CHAPTER VII

LAND USE ANALYSIS AND PLAN

Introduction

Land use is the term that relates to the use to which land is put. Land is classified into various use categories for analysis and planning purposes. The general categories of land use are agricultural, residential, commercial, industrial, and public. These categories may be further classified into degrees or type of general category. For example, two types of industrial land use may be light and heavy industrial or residential may be divided into low, medium or high-density categories.

Existing Land Use and Zoning Inventory

To determine the existing land use of properties in Shelby County extensive use of aerial photography, topographic maps, and visual survey methods were employed. Shelby County was photographed by aerial methods in 1986 by the Kentucky Transportation Cabinet. These maps were enlarged and acquired for the development of all elements of this comprehensive plan. Copies of these aerial photographs are on file with the Triple S Planning Commission office. Work maps developed from these photographs and from topographic maps are also on file. This Chapter deals with land use in Shelby County and the urban area of Shelbyville. The Simpsonville land use and land use plan are contained in a separate section.

The majority of Shelby County is presently in an agricultural or vacant category of land use except for the cities of Shelbyville and Simpsonville and the smaller communities and villages scattered throughout the County. The majority of Shelby County is currently zoned Agricultural. As indicated in the Goals and Objectives Chapter of this plan, comprehensive planning efforts should recognize the value and importance of preserving much of these agricultural lands. With the exception of a few residential subdivisions in the extreme northwestern section of the County, development in all categories of land use has occurred in and around the existing urban concentrations. An essential element of this plan is to recognize the past development trends and investments that have been made in compliance with the previous comprehensive plans and consistent with the basic element of land use planning that establishes urban service area boundaries and the reasonable expansion of small communities. Therefore, the plan for Shelby County is for majority of the County to remain in an agricultural classification, with the exception of the urban areas.

The total acreage in Shelby County is 245,120 of which 219,643 acres were in farms in 1996. Approximately 89.5% of the land in Shelby County is devoted to farming activities. This means that 25,477 acres were in uses other than farm and this comprises 10.5% of the total acreage.

The small villages of Shelby County are presently zoned Unincorporated Districts which allow for both residential and commercial uses. One of the main purposes of this plan is to identify the existing land uses in these small villages and to plan for the future land uses of these communities by categorical methods, thereby differentiating between public, residential,
commercial, and industrial categories. Each small village is discussed separately later in this Chapter. The present zoning policies in Shelby County allow for the development of agricultural tracts consisting of five acres anywhere in Shelby County. It is recommended that the Zoning Ordinance be amended to allow for the protection of important agricultural areas by requiring a much larger minimum lot size that would be established at the request of the landowners in an affected area. It is recognized that the division of land into five-acre tracts for "agricultural" purposes often times create conflicting land uses and destroy the agricultural potentials of subdivided properties. The concept utilizing cluster development at a density of five acres per dwelling may provide an alternative whereby agricultural productivity is not forever lost. Areas that have been zoned the more restrictive prime agricultural district may not be appropriate for cluster development. However, at the time of this plan, clustering of houses/lots was not a preferred alternative and not seen as attractive or viable in Shelby County. Other alternatives to sprawling, low density development such as complete funding and implementation of the PACE program (Purchase of Agricultural Easements) should be encouraged and pursued.

The future development of the unincorporated villages in Shelby County is on lots of one acre in size or larger due to the fact that these communities do not have public wastewater treatment systems and must use septic tanks or other alternative means of sewage treatment. Under ideal circumstances, it is more desirable for the smaller villages to grow outward from the center.

The establishment of subdivisions within the urban service areas (USA’s), 2 miles from the corporate limits of the cities of Shelbyville and Simpsonville, that are not connected to a governmental wastewater treatment and collection system and that are on tracts less than five acres in size shall be prohibited except where zoned Agricultural. A Zoning Ordinance provision should be adopted that addresses specific circumstances that may be considered and in which such a prohibition may not apply. Some of these circumstances have been considered in the Goals and Objectives and in the Water and Sewer sections of this Plan. As a general principle, applications for developments utilizing septic systems located outside the urban service areas of Shelbyville and Simpsonville shall meet the provisions of the Agricultural Zones and should not be zoned for residential uses until the majority of the available areas in the USA’s are developed and a new land use plan recommending expansion of the urban service areas is adopted.

Land Use Plan

In addition to the policy recommendations above, there is presented herein a recommended Land Use Plan map, and a narrative explaining that map and the categories used on that map and other narrative guidance concerning proper development in the community. A generalized Development Map (Map 7-1) for Shelby County is presented on the following page. Large scale maps are available in the Triple S Planning Commission office.

A generalized map of the Conservation Districts (Map 7-2) in Shelby County follows the Land Use Plan Map on page 77. The Conservation areas are intended to follow along the 100-year flood plain and along the top of steep slopes that adjoin the major drainage areas. This Map is presented separately from the Land Use Plan map to improve presentation and understanding.
MAP 7-1

DEVELOPMENT PLAN
SHELBY COUNTY, KENTUCKY
COMPREHENSIVE PLAN

LEGEND

URBAN AREAS

AGRICULTURE

BASE MAP PREPARED BY KENTUCKY TRANSPORTATION CABINET

REFER TO LARGE SCALE MAPS IN PLANNING COMMISSION OFFICE
MAP 7-2

CONSERVATION DISTRICTS
SHELBY COUNTY, KENTUCKY
COMPREHENSIVE PLAN

BASE MAP PREPARED BY KENTUCKY TRANSPORTATION CABINET
Land Use Plan Narrative

The generalized land use maps presented on prior and following pages presents only a portion of this Comprehensive Plan’s recommendations concerning the land use pattern and recommended policies affecting development in Shelbyville, Simpsonville and Shelby County. The following narrative is included in this land use element in order to define, clarify and supplement the guidance provided in the general land use maps. This narrative includes first County-wide Development Policies, policies that by their nature and scope are more generally applicable to all development in the Community. Next, the land use categories applied on the recommended land use maps are defined and described providing guidance to both potential developers and the Planning Commission when assessing development proposals for appropriateness. Finally there is a narrative description of the several jurisdictions or places that make up Shelby County. This narrative not only provides more detailed descriptions of the existing conditions in each but also a description of the recognized and recommended land use patterns and trends of these places.

