWN IN MIDWAY, KENTUCKY

Midway, KY is a historic city located along the railroad in Woodford County. In the mid-1970s, several business owners established antique stores and galleries in downtown, and 176 buildings were placed on the National Register of Historic Places. The protection of historic assets, along with targeted efforts and investments from the City, led to Midway's downtown becoming a vibrant destination in the decades that followed. Today, Midway's downtown hosts a variety of restaurants and shops housed within historic buildings and attracts visitors from far and wide.



*Maintain historic facades and landmarks and celebrate the community's historic character through signage and wayfinding*



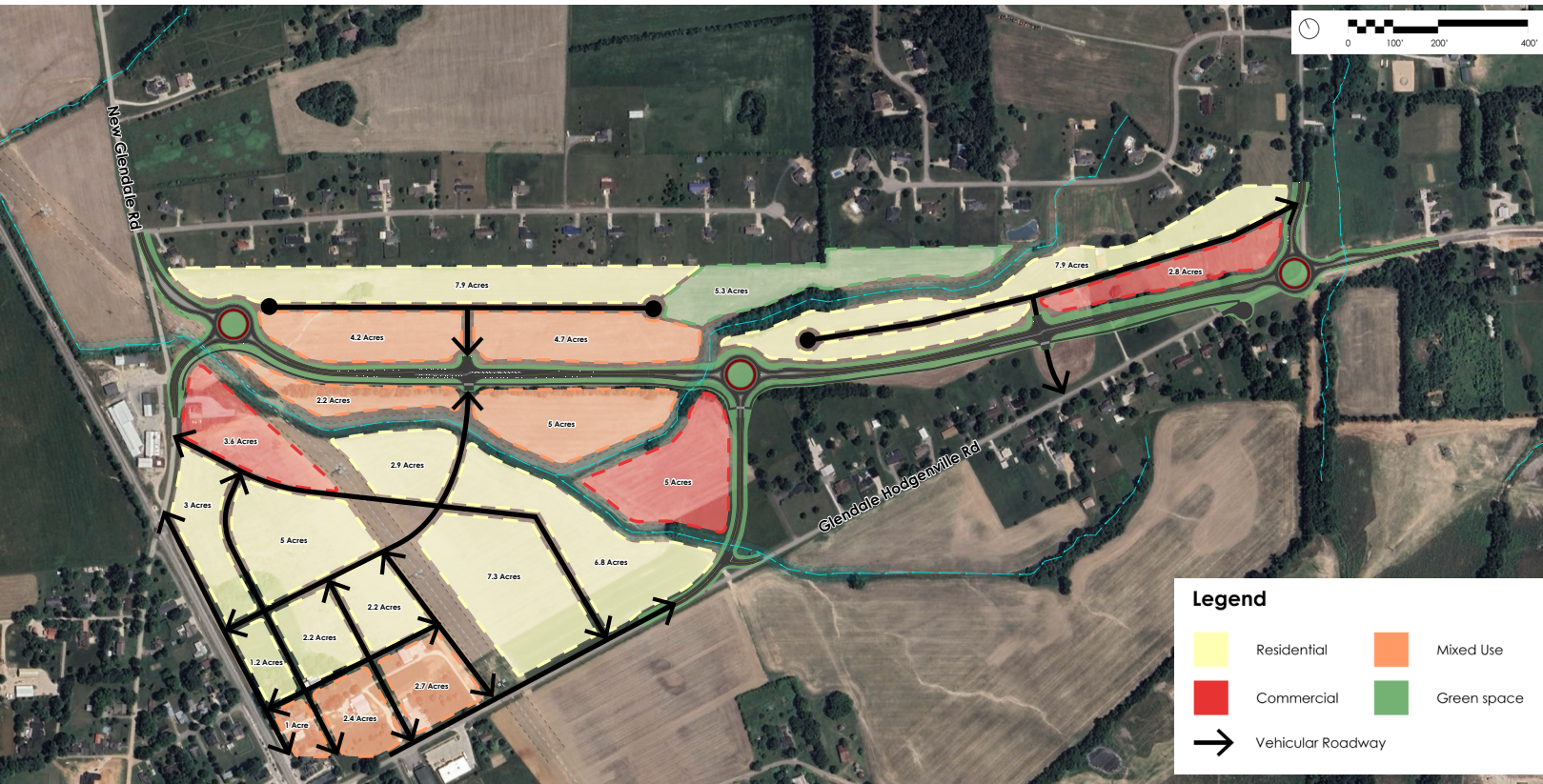
*Establish flexible space to host events*



# DEVELOPMENT CONCEPT

Although the strategies and action steps outline a path for the greater Glendale area, applying them to specific character areas helps bring the vision to life. The three character areas within the study boundary are essential to strengthening community identity, attracting residents and visitors, and supporting continued development.

