

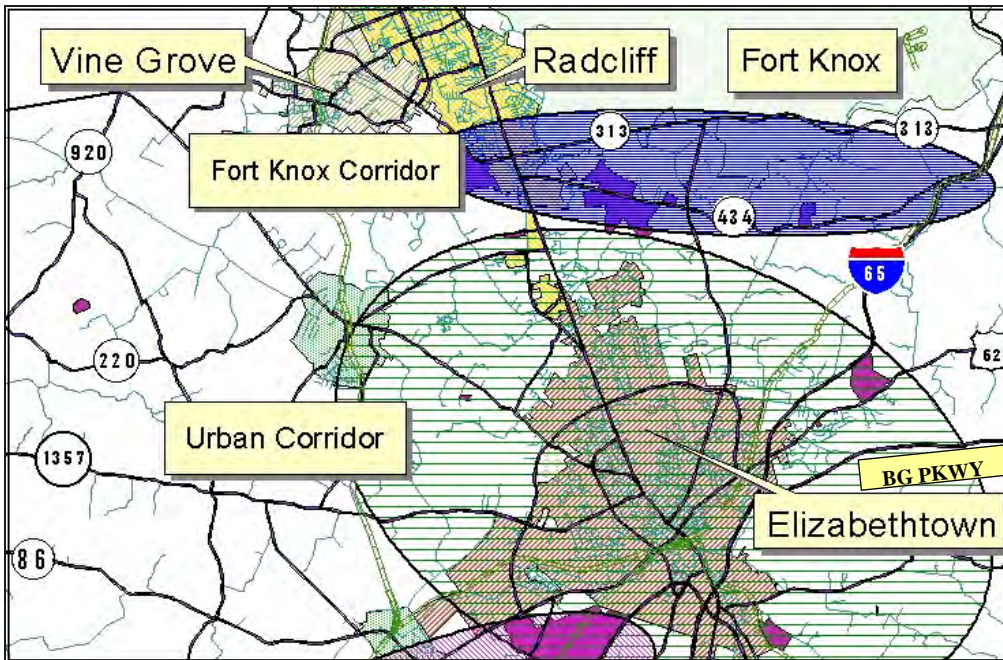


INDUSTRIAL ELEMENT

Comprehensive Development Guide



7.1 Hardin County Industrial Overview



Fort Knox Industrial Corridor

- Comprised of 11 parcels totaling 720 acres of land
- 68 acres zoned I-1*
- 653 acres zoned I-2**
- Primary transportation arteries are:
 1. KY 313
 2. KY 434
 3. KY 251

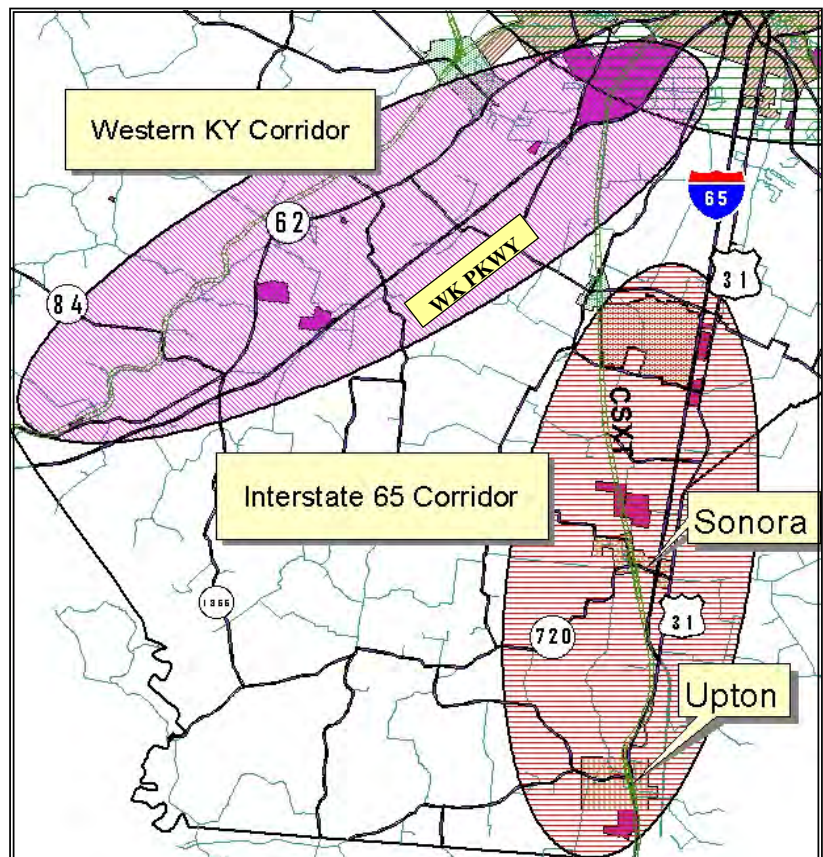
Urban Industrial Corridor

- Comprised of 55 parcels from both the Elizabethtown and Radcliff Urban Areas totaling 666 acres
- 6 acres zoned I-1
- 261 acres zoned I-2
- 399 acres in I-H***

- Primary transportation arteries are:
 1. I-65
 2. US 31W
 3. Bluegrass PKWY
 4. US 62
 5. KY 1600
 6. KY 1357