It is intended, by showing the land use patterns on the “Proposed Land Use Map” that land be designated in sufficient quantities to satisfy demand as projected in Chapter II, Population and Economic Analysis herein as well as taking into account market considerations including shifting demand, lack of practical availability of some properties and difficulties in providing necessary infrastructure to some properties. It should be noted that annexation taken by the cities of Shelbyville and Simpsonville are not reflected and future specific acreage allotments for the cities are impossible to anticipate.

Community Wide Development Policies

The following policies are applicable to all development, both new construction and infill development/redevelopment, as appropriate. They are not specific to the type of development proposed or the area in which the development or redevelopment is occurring, but rather apply generally.

Development Policies

- Emphasis is placed on reuse and redevelopment of existing parcels and structures versus development of vacant parcels.

- Except as otherwise provided herein, the size and scale of all development and redevelopment should reflect the character and style of surrounding uses.

- Access points to all public roadways should be defined and minimized.

- Developments should be interconnected in order to minimize traffic conflicts and to provide alternative access points and routes for traffic flow.

- All development should occur in a manner respective of floodplain and other environmental considerations and regulations. Developers should incorporate the protection of natural resources, including floodplain, into the development to create
unique additions to the community while protecting the natural environment.

- Where land covered or affected by these considerations or regulations is shown on the recommended land use map as appropriate for development, that development should be limited in nature and scope with floodplain areas reserved from any and all but the least dense and intense development that can meet floodplain regulations.

- Erosion control measures should also be incorporated into all developments of any type and scale. This and other groundwater protection methods and practices should be utilized to protect groundwater and community-wide as well as private sources of potable water. The more important and obvious of such sources of water are recognized and protected by the land use pattern.

- All development along and immediately adjacent to the I-64 right-of-way should provide sufficient greenspace adjacent to the right-of-way so as to provide a practical and aesthetic buffer.

- Development should occur only in areas with sufficient traffic capacity to handle the anticipated traffic demand generated by the particular development. Areas served by narrow roadways (14 feet or narrower) should be developed only after improvement to the roadway or a determination that no adverse impact or traffic safety issue will be created.

**Utility Policies**

- New development should only occur in areas where water and sewer services are available from public agencies and can meet any additional demand.

- No new development should occur where there is not an adequate water supply and pressure for fire protection services.

- Extensions of utility service will be the responsibility of developers with public agency participation possible where extensions are desired and will serve larger areas and will allow for appropriate future expansion of the utility.

**Transitional Guidelines/Standards**

The following standards provide guidance on how to determine compliance with this plan when the subject property falls into so called “border areas.”

**Transition Areas between Land Use Categories**

On the Proposed Land Use Map the Shelbyville, Simpsonville, and Shelby County communities are divided into land use categories that are, as described below, used for analyzing the portions of the community with cohesive character and a unique identity. Along the lines that divide the community into the land use categories there may be an occasion that the guidance provided in
this plan needs clarification. The Planning Commission must interpret how this plan and its guidelines are applied in such circumstances. The lines between and defining the categories are often drawn along natural or manmade boundaries, in particular along roadways. If property that is to be considered for development action, whether it be a rezoning application or other development, appears to be located in two different categories each of the land use categories and the respective criteria and development guidelines are to be applied to the portion of the site within the category. Where recommended uses and densities create inherent conflicts, development proposals should be analyzed for inclusion of techniques to address the conflicts. Techniques that can be used to address such conflicts include step-downs in density and intensity of uses, screening or buffering, increased setbacks and/or landscaping.

Transition Areas between Adjacent Communities/Political Jurisdictions

Planning suburban areas occurring along the fringe of the cities of Shelbyville and Simpsonville include portions of those communities that are not, as of the time of this plan, located within the City Limits. Land use guidance is provided for these as being natural areas of growth for the Cities. Additionally land use guidance is provided to allow the Cities to address and assess the impact of development proposals adjacent to its property even though the areas are not within the Cities.

Description of Planning Categories

In the analysis and planning of the Shelbyville and Simpsonville urban areas, it has been concluded that the land use categories should be as specific as possible in order to assist analysis and the development of plans for these areas. However the guidelines for each category are also supplemented by the general development guidelines applicable to all areas and uses. This approach would also assist in the application of categorical zoning to these urban areas. It should be noted that the Interchange District and Unincorporated District reflected in the prior Comprehensive Plan are no longer utilized and that other specific land use categories are used in this Plan. It is important to note that the general descriptions of these districts may be similar but perhaps not identical to those in the existing and any future Zoning Ordinance. The designation of an area or property does not in anyway guarantee rezoning of the property in question to any particular zoning classification. The boundaries of each area designated are not intended to be exact or survey boundaries but rather reflect general guidance appropriate to the particular area and its particular circumstances. Boundaries as depicted on the Recommended Future Land Use Map are not intended to follow property lines but may. The density recommendations contained in the residential categories are intended to be net density figures and not restrictions to a particular lot size. The Planning Commission when reviewing particular development proposals may endorse and approve the mixing of housing types, densities and intensities achieving the desired overall net density requirements.