This development concept goes one step further than only identifying and builds on the plan's strategies by illustrating their application within Character Areas 1 and 2. The development concept is for illustrative purposes only and the development and roadway connections shown below would be the responsibility of developers or Hardin County.



Concept for land use development and roadway connections for Character Areas 1 and 2.

## URBAN RESIDENTIAL



## NEIGHBORHOOD COMMERCIAL



[berryfarmstn.com](http://berryfarmstn.com)

## MIXED-USE



[corporate.walmart.com](http://corporate.walmart.com)

[www.bizjournals.com/boston/news](http://www.bizjournals.com/boston/news)

## OPEN SPACE/ NATURAL AREAS



# CONCEPT OVERVIEW:

This area is a transitional area between the historic Glendale Village Center (Character Area 1) and the Interstate Corridor (Character Area 3). Existing land uses include adjacent residential neighborhoods, agricultural fields, and small-scale commercial development. The Northeast Glendale Bypass will directly impact the development patterns within this area and should be included in the overall planning for future development.

## APPLYING THE STRATEGIES

“This section provides guidance on how to incorporate specific strategies from the plan into a development concept for the area. It is important to note that this is a concept to show how the strategies should be applied to an area; it is intended to be a guide for direction on development rather than a final depiction of layout and specific land uses. Although the bypass alignment is defined, the additional road connections are conceptual, intended to show connectivity and development patterns rather than precise routes.

**Strategy 1: Community Collaboration** – This strategy does not apply.

**Strategy 2: Destination Uses & Village Scale Development** – This strategy does not apply.

**Strategy 3: Master Planned Development** – This strategy does not apply.

**Strategy 4: Adaptive Reuse** – This strategy does not apply.

**Strategy 5: Greenspace & Public Spaces** – Active public spaces, such as a neighborhood or community organization-maintained pocket park, could also be used to activate the future neighborhoods within this area. This not only provides an amenity for residents, but it also builds community through interactions with neighbors and further promotes a walkable area. Design elements, such as small gathering areas or greenspaces, could also be extended along key roads, including the new bypass, to create a linear park.

**Strategy 6: Services and Utilities** – This strategy does not apply.

**Strategy 7: Pedestrian-Focused Main Street** - This strategy does not apply.

**Strategy 8: Visitor & Event Parking** – This strategy does not apply.

**Strategy 9: Community Connector & Bypass Integration** – The new bypass can spur development opportunities by providing access for cars, cyclists, and pedestrians, and direct access to this road from adjacent development should be limited. Access management standards, such as backage roads, should be used to consolidate curb cuts onto major roads and developments should “front” the major roads (rather than orient the rear of buildings to the road) to reinforce the character of a village center.

**Strategy 10: New Shared-Use Path** – A multi-use path is planned along the south side of the Northeast Glendale Bypass and should be incorporated into any future development. This path should also be extended along the existing KY 222 and other new major roads within the area.

**Strategy 11: Connected Sidewalk Network** – Sidewalks should be included along all new and existing roads within the Glendale area and enhanced crosswalks should be considered at various existing and new intersections.

**Strategy 12: Pattern Book** – All buildings and structures should reflect the desired character and identity of Glendale through establishing design guidelines that create a traditional development pattern. The neighborhood commercial and higher-density housing should reflect a small urban development pattern with two to three story structures that are located closer to the road. Parking for these uses should be to the rear of the structure and hidden or screened where possible. The urban residential uses should provide alley access where possible and use design elements such as front porches to encourage social interaction with neighbors. The pattern book should define the massing, scale, and specific design elements that should be used on each type of development or geographic area.

**Strategy 13: Streetscape Design Guide** – Streetscape improvements along Glendale Hodgenville Rd (old KY 222) and E Railroad Ave should be continued in this area and all other new roads should comply with the streetscape standards as they are developed and adopted. At a minimum, this should account for sidewalk design, street lighting, pedestrian crossings, plantings, art, and public spaces.

**Strategy 14: Historic Preservation** – This strategy does not apply.





# IMPLEMENTATION PART THREE

## IMPLEMENTING THE VISION

This plan builds on a long-term vision shaped by decades of planning efforts. Its successful implementation will require extensive collaboration, resources, and coordination across multiple partners.

This section outlines the implementation framework by identifying the lead entity responsible for overall direction, as well as the primary and secondary partners assigned to each strategy or action step.