Western KY PKWY Industrial Corridor

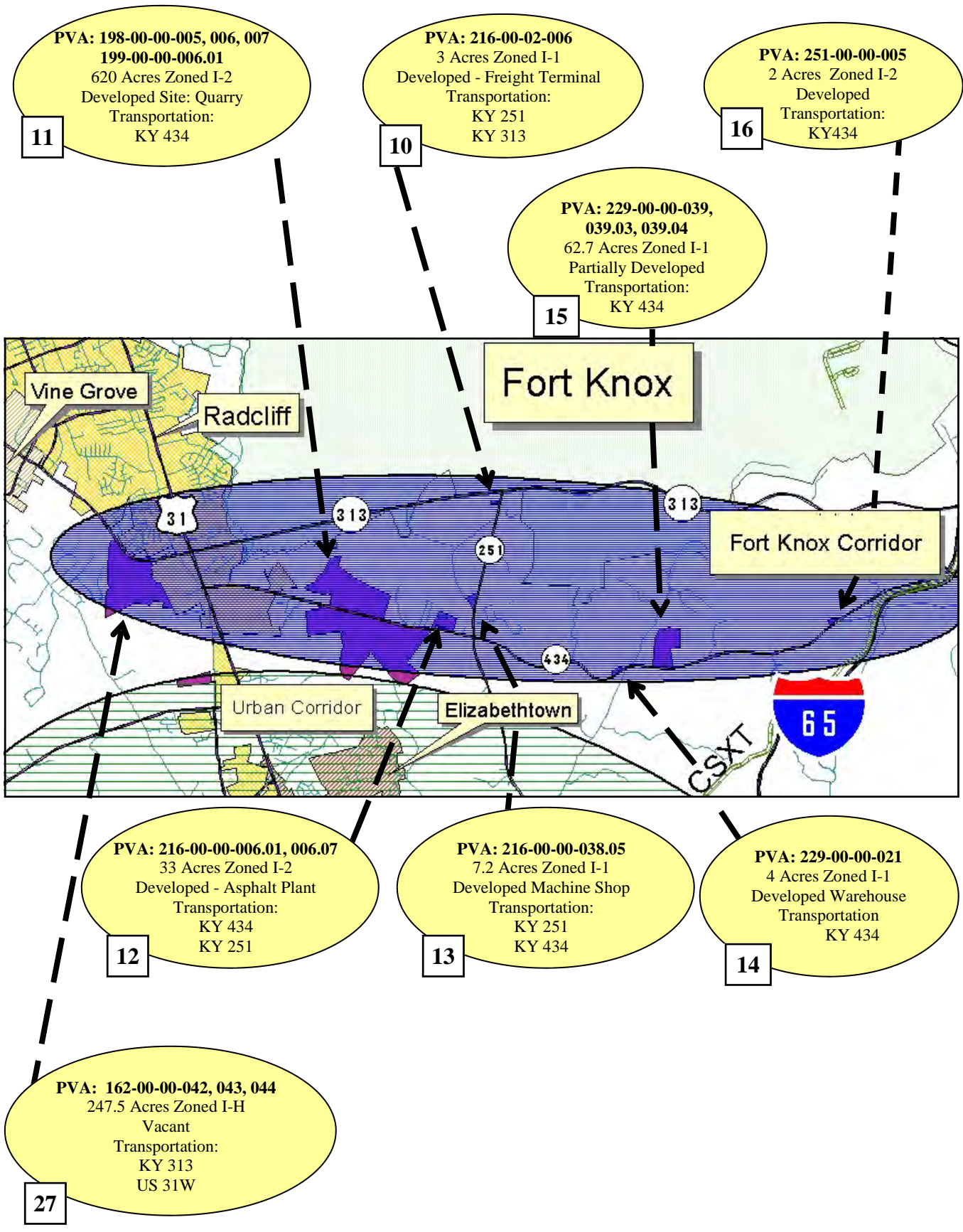
- Comprised of 53 parcels totaling 1769 acres
- 240 acres zoned I-1
- 261 acres zoned I-2
- 1508 acres in I-H
- Primary transportation artery:
 1. Western Kentucky Parkway
 2. US 62