Included in this chapter of the Comprehensive Plan are maps of each governmental jurisdiction and for each of the villages in Shelby County. These maps should be examined to identify the planning districts for each planning area. The following categories are used:
Agricultural

Agricultural use, by state law [KRS 100.111 (2)] means the use of a tract of at least five (5) contiguous acres for the production of agricultural or horticultural crops, including, but not limited to livestock, livestock products, poultry, poultry products, grain, hay, pastures, soybeans, tobacco, timber, orchard fruits, vegetables, flowers or ornamental plants, including provision for dwellings for persons and their families who are engaged in the above agricultural use on the tract, but not including residential building development for sale or lease to the public. This plan recognizes however that very few 5 acre tracts in Shelby County are used for productive agricultural activities. It is extremely rare for a 5 acre tract, by itself, to be dedicated solely to agricultural use. This plan thus considers such tracts as permissible in agricultural areas but not necessarily desirable. It is recommended that in areas designated as agricultural, that alternative patterns of development (i.e. Purchase of Agricultural Easements) be encouraged so that parcels truly suited for agricultural use be created and preserved.

Conservation

This district identifies natural drainage courses, flood plains, steep slopes, wooded areas, wildlife habitats, and areas that should be left in their natural state. The minimum lot size in this district is 5 acres. Boundaries for this category are represented as accurately as possible at the scale of the Proposed Land Use Map. It is understood and endorsed by this Plan that actual circumstances on the particular property, for instance the existence of an area of steep slopes shown just outside the area depicted as conservation, will control. No new development should occur within the Conservation district.

Residential Categories

Residential Estates – Recommended density in this category is one-acre minimum lot size. This category is applied prominently in and around the existing rural communities, as depicted on the maps for each community.

Low Density – Areas that have been identified for development on public sewage treatment utilizing traditional development techniques with a recommended maximum density of 4 units per gross acre in areas served by sanitary sewers and 1 unit per gross acre in areas not served by sanitary sewers.

Medium Density – Areas designated as “medium density residential” are appropriate for single family detached developments, single family attached, town homes and duplexes. Also appropriate on a case by case basis are multi-family developments with a density not to exceed 10 units per gross acre. This classification is appropriately applied in areas with sanitary sewer service and with adequate access to roadways designed to handle the increased traffic levels generated. This classification is also appropriately applied to transition areas between areas developed for or planned for lower density or intensity residential uses and high density residential and/or light commercial or offices uses.
High Density – Multi-family development is appropriate in areas designated as High Density. The maximum density should be 16 units per gross acre. This classification is also appropriately applied to transition areas between areas developed for or planned for lower density or intensity residential uses and light commercial or office uses. Single family residential development is discouraged within areas designated for higher density. The areas designated for high-density residential development are limited in number and scope and should be reserved for high-density development. Additionally, in some circumstances it may be appropriate to use areas designated as medium density or low density residential for high density residential for instance where the area is adjacent to a more intense use and the high density residential use will be used as a buffer.

Mobile Home Park – This designation is applied to areas suitable for manufactured housing developments consistent with the standards of the Commonwealth of Kentucky and further defined in local regulations.

Commercial Categories

Neighborhood/Professional/Light Commercial – This designation is applied to areas suitable for uses that provide goods and services for neighborhood consumption; convenience centers, service stations, small shopping centers and professional and general office uses. Areas with this designation are located where outdoor storage, excessive lighting and signage would be inappropriate. Commercial uses in these areas are usually freestanding and target the local area for its goods and services. High traffic generating uses are inappropriate.

Highway Commercial – This is applied to areas appropriate for commercial uses whose retail activities cater to the motoring public and need visibility from the highways. Uses in these areas may be attached or freestanding and may include shopping centers. Larger retail complexes or Planned Shopping Center developments that consist of a mixture of retail activities planned and developed as a unit and that are usually not subdivided are encouraged to locate in areas with this designation but only where the infrastructure can handle the burdens generated. Outdoor storage is discouraged but may be permitted if screened. This designation is applied in a limited fashion to interstate interchange areas.

General Commercial – This designation is applied to areas appropriate for all retail activities and that incorporate outdoor storage, farm supply and implements and their repair, automobile dealerships, and light warehousing activities. This designation is applied to areas with lesser accessibility and visibility than the Highway commercial designation but in areas with adequate accessibility overall. Screening and buffering are important issues to address in the development of uses encouraged to locate in areas with this designation since they tend to be visually less attractive. This designation is not properly applied to areas immediately adjacent to interstate interchanges.

Interchange Commercial – This designation is almost exclusively applied to areas adjacent to interstate interchanges and is intended to provide areas for uses that serve the motoring public utilizing the interstate. Uses encouraged are truck stops, warehousing and distribution centers, hotels, restaurants, major retail complexes and gasoline and convenience retail
establishments. Uses not targeted at or essential to the motoring public or needing the highest level of accessibility are discouraged.

**Industrial Categories**

**Light Industrial** – This designation is applied to areas appropriate for uses whose activities may include light manufacturing, light assembly, light fabrication, light finishing, warehousing, storage, distribution, and similar activities that:

1) do not present any significant on-site release or discharge of pollutants including, but not limited to, noise, odor, dust, smoke, contaminants, hazardous substances, wastewater, vibrations, waste, recycled materials into the environment including, without limitation to the air, water or land, regardless of approval of Federal, State, or local agencies;

2) do not have any negative off-site environmental effects; and

3) do not require visible outdoor storage or large amounts of water or wastewater treatment operations.

Light Industrial districts specifically exclude those industries which are required to obtain a hazardous waste treatment storage or disposal permit pursuant to the Resource Conservation Act (RCRA), 42 U.S.C. Section 9601 et seq., or State statutes promulgated in lieu thereof.