### ENTITY LEADING IMPLEMENTATION

While each strategy includes designated primary and secondary partners, successful implementation also depends on a central champion to coordinate efforts and monitor progress.

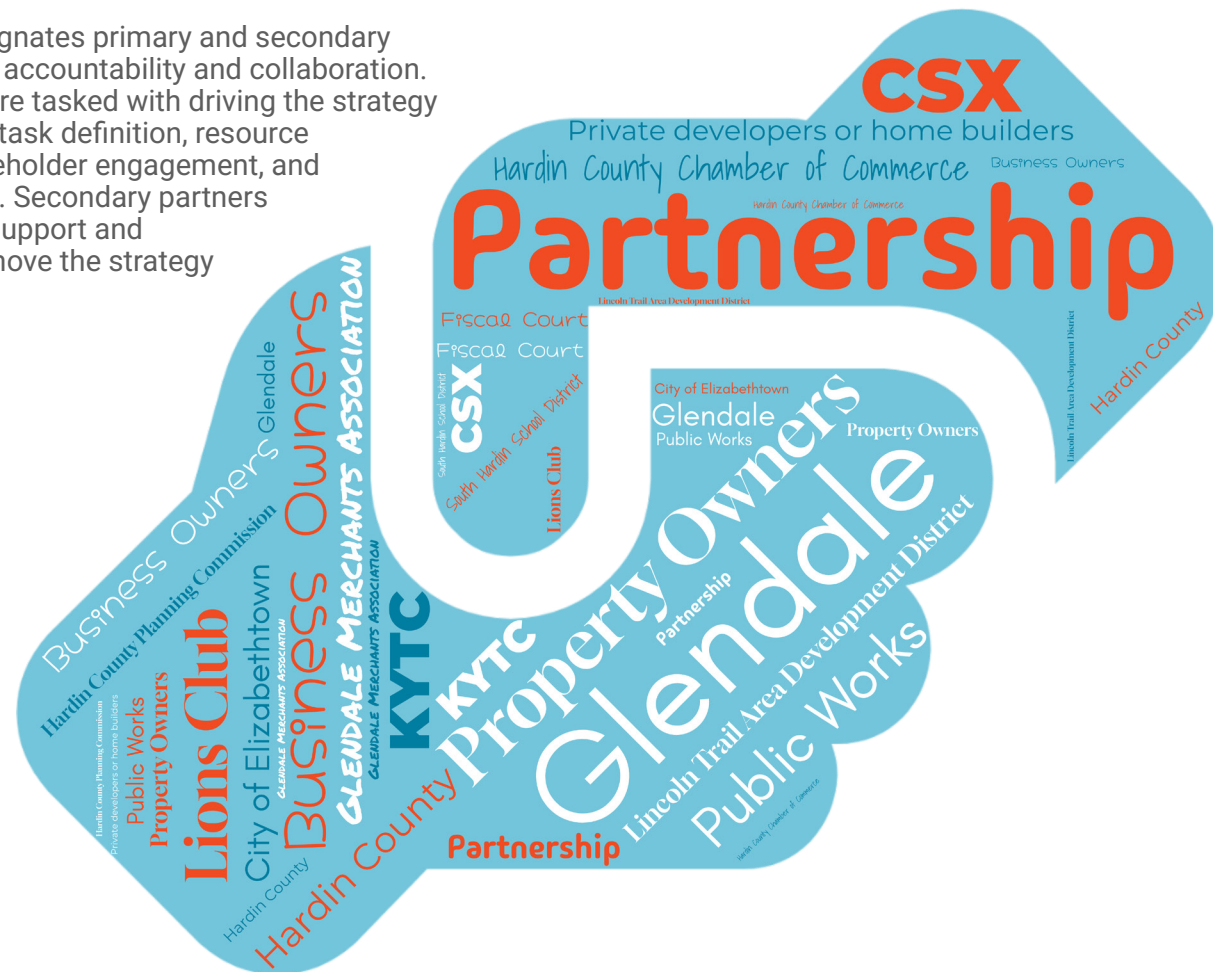
Hardin County Government is best positioned to serve as the lead entity, given the need for broad support from elected officials and county departments. The County should review progress on action steps at least quarterly in coordination with the committee established for this plan. Completed tasks and encountered obstacles should be reported annually to the LPA Committee and key partners.

As the lead entity, the County should also evaluate how proposed developments align with the plan's vision and strategies, and ensure that the appropriate partners are engaged in implementation.