Interstate 65 Industrial Corridor

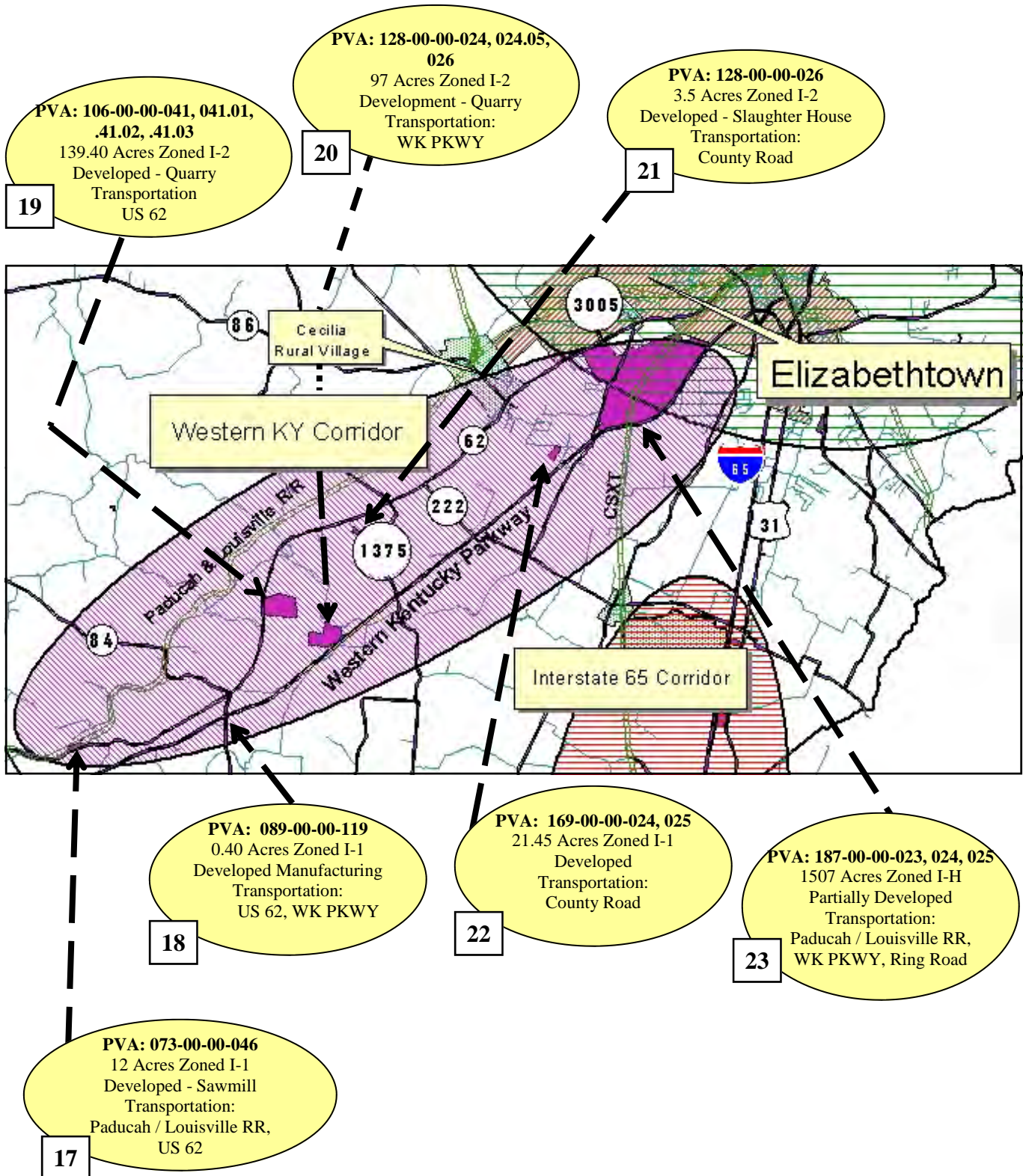
- Comprised of 13 parcels totaling 2004 acres
- 71 acres zoned I-1
- 143 acres zoned I-2
- 456 acres in I-H
- 1551 acres for single site manufacturing
- Primary Transportation arteries are:
 1. I-65
 2. US 31W
 3. CSX Railroad

B. Fort Knox Industrial Corridor



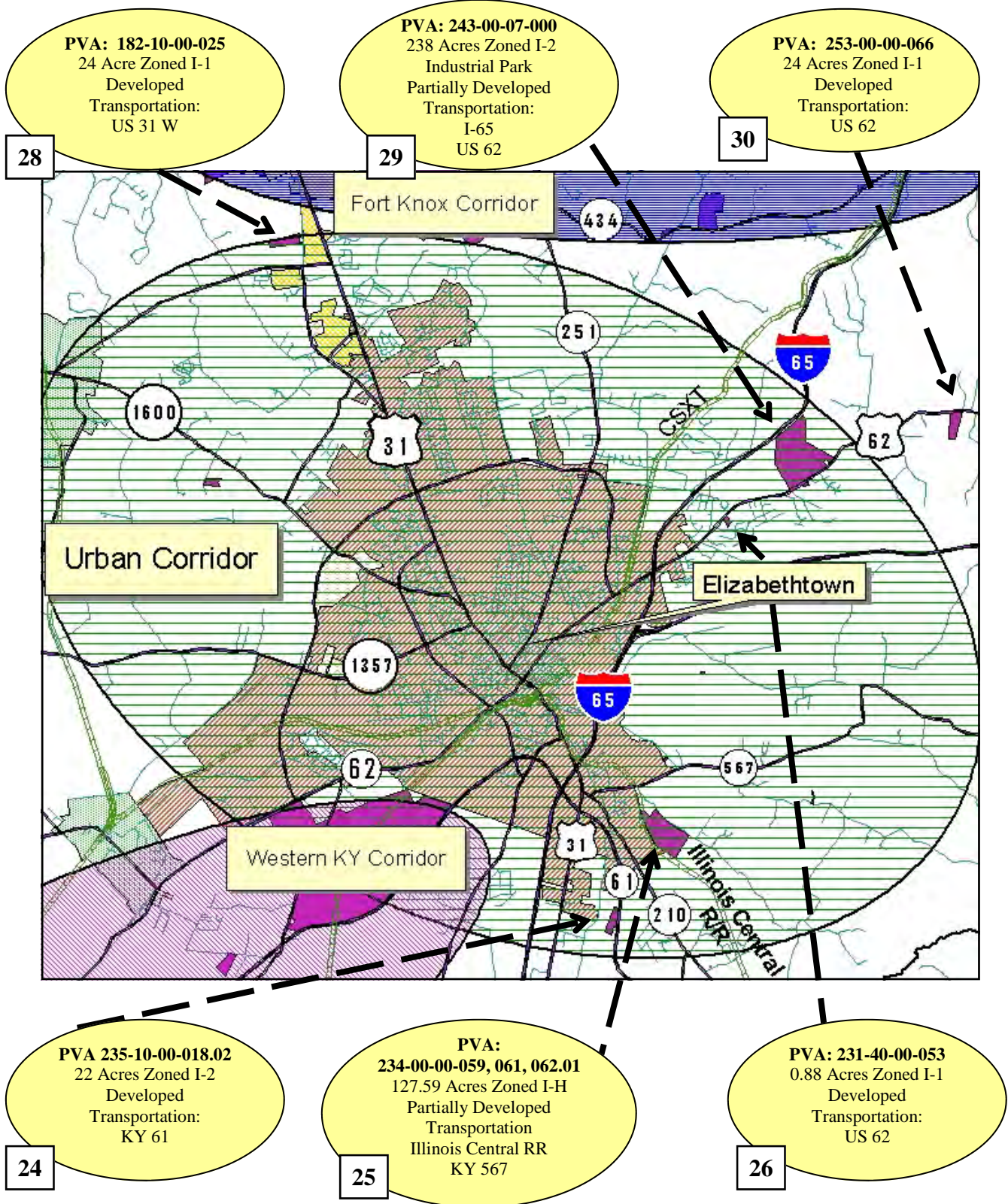
* See Appendix A-5 for complete Industrial Profile Listing and Current Industrial Inventory.