In determining which industries are excluded from light industrial districts according to the above referenced standards, the Triple S Planning Commission shall take into account the presence, storage, treatment, recycling, or disposal of any hazardous substance as defined by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also known as Superfund), 42 U.S.C. Section 9601 et seq., or hazardous waste as defined by the RCRA or State statutes promulgated in lieu thereof.

**Heavy Industrial** – This designation is applied to areas appropriate for activities which would not be permitted in the Light Industrial District such as heavy manufacturing, heavy assembly, heavy fabrication, heavy finishing, quarrying or extractive industries, storage and processing of minerals or raw materials, contractors yards, asphalt and concrete plants and uses which present:

1) the potential of a significant release or discharge of waste, wastewater, hazardous substances, pollutants or contaminants into the environment including, without limitation air, water, or land;

2) industries that require a large amount of water and wastewater treatment for operations; and

3) industrial uses with negative off-site environmental effects shall be excluded.
The Planning Commission should consider the establishment of conditional use permits or other special review/approval processes for some heavy industries wherein. It is appropriate that the Commission establish certain necessary limits to protect the public health, safety and welfare and the environment.

**Other Category**

Public/Quasi-Public/Institutional – This designation is applied to areas currently used or planned for public or institutional uses that serve the community or public as a whole and are necessary for the proper, healthy functioning of the community. Such uses include schools, hospitals, parks, utilities and governmental structures.
SHELBYVILLE

Shelbyville is located in the geographic center of Shelby County north of I-64. The City is the County seat and is the largest urban center in Shelby County. It is located in the outer Bluegrass Region, 31 miles east of Louisville and 18 miles west of Frankfort. The population of Shelbyville is in excess of 6,000 people and the immediate urban area has an estimated population of more than 11,000 people. The City of Shelbyville was formed in 1792 on about 50 lots that Mr. William Shannon donated to the town fathers. The City developed in a grid pattern along Main Street which is now US 60 that traverses in an east/west direction. The north/south streets were numbered from 1 to 11 east to west. The initial pattern of development was approximately 3 city blocks in depth along Main Street. Growth in an east/west direction along US 60 has been the historical trend. The downtown area of Shelbyville has many structures that should be listed on the National Register of Historic Places including the surrounding residential areas. Shelbyville has established zoning districts in an east/west direction along Main Street. The City has an identifiable Central Business District that is the focal point of the urban area.

I-64 located immediately south of the City has two interchanges that connect to Main Street by way of KY 53 and KY 55. Industrial development has occurred between US 60 and I-64 along KY 55 and north of US 60 on the west side of the city. KY 53 between I-64 and US 60 has developed residentially and commercially with some limited industrial areas along Seven Mile Road. Residential development has occurred in all directions from the center of town for the past fifty years. Buildings, even in the downtown area, rarely exceed 30 feet or three stories in height and this standard should be maintained in the future.

In order to conduct an analysis of the urban area of Shelbyville, a detailed inventory was made of the current zoning districts within the corporate limits of Shelbyville in Table 7-1 on the following page and Table 7-2 on page 89 is a detailed inventory of the current zoning districts in the Shelbyville urban area. Table 7-3 on page 89 is an analysis of the land area per zoning classification within the corporate limits and in the Shelbyville urban area. Four zoning maps (19-20-26-27) that comprise the Shelbyville urban area were utilized in this analysis. Copies of the maps are on file in the Triple S Planning Commission office.

Following the zoning analysis, Table 7-4 on page 90 presents the approximate acreage in the Urban Service Area (USA) and in each Land Use Category for the city of Shelbyville. Analysis of the aerial photographs and verified by a land use survey produce the approximate acreage of developed lands within each category. The Urban Service Area contains approximately 14,937 acres, which 2,845 acres (19.05%) is developed. This table indicates that the existing development of the Shelbyville urban area is consistent with other cities in the United States. It should be noted that the planned industrial areas are nearly 500 acres less than the currently zoned industrial.
<table>
<thead>
<tr>
<th>Zoning Classification</th>
<th>Acres</th>
<th>Percent of Total</th>
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<tbody>
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</tr>
<tr>
<td>R-1</td>
<td>240.36</td>
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</tr>
<tr>
<td>R-2</td>
<td>372.45</td>
<td></td>
</tr>
<tr>
<td>R-2A</td>
<td>158.63</td>
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</tr>
<tr>
<td>R-3</td>
<td>424.30</td>
<td></td>
</tr>
<tr>
<td>R-4</td>
<td>488.08</td>
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</tr>
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<td>R-5</td>
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<td>RE</td>
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<td>RRD</td>
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<td><strong>Total Residential</strong></td>
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<td><strong>60.61%</strong></td>
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<td>C-1</td>
<td>39.93</td>
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</tr>
<tr>
<td>C-2</td>
<td>231.32</td>
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</tr>
<tr>
<td>C-3</td>
<td>62.40</td>
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</tr>
<tr>
<td>C-4</td>
<td>72.00</td>
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<td><strong>Total Commercial</strong></td>
<td><strong>405.56</strong></td>
<td><strong>13.89%</strong></td>
</tr>
<tr>
<td>I-1</td>
<td>320.50</td>
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<tr>
<td>I-2</td>
<td>141.80</td>
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<tr>
<td><strong>Total Industrial</strong></td>
<td><strong>462.30</strong></td>
<td><strong>15.83%</strong></td>
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<tr>
<td>AG</td>
<td>147.60</td>
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<tr>
<td><strong>Total Agricultural</strong></td>
<td><strong>147.60</strong></td>
<td><strong>5.06%</strong></td>
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<td>X-1</td>
<td>135.30</td>
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<tr>
<td><strong>Total X-1</strong></td>
<td><strong>135.30</strong></td>
<td><strong>4.64%</strong></td>
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<tr>
<td><strong>TOTAL ACREAGE</strong></td>
<td><strong>2921.52</strong></td>
<td><strong>100.00%</strong></td>
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</table>