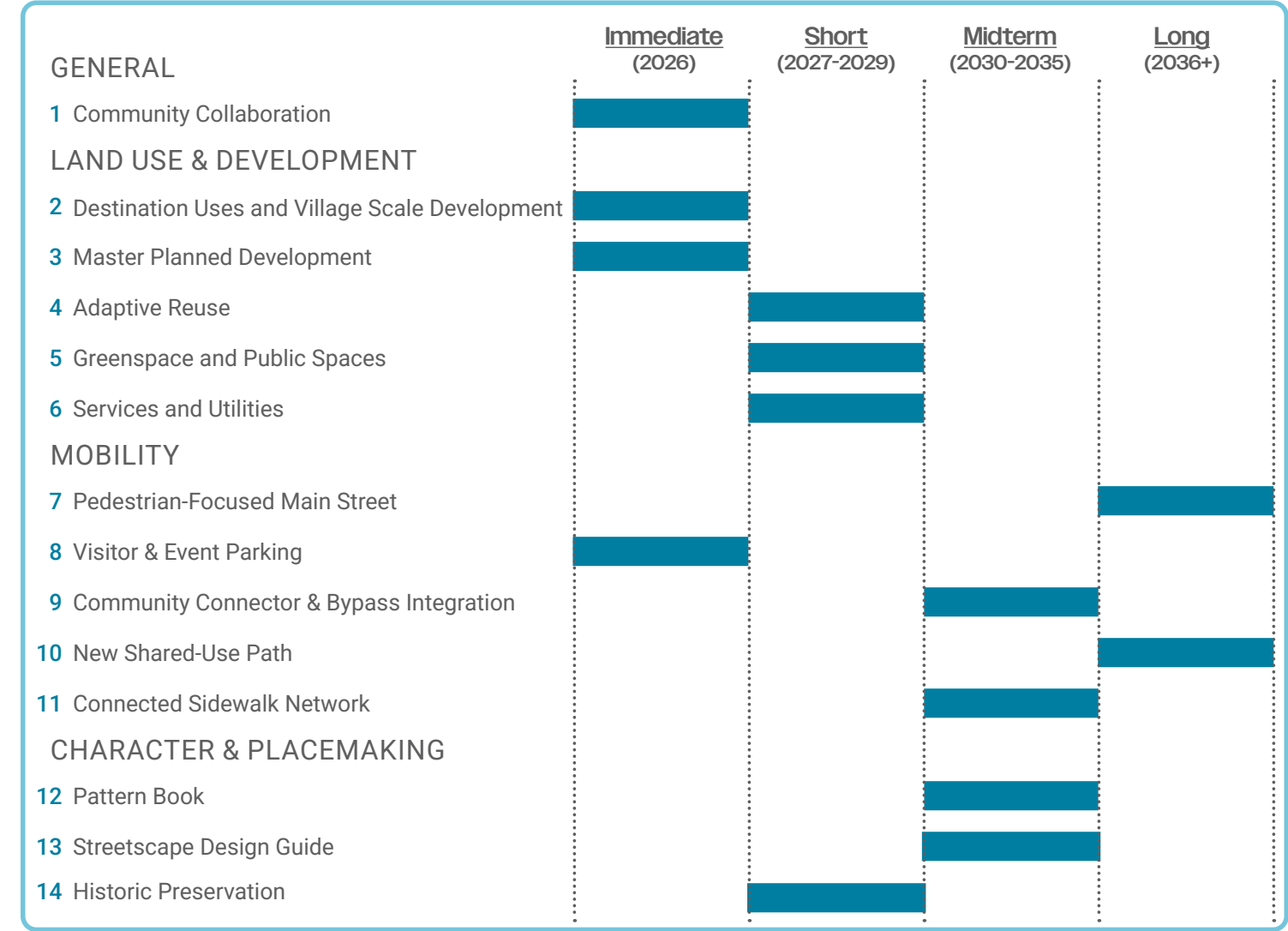
## CREATING PARTNERSHIPS

This plan cannot be implemented by a single agency or organization. Its success depends on strong partnerships and collaboration among the many individuals, departments, and organizations involved. The partnerships and working relationships between the numerous people, organizations, and departments working towards implementation will determine success.

Each strategy designates primary and secondary partners to ensure accountability and collaboration. Primary partners are tasked with driving the strategy forward, including task definition, resource coordination, stakeholder engagement, and progress reporting. Secondary partners provide essential support and expertise to help move the strategy forward.



## STRATEGY TIMELINE





# GLENDALE

CREATING VIBRANT COMMUNITIES



**TEAM**  
**KENTUCKY**  
TRANSPORTATION  
CABINET



TAYLOR  
SIEFKER  
WILLIAMS  
design group