C. Western Kentucky Parkway Industrial Corridor



* See Appendix A-5 for complete Industrial Profile Listing and Current Industrial Inventory.

D. Urban Industrial Corridor



* See Appendix A-5 for complete Industrial Profile Listing and Current Industrial Inventory.

7.2 Strategic Industrial Analysis: Glendale Industrial Site

The Glendale Industrial Site offers unique opportunities to (See Figure 1):

1. Expand the economic industrial base of Hardin County
2. Spawn economic development for the Glendale Area as well as Hardin County
3. Create a regional employment center that will strengthen the employment base of Hardin County and the Commonwealth of Kentucky as a whole.

Commission developed a series of public town forums that were held in Glendale's East Hardin Middle School. Entailed in these forums were group break out sessions, mapping exercises, brain storming activities, question and answer sessions, design surveys and land use preference surveys. These forums yielded valuable information which helped to cultivate the following proposals regarding the Glendale Industrial Site and the impacts on the Glendale Community.

A. Map Amendments involving parcels directly adjacent to and in close proximity of the Glendale Industrial Site

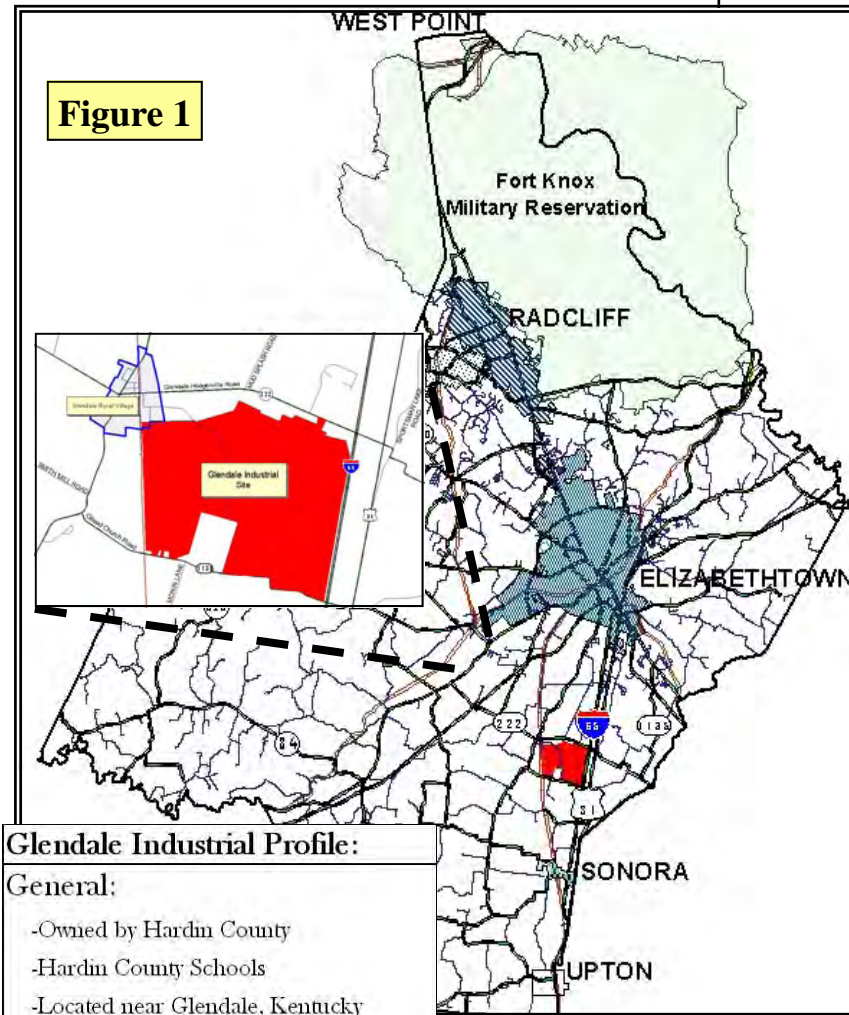


Figure 1

Glendale Industrial Profile:

General:

- Owned by Hardin County
- Hardin County Schools
- Located near Glendale, Kentucky
- 1551 Acres
- Restricted use to one large scale Facility

Utilities:

- Water District #2: 8" line
- Natural Gas Available
- Sewer 15840 Feet North of the site
- Electric Three Phase Available

Transportation:

- Interstate 65 adjacent
- Airport: 46 Miles NE
- Adjacent to CSX Rail Road

In recognition of the above unique opportunities available to the citizens of Hardin County, the Hardin County Planning and Development

The Glendale town forums yielded much of the information that led to this proposal of Map Amendments. Specifically, mapping exercises identified areas of growth which concerned those who attended the forums. These concerns were then developed further by surveys which asked for land use preferences for identified areas of growth. Of primary concern were the areas directly to the south and east of the Glendale Industrial Site.

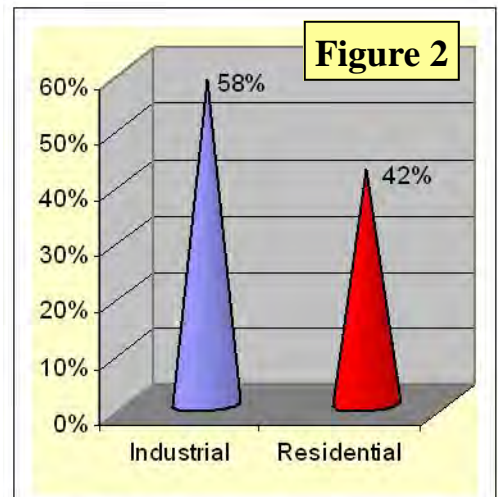
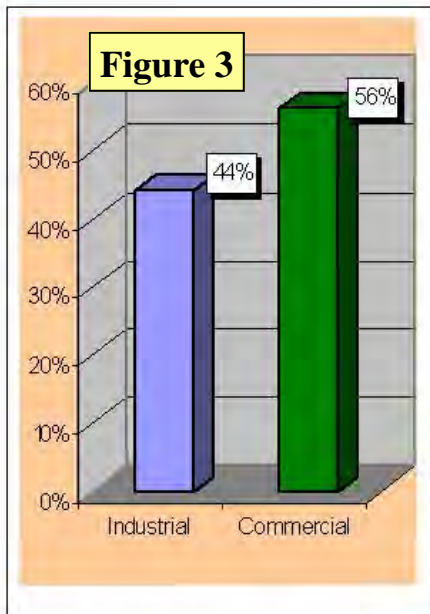


Figure 2

LAND USE PREFERENCE SOUTH OF THE GLENDALE INDUSTRIAL SITE

Adjacent to the Glendale Industrial Site to the south are parcels which have a strong likelihood for development based on the relative undeveloped nature of the land, the close proximity to the industrial site and on anecdotal information gathered from some of the owners. Based on the preferences

of the surveyed Glendale residents to have the land developed as industrial rather than residential (See **Figure 2**), the commission supports amending the land use map to reflect I-2 (Heavy Industrial) for those parcels directly adjacent to the Glendale Industrial Site to the south. In addition, those parcels located further south (to the Nolin River) should be considered I-H (Industrial Holding) which would allow for both the option of industrial development as well as low density residential.



LAND USE PREFERENCE EAST OF THE GLENDALE INDUSTRIAL SITE

In addition to the area south of the Glendale Industrial Site, parcels to the east are of strong development importance. When the Glendale residents were asked about this area, there was a near even split, with 44% favoring Industrial development and 56% in favor of Commercial development (See **Figure 3**). This proposal adapts the wants of the community with what would be a desirable planning outcome for those parcels east of the site. Those parcels adjacent to Interstate 65 and the west side of US 31W are

encouraged to be amended to reflect Industrial development, while those parcels adjacent to US 31W to the east, (See **Figure 4**) should reflect Commercial development

This proposal is in line with the following goals from the Hardin County Comprehensive Development Guide:

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

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

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

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

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

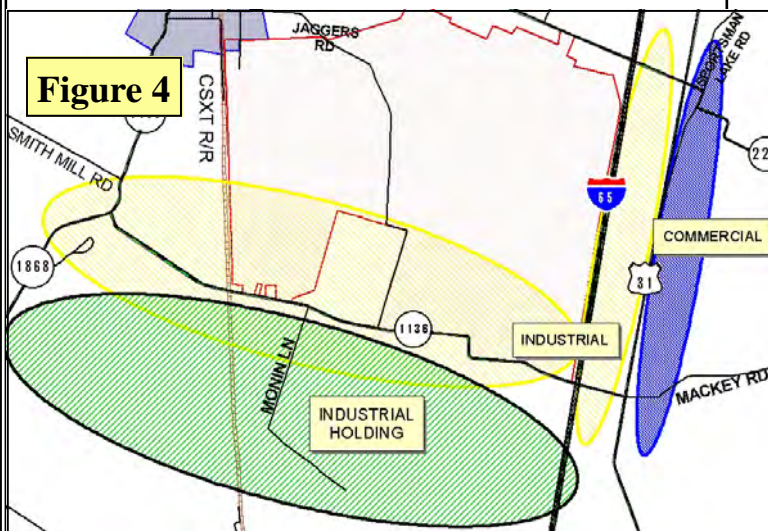


Figure 4

B. Implementation of an Overlay District to the south and east of the Glendale Industrial Site

The considerable investment the county and state made in the Glendale Industrial Site requires considerable care in determining how best to maintain its viability for a single large scale manufacturing facility. The creation of an Overlay District is the best tool at the Commission's disposal which would work to maintain the integrity of not just the site itself, but also its surrounding area.