Source: Triple S Planning Commission
### Table 7-2 – Shelbyville Urban Area Zoning Totals
Map 19 and Map 20 with Full Interchange
(Portion of Map 26 and 27)

<table>
<thead>
<tr>
<th>Zoning Classification</th>
<th>Map 20 Acres</th>
<th>Map 19 Acres</th>
<th>Total</th>
<th>Percent of Total</th>
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<tr>
<td>R</td>
<td>310.61</td>
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<td>R-2</td>
<td>50.76</td>
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<td>50.76</td>
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</tr>
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<td>R-3</td>
<td>25.13</td>
<td></td>
<td>25.13</td>
<td></td>
</tr>
<tr>
<td>R-4</td>
<td>41.55</td>
<td>28.77</td>
<td>70.32</td>
<td></td>
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<td>R-5</td>
<td>24.20</td>
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<td>24.20</td>
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<tr>
<td><strong>Total Residential</strong></td>
<td><strong>452.25</strong></td>
<td><strong>76.81</strong></td>
<td><strong>529.06</strong></td>
<td><strong>49.51%</strong></td>
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<td>C</td>
<td>87.29</td>
<td>84.53</td>
<td>171.82</td>
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<td>C-4</td>
<td></td>
<td>19.36</td>
<td>19.36</td>
<td></td>
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<tr>
<td><strong>Total Commercial</strong></td>
<td><strong>87.29</strong></td>
<td><strong>103.89</strong></td>
<td><strong>191.18</strong></td>
<td><strong>9.56%</strong></td>
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<tr>
<td>I-1</td>
<td>13.5</td>
<td>1,036.60</td>
<td>1,050.10</td>
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<tr>
<td>I-2</td>
<td></td>
<td>248.00</td>
<td>248.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Industrial</strong></td>
<td><strong>13.5</strong></td>
<td><strong>1,284.60</strong></td>
<td><strong>1,298.10</strong></td>
<td><strong>1.48%</strong></td>
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<tr>
<td>I-C</td>
<td>360.40</td>
<td>29.24</td>
<td>389.64</td>
<td></td>
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<tr>
<td><strong>Total I-C</strong></td>
<td><strong>360.40</strong></td>
<td><strong>29.24</strong></td>
<td><strong>389.64</strong></td>
<td><strong>39.45%</strong></td>
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<tr>
<td><strong>Total Acreage</strong></td>
<td><strong>913.44</strong></td>
<td><strong>1,494.54</strong></td>
<td><strong>2,407.98</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

Source: Triple S Planning Commission

### Table 7-3 – Total Shelbyville Urban Area
(Corporate and Urban Area)
Map 19 and Map 20
(Portion of Map 26 and 27)

<table>
<thead>
<tr>
<th>Type</th>
<th>Corporate Acres</th>
<th>Urban Area Acres</th>
<th>Total Corporate &amp; Urban Area</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1,770.76</td>
<td>529.06</td>
<td>2,299.82</td>
<td>43.15%</td>
</tr>
<tr>
<td>Commercial</td>
<td>405.56</td>
<td>191.18</td>
<td>596.74</td>
<td>11.20%</td>
</tr>
<tr>
<td>Industrial</td>
<td>462.30</td>
<td>1,298.10</td>
<td>1,760.40</td>
<td>33.03%</td>
</tr>
<tr>
<td>Agricultural</td>
<td>147.60</td>
<td></td>
<td>147.60</td>
<td>2.77%</td>
</tr>
<tr>
<td>Interchange</td>
<td>135.30</td>
<td>389.64</td>
<td>524.94</td>
<td>9.85%</td>
</tr>
<tr>
<td><strong>Total Acreage</strong></td>
<td><strong>2,921.52</strong></td>
<td><strong>2,407.98</strong></td>
<td><strong>5,329.50</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

Source: Triple S Planning Commission
For comparison purposes, the zoning of Shelbyville and its urban areas relate favorably to actual land use percentages of other cities. The observation is that the commercial and residential zoning districts of Shelbyville urban area are consistent with the actual land use ratios of cities in the United States.

It should be noted that the industrial zoning does exceed the average by three times. The zoning of industrial in both Shelbyville and Simpsonville has preceded the extension or establishment of urban services and transportation facilities to serve development in most of these areas. Investigations dealing with the previous industrial zone changes indicate that the land owners and their representatives were seeking what they thought would be the most valuable zoning classification for their property and had not given much thought to other types of development, access, surrounding land use, and the provision of necessary infrastructure.

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Planned (Existing)</th>
<th>Percent of Total Developed Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Density</td>
<td>10,182</td>
<td>1,208</td>
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<tr>
<td>Medium &amp; High Density</td>
<td>373</td>
<td>314</td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,569</strong></td>
<td><strong>1,526</strong></td>
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<tr>
<td>Commercial</td>
<td></td>
<td></td>
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<tr>
<td>Neighborhood Commercial</td>
<td>28</td>
<td>14</td>
</tr>
<tr>
<td>General Commercial</td>
<td>30</td>
<td>22</td>
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<tr>
<td>Highway Commercial</td>
<td>288</td>
<td>313</td>
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<tr>
<td>Interchange Limited</td>
<td>376</td>
<td>76</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>722</strong></td>
<td><strong>425</strong></td>
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<tr>
<td>Professional</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P-1</td>
<td>22</td>
<td>4</td>
</tr>
<tr>
<td>P-2</td>
<td>49</td>
<td>24</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>71</strong></td>
<td><strong>28</strong></td>
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<tr>
<td>Industrial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial (I-1 and I-2)</td>
<td>1,500</td>
<td>576</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,500</strong></td>
<td><strong>576</strong></td>
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<tr>
<td>Public</td>
<td>275</td>
<td>100</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>275</strong></td>
<td><strong>100</strong></td>
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<tr>
<td>Conservation</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,500</strong></td>
<td>N.A.</td>
</tr>
<tr>
<td>Urban Core Area</td>
<td>300</td>
<td>190</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>300</strong></td>
<td><strong>190</strong></td>
</tr>
<tr>
<td>TOTAL</td>
<td>14,937</td>
<td>2,845</td>
</tr>
</tbody>
</table>

Source: Triple S Planning Commission
The existing tobacco warehouses and general business districts developed along the railroad and north of Clear Creek are presently zoned industrial. Citizens and public officials have expressed great concern over the location adjoining residential neighborhoods to these properties and the existing and potential increase in land use conflicts between the Industrial and Residential categories. The zoning of warehouse properties should be amended to reflect commercial district rather than industrial. The areas along the railroad should be amended to Warehouse Commercial.

Changing the planning and zoning classification of these premature industrial zoning areas and the tobacco warehouses would reduce the total Industrial acreage by approximately 325 acres. This would bring the percentage of the industrial zoning districts into greater consistency with other communities. This would also bring us toward a better balance of land use in the Shelbyville community.

Major developments that have taken place in the Shelbyville area over the last 7 years have been in Industrial, Residential, Recreational, Transportation, annexation and infrastructure development. These major developments are as follows:

1) Improvements of wastewater treatment facilities – The Sanitation District #1 and the city of Shelbyville Sewer merged in 2000. The city of Shelbyville has expanded their wastewater treatment facility by 800,000 gallons per day capacity to meet future needs;

2) Industrial development – Since 1980 there have been more than 1,700 new jobs added in manufacturing in Shelby County. Most of this employment expansion has been the result of American and foreign investments in 13 new manufacturing companies. All of these companies have located in the Shelbyville urban service area on the west side of the community;

3) Residential developments – Major construction of residential projects has occurred in all directions from the city of Shelbyville. They include, Weissinger Estates, Charleston, and Brittany Estates to the south, Hi Point Village to the northeast, North Country and Old Mill Village to the northwest, Gray Hill Manor to the southwest and Midland Estates and Lee's Court to the west. The city has accomplished much of the redevelopment and revitalization of the Martinsville neighborhood located in the core area of Shelbyville. Extension of this area program is being considered through requesting more grant money.

4) Transportation improvements – The proposed Shelbyville Connector Bypass is in the design stage.

5) Annexations – The city of Shelbyville has annexed property in all directions to include recent development proposals and projects that are developed. Since 1991 they include the approximately 440 acres of the Newton Hall farm divided located on KY 53 South of the Interstate I-64. The Marshall Farm on the north side of I-64 on KY 53 South and Weissinger Hills Golf Course on the south side of I-64 on KY 53 containing a total of 1,000 acres. Also in this same general area the Bland Farm which contains
approximately 126 acres. The majority of these annexations are for residential uses with a small amount for commercial.

6) Recreation – Major recreational improvements have included the Family Activity Center at Clear Creek Park, also many walking trails and the new golf course.

Specific Land Use Plan Guidance

The Land Use Plan for the city of Shelbyville is based upon the economic and population statistics and projections, the Transportation Plan, current and proposed development patterns of the community, existing zoning in the community, the adopted Goals and Objectives and the Shelbyville 2000 Plan. The Land Use Plan Map included in this Chapter incorporates all other sections of this Plan and proposed specific land use expansions necessary to accommodate the future population and to provide ample opportunities for the development of all land use categories.

The Urban Service Area (USA)

One of the most important elements of the Comprehensive Plan for Shelbyville and Shelby County is the establishment of the Urban Service Area (USA) around Shelbyville and 2 miles beyond the corporate limits. The USA established in the Plan is made large enough for sufficient opportunity for development and expansion of all land use types recommended for Shelbyville. It is recognized that natural drainage characteristics are a prime determinant in establishing the limits of the USA, (said limit is often referred to as the Urban Service Area Boundary (USA) in other Kentucky communities), and that it is difficult to use only drainage basins as the prime determinant. Except for the Mulberry Creek area on the northeast section of the community, drainage basins and natural drainage characteristics have been utilized in the determination of the USA. Care was taken in identifying areas most appropriate for the contiguous growth of the City and for the development of a desirable urban form using factors other than drainage. These other factors include, but are not limited to the following: existing land use, transportation facilities, water and sewer facilities, community facilities, topographic characteristics, existing trends, community preservation factors, the Goals and Objectives, sound planning principles and public input at meetings. In some specific cases, the 1981 and 1987 Comprehensive Plans and existing zoning are also determining factors. It is also an explicit intent of this Plan and the USA concept herein established to provide for a greenspace and an agricultural area between Simpsonville and Shelbyville.