Comprised in this Overlay District are two parts; one is the restriction of certain uses that might limit the ability for this sites potential to be fully realized and the second is the implementation of design and development standards that will help to protect the integrity of the area.

Limiting the uses which may occur in this Overlay District is essential to the viability of the site. The following uses have been found undesirable by manufacturing facilities in the past and have been determined that they might deter certain facilities from locating on the Glendale Industrial Site:

- | | |
|------------------------------|-----------------------|
| Tire Manufacture | Glass Recycling |
| Stone Quarry | Fiberglass Production |
| Carbon Production | Petroleum Refining |
| Asbestos Production | Power Plants |
| Sexually Oriented Businesses | |

In conjunction with limiting the use of the land contained in this Overlay District, there shall also be development standards, such as the following, incorporated in this Overlay:

- Building Setback Limits
- Green Space Areas
- Landscaping Requirements
- Display Area Limitations
- Outdoor Storage Area Standards

- Dumpster and Waste Material Screening
- Parking Regulations
- Enhanced Development Plan Standards

As is illustrated in the graphic, **Figure 5**, the Overlay District will be limited to the areas within 1000' feet of the Right of Way Line from:

- Interstate 65
- US 31W
- Gilead Church Rd (KY 1136)

The limited boundaries of this zone will work to protect only those areas which will have the greatest impact on the Glendale Industrial Site and will further work to enhance the ability to attract the best possible tenant for the site.

This proposal is consistent with the following goals from the Hardin County Comprehensive Development Guide:

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

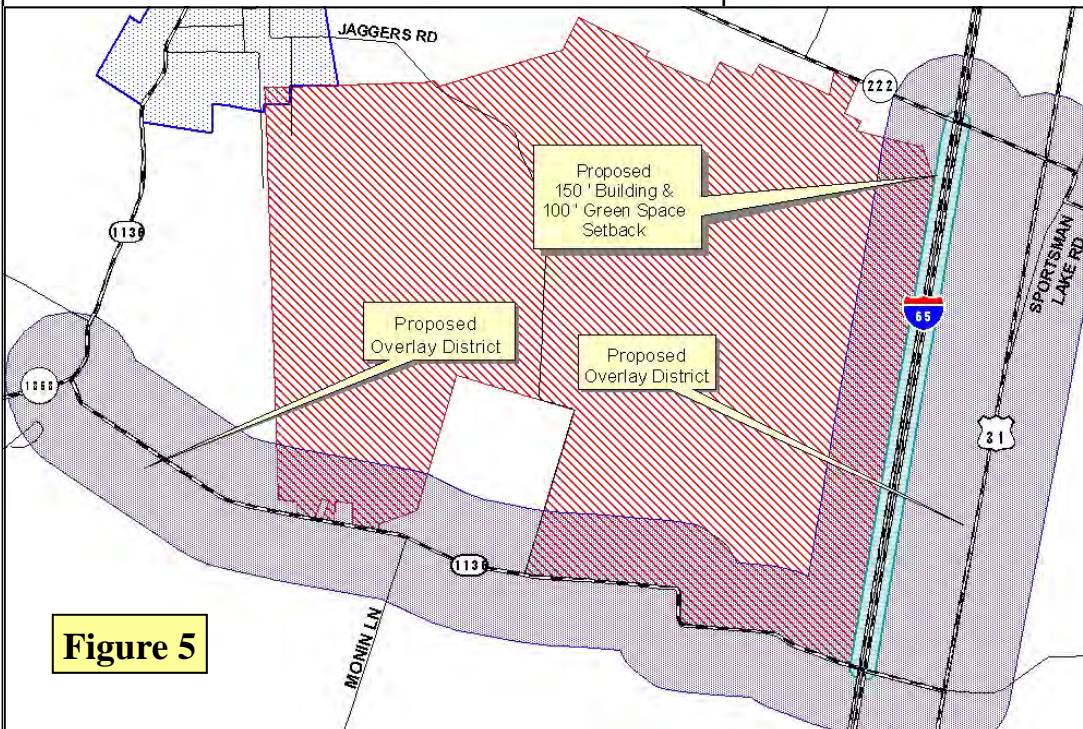
GOAL #2: TO PROVIDE ADEQUATE RECREATIONAL FACILITIES AND OPEN SPACE FOR THE CITIZENS OF HARDIN COUNTY.

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

GOAL #5: TO ENCOURAGE THE LOCATION AND DEVELOPMENT OF DIFFERENT LAND

USES IN THE MOST APPROPRIATE MANNER.