In keeping with the Goals and Objectives, development outside the USA should be on lots five acres or greater in size except where the Agricultural zoning classification provisions pertain to minor subdivisions. And further, the Zoning Ordinance should be amended to establish higher standards of development on the US 60 corridor east and west of the USA. In addition, higher corridor standards should be established inside the USA from Arlington Drive west and from Orchard Drive east to the USA. The USA extends 2 miles beyond the city of Shelbyville corporate limits, south of I-64 to accommodate commercial developments at the interchange of KY 55 and to accommodate the Undulata Farm area, the Rockbridge Road, Weissinger Estates and Charleston within the areas of the interchange of KY 53. The USA extends westerly to the
drainage divided just east of the Joyes Station Road. The USA continues northwest along the western boundary of the Dry Run drainage basin. This area includes most of the zoned industrial properties and the Midland Industrial Park. The Dry Run Basin also includes development potentials on both sides of the proposed by-pass. The northeastern section includes the Painted Stone Farm. The northeastern section is consistent with the boundary of the area designated for residential development in the previous land use plan. The eastern area extends to the Guist Creek Lake watershed divide just to the east of Forbes Drive and does not include the subdivision south of US 60 along Oak View Drive due to the Guist Creek-Clear Creek drainage divide. The USA follows this divide along the Bradshaw Creek and Clear Creek divide to the interchange area of I-64 and KY 53.

**Historic District**

The Historic District is an overlay district that is regulated by the Shelbyville Historic Commission by guidelines and a map. The district endeavors to preserve the architectural integrity of the City's historic resource while providing solutions to property owner's request for changes within the district. This Plan recommends that the Historic District overlay be maintained and strengthened in order to protect the integrity of the City’s historic resource.

**Residential**

The future residential development in the USA of Shelbyville is recommended to be mostly low density single-family dwelling units. The vast majority of the lands outward from the existing zoned and developed community are designated low density residential. Medium density residential areas are located around the intersection of KY 55 and US 60, northeast and southeast of the intersection of US 60 and Zaring Mill Road, some undeveloped areas south of the existing community from Zaring Mill Road northeasterly to the existing community along Kentucky Street, along both sides of the connector road on the Hi-Point Farm and adjacent to the golf course development on the Undulata Farm. In addition to these areas, medium density residential areas are recommended in various locations identified in the core area map of Shelbyville. High density residential areas have been identified in the vicinity of the hospital and behind the shopping center at the Zaring Mill Road and US 60 intersections on the eastern side of the connector road of the Hi-Point Farm, and in the core area south of Clay Street.

It should be noted that although the vast majority of undeveloped lands in the Urban Service Area of Shelbyville are designated low density residential, neighborhood plans and planned unit developments within these neighborhood plans are recommended as a planning and development tool. It is conceivable that a future neighborhood plan would include a variety of housing types, neighborhood commercial facilities, and recreational facilities as well as a preferred transportation and utility network. Without such advance planning by the property owners, the Commission and governments face continued unacceptable situations where owners and developers are requesting spot zoning for reasons other than planning. Until these vacant areas and neighborhoods are adequately planned, the Commission and governments should only approve low density, single family detached dwellings in these areas.

As has been explained and presented in the Transportation Plan, the by-pass around Shelbyville
is extremely important to the success of the industrial areas, to the success of the downtown area, and in providing access to proposed residential developments. The primary land use classification assigned to areas along the by-pass is residential with some neighborhood commercial designated at major intersections.

The interstate provides the southern link between KY 53 and KY 55 and would complete the circumferential routes. There may be the need of an east/west connector street north of I-64 as development is planned in this area. As development plans are conceived for properties in this area the full neighborhood and support facilities for that neighborhood should be considered. It is anticipated that the new construction would be built by private interests as this property develops. The establishment of residential corridors along US 60 inside the USA is recommended. This corridor development would consist of very low density single family residential uses along with customary uses such as funeral homes, bed and breakfast, and similar uses that may utilize existing buildings. Greater setbacks from the right-of-way and greater lot widths should be established along with a two story maximum building height, minimum landscape standards, and minimum distances between access points. The US 60 corridor between Simpsonville and Shelbyville USA’s should be addressed similarly except that this area is not recommended for residential purposes and any interest in establishing prime agricultural zoning in this area should be encouraged and supported. The residential zoning from the USA west to Bullskin Creek should be changed to agricultural with corridor standards.

The entire lakefront of the Guist Creek Lake is zoned residential. This area should be protected from dense development in order to protect the lake as a community source of potable water. Standards protecting the water quality of Guist Creek Lake should be developed and incorporated into the Zoning Ordinance and Subdivision Regulations.

**Commercial Districts**

All commercial development should occur in a manner that makes the development an asset to the community as a whole, particularly along important entrances to the community or highly traveled/visible corridors. Building design and improved site development standards should be considered. Strip development is discouraged in favor of integrated developments that have a cohesive theme and design. Commercial development is not recommended along the new By-Pass. It should also be noted that an excess amount of both commercially zoned and planned commercial areas exist at the time of this plan. It is recommended and encouraged that where possible these areas be used for mixed use including appropriate residential uses.

**Interchange Commercial**

All four quadrants of each I-64 interchanges in the USA for Shelbyville are recommended to be classified Interchange Commercial. These are the only areas in which Interchange Commercial uses are recommended within this USA.
Highway Commercial

Highway Commercial uses include retail activities as described earlier as well as planned shopping center districts. Residential uses including multi-family uses may be allowed in this district provided a plan for such uses is acceptable as planned as transitional uses to lower intensity uses adjacent. Highway Commercial uses are recommended along the west side of KY 55 between I-64 and US 60. They are also recommended along the west side of KY 53 between US 60 and I-64. Highway Commercial uses are also planned on the northwest corner and the southeast corner of the intersection of US 60 and KY 53. Highway Commercial is also planned in three locations on the north and south sides of US 60 east.

Because of the number, type and size of commercial activities on US 60, KY 53 and KY 55, it is determined that additional commercial acreage should be concentrated on these roads. In order to protect and promote the US 60 corridor concept in this Plan, restrictions need to be established on this US 60 corridor. Other than the areas depicted on the Land Use Plan, additional commercial development on US 60 east of KY 53, west of KY 55 and along the new By-Pass should be prohibited.