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



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

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

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

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

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

C. Transportation Improvements to specific Arterial and Collector roads surrounding the Glendale Industrial Site

The occupancy of the Glendale Industrial Site will have a major impact on traffic flow in the area surrounding the Glendale Industrial Site. That, in conjunction with concerns voiced at several of the Glendale Town Forums, has prompted the following transportation improvement proposals. While working with the Metropolitan Planning Organization, we have been able to discuss the transportation needs of this area and have been able to help identify these needs as priorities for the county. In developing the proposed improvements, **Figures 6 and 7**, consideration was given to

utilizing as many existing roads as possible. By utilizing existing roadways, it is possible to preserve more agricultural land and lessen the impact on the countryside of the county.

This proposal is consistent with the following goals from the Hardin County Comprehensive Development Guide:

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

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

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

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

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

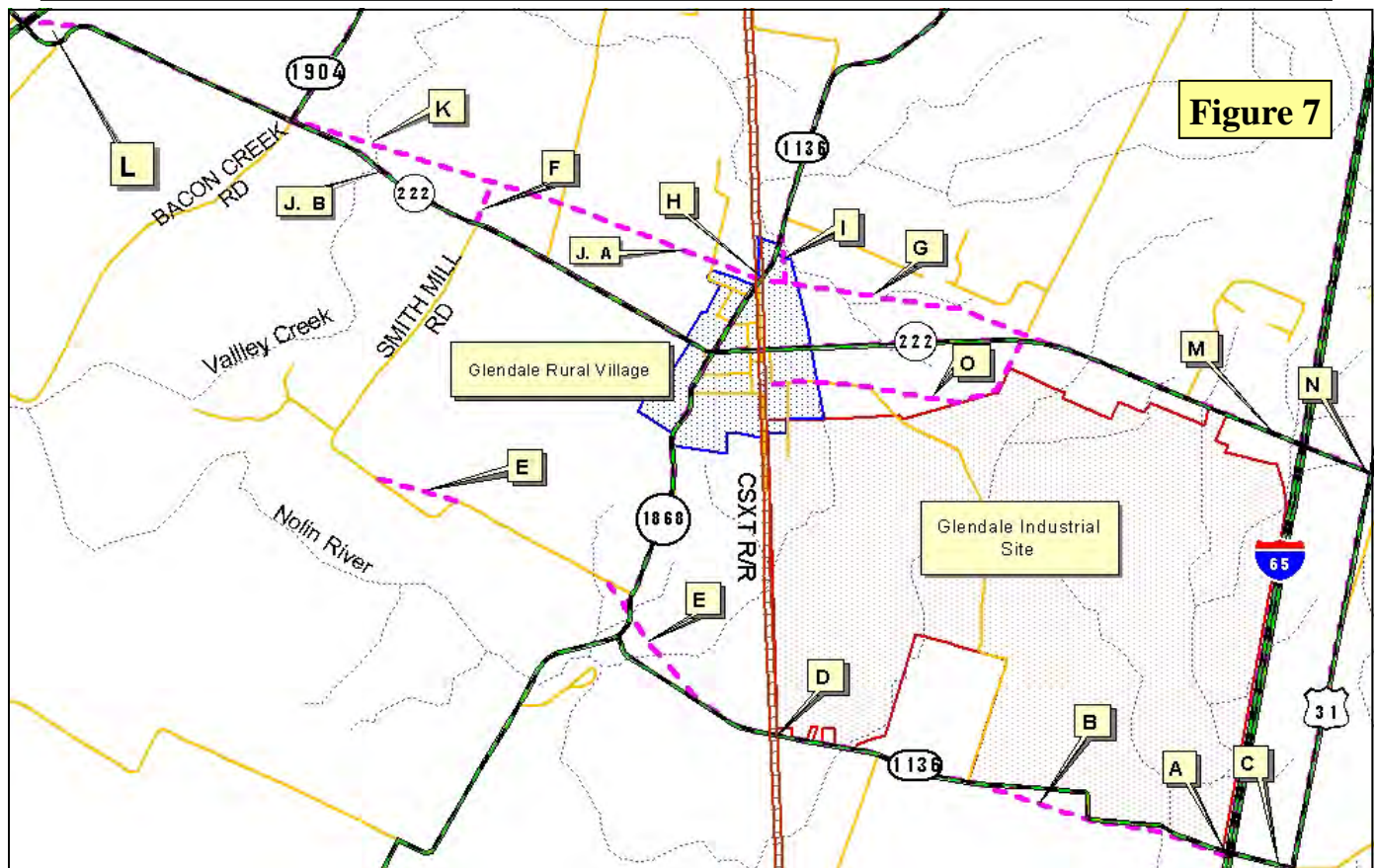
GOAL #12: TO PRESERVE THE LIFESTYLE, HISTORY AND NATURAL SURROUNDINGS OF THE PEOPLE OF HARDIN COUNTY.

TRANSPORTATION IMPROVEMENT PLAN

GLENDALE INDUSTRIAL SITE

Figure 6

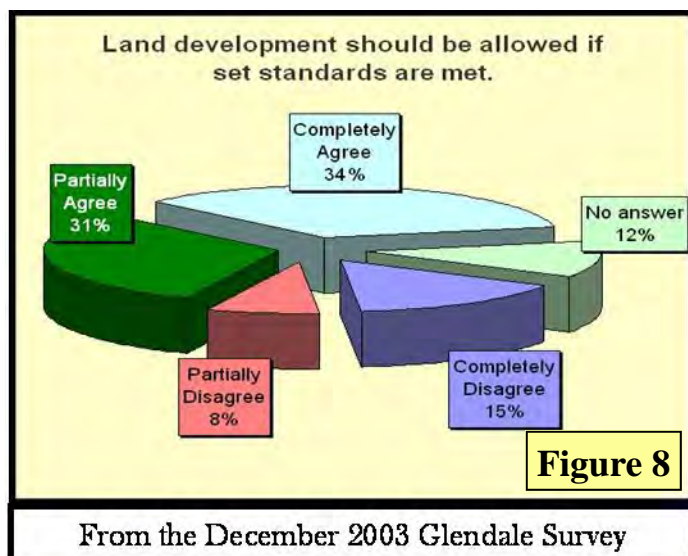
- A** New interchange with Interstate 65 south of the present overpass of Gilead Church Road.
- B** Reconstruction and realignment of Gilead Church Road (KY 1136) to four lanes from new I-65 interchange to railroad.
- C** Construction of a new road from the new I-65 interchange to Lincoln Parkway
- D** Elevated railroad crossing at Gilead Church Road (KY 1136).
- E** Upgrade of Gilead Church Road from railroad to new intersection with Smith Mill Road and upgrade Smith Mill Road from Gilead Church Road to KY 222.
- F** Extension of Smith Mill Road from Glendale–Hodgenville Road (KY 222) to New Glendale By-pass.
- G** Construction of New Glendale By-pass from Mud Splash Road to present location of the railroad crossing at New Glendale Road (KY 1136).
- H** Upgrade existing railroad crossing for new Glendale By-pass.
- I** New intersection of New Glendale Road (KY 1136) and New Glendale By-pass.
- J (A)** Construction of New Glendale By-pass from upgraded railroad crossing west to present intersection of Glendale–Hodgenville Road (KY 222) and Bacon Creek Road (KY 1904).
- (B)** Close current section of Glendale –Hodgenville Road KY 222 from Bacon Creek Road (KY 1904) to Smith Mill Road closing existing bridge over Valley Creek.
- K** Construction of new bridge over Valley Creek for New Glendale By-pass.
- L** Construction of Western Kentucky Parkway interchange at Glendale –Hodgenville Road (KY 222).
- M** Upgrade I-65 interchange with Glendale –Hodgenville Road (KY 222) and widen lanes.



D. Creation of a Neighborhood Development Plan for the village of Glendale to help the community plan and respond to the impact of the industrial site.

Yielded from the multiple Glendale Town Forums was the idea that a Neighborhood Development Plan needed to be created for the Village of Glendale. The unique qualities of this area are of the utmost importance to both the residents of the village as well as Hardin County.

The purpose of this plan is to create a document that will help guide the development of Glendale when the infusion of money, people and traffic occurs due to the Glendale Industrial Site. This Neighborhood Development Plan will contain;



both current and future land use information, design standards for development, historic preservation aspects, and identification and prioritization of both streetscape and infrastructure improvement projects.

Support for the development and implementation of a plan can be found in numerous development, land use and design related questions that were asked on numerous surveys and questionnaires. Furthermore, this proposal is consistent with the following goals from the Hardin County Comprehensive Development Guide:

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



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

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

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

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

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

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

GOAL #8: TO PROMOTE CONSERVATION AND EFFICIENT UTILIZATION OF EXISTING COMMUNITY RESOURCES TRAFFIC THROUGH-OUT THE COUNTY.

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

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

7.3 Strategic Corridor Analysis

Analyzing the industrial land in Hardin County was accomplished by identifying trends that caused, or help to cause, industrial growth and development in the county. By tracking the industrial development trends, the following four Industrial Corridors were identified.

A. Fort Knox Industrial Corridor

The Fort Knox Industrial Corridor has characteristics which have been identified as positive for future industrial development. Within this corridor the Kentucky 313 Sector is identified due to its proximity to the Fort Knox Artillery range. The noise from Fort Knox makes this area less suitable for dense residential development and was identified as a target area for future commercial and industrial growth. That, in conjunction with the presence of strong transportation routes such as the Joe Prather Highway (KY 313) and Battle Training Road (KY 434), makes this a strong corridor for future industrial development.

B. Interstate 65 Industrial Corridor

The I-65 Industrial Corridor is anchored by the 1500 acre Glendale Industrial Site which is pocketed by Gilead Church Road (KY 1136) to the south, I-65 to the east KY 222 to the north and the CSX Railroad to the west. In addition to this site, the presence of US 31W has prompted the location of industrial development along this North/South corridor. Additionally, the purchase of this Industrial Site has produced proposals which have been outlined in the Strategic Industrial Analysis: Glendale Industrial Site.

C. Western Kentucky Parkway Industrial Corridor

The Western Kentucky Parkway is identified as a corridor which runs in a southwesterly direction of Elizabethtown and has seen industrial development sprout up along its transportation route. The presence of this roadway, in conjunction with the availability of land primes this location as an industrial area which has potential for growth. In addition to the current characteristics, the

development of the Glendale Industrial Site, might work to increase the industrial development in this area.

D. Urban Industrial Corridor

The development of industrial growth in the Urban Corridor occurred primarily because of the availability of urban amenities in close proximity. Directly outside the city limits of Elizabethtown, Radcliff and Vine Grove are industrial sites which have developed not due to similar transportation corridors found in other Industrial Corridors, but rather due to the common trait of its proximity to Hardin County's three largest cities.