General Commercial

General Commercial areas are planned along the east side of KY 53 adjacent to the block company. Planned shopping center districts are located on the northeast corner of US 60 and KY 55 intersection on the southwest and northeast corners of the intersection of Zaring Mill Road and US 60, at the southwest and north of the location on US 60 east. General Commercial areas are also planned on the east side of KY 53 in the vicinity of the old Coca-Cola Bottling plant.

Neighborhood Commercial

Neighborhood Commercial areas are located on the south side of Rockbridge Road at KY 53, on the southwest quadrant of a proposed intersection of KY 53 and the northern By-Pass.

Industrial Districts

Industrial Districts for planning and zoning purposes are generally divided into Light or Heavy Industrial categories. For the purposes of this Plan these districts have been defined earlier in this Chapter, and it has been concluded by the Planning Commission and members of the public that manufacturing concerns that fit within the heavy industrial classification would place unnecessary hardships upon the public and the environment of Shelby County and upon the natural resources and the limited water and sewer facilities. Traditionally, landfills are zoned Heavy Industrial. Once the landfills are completed, this property is zoned industrial and industrial manufacturing and buildings may not be at all appropriate on the landfill site. The Planning Commission should amend the zoning regulations to create a new classification for landfill operations that permit only landfill operations and also present a plan for recreational re-use of the affected property.

Heavy Industrial Districts in the Shelbyville USA are located on Old Seven Mile Pike accessing...
the block company and the Kentucky State Highway Maintenance Garage, (this area consist of approximately 40 acres), and the area south of Brooks Industrial Road to the railroad track and the area from Pearce Industrial north to the commercial district.

The Shelbyville urban area has experienced significant industrial development in planned and developed industrial parks. For the most part, this industrial development has been occupied by light industries, and Shelbyville has been successful in continuing to attract industries that are appropriate for location in these industrial parks. Industrial areas are located on the east and west side of KY 55 between I-64 and US 60, on both sides of the proposed northern By-Pass that is now accessed by Haven Hill Road and on the east side of the connector road in the Hi-Point Farm development.

**Public/Quasi-Public/Institutional**

The areas designated for public use include all school facilities, parks, fairgrounds, and the County fire station on north KY 55. Public uses are generally owned by governments and can usually locate in whatever location the government deems appropriate. Most cities average 20% of lands inside their corporate boundaries dedicated to public lands (when street right-of-way is included) and the Shelbyville area compare favorably with those of other cities.

**Conservation**

The Conservation Districts are shown in detail on the Shelbyville Urban Area Map and on the Shelbyville Core Area Map. The map of the County presenting physiographic limitations also depicts the general locations of the Conservation Districts in the County. These areas are recommended to be left in their natural state wherever possible and enhanced in the urban areas for recreation and natural reasons. The minimum lot size for development in these areas should be at least five acres in size if it is found that development was advisable and beneficial to the County. The Conservation District in the Shelbyville area is the largest in the vicinity of Clear Creek and its tributaries. Other major areas of Conservation Districts are Mulberry Creek, Benson Creek, and Dry Run, which parallels the east side of KY 55.

The Planning Commission should establish various methods of protecting and enhancing the Conservation Districts that are located inside Urban Service Areas. Open space linkages to the Conservation areas are an important aspect in neighborhood planning that should be supported by a transfer of development rights from the open space and developable conservation areas.

As is recommended in the Shelbyville 2000 Report, the Clear Creek area should be preserved and enhanced for open space and recreational purposes. Linkages from the core area of the City to this conservation area could be from 5th Street, 3rd Street, and Main Street at the entrance to the City. The importance of Conservation Districts has been acknowledged and demonstrated in the plans developed in the Shelbyville 2000 Report. These conservation areas also extend into major undeveloped or developing areas within and beyond the USA’s. Subdivisions that are proposed around these conservation areas should examine the possible linkage of these open space systems to other subdivisions, to neighborhood parks, or community facilities.
Shelbyville Downtown Districts

The following designations are included in addition to those already defined and listed above. In order to further the implementation of the Shelbyville 2000 Report to revitalize downtown Shelbyville, the City Council and Mayor of Shelbyville working with the Shelbyville Development Corporation (SDC) and another planning consultant, recommended six planning districts and their descriptions to the Triple S Planning Commission for inclusion in the Shelbyville section of this Plan. It is the intent of these districts to assist in the long range development of Shelbyville as outlined in the Shelbyville 2000 Report and to reflect specific development issues relating to downtown Shelbyville. These districts and their descriptions are included verbatim here. Map 7-3, an SDC illustration entitled "Proposed Zoning District", depicts the location and boundaries of Districts on page 100 of this section.

Central Business District

The Central Business District is located in the center of the city of Shelbyville and functions as the core of commercial activity for the downtown area. The major characteristics are a well defined pedestrian area with no set backs on building frontages which creates a clearly defined urban center. This area includes the area from 7th Street to 5th Street and is two blocks wide between Henry Clay Street and Washington Street.

The intent of this district is to maintain the character currently established in the area with predominantly 3 story buildings, urban in character, with no requirement for off street parking in the district. It is anticipated that zoning regulations shall work to implement these concepts and shall encourage building character (materials, height, and facade treatment) compatible with the existing character.

Limited Historic Mixed Use District

The Limited Historic Mixed Use District is intended to maintain the predominant visual style and characteristics of the area as a pre-twentieth century residential area, while allowing the uses of the buildings to include limited types of commercial and professional activities.

The only type of permitted commercial activities would be limited to those whose on site requirements would be in keeping with the existing character of this area and appropriate to a mixed use area. It is the intent of this area to protect the architectural and historic character of the area and minimize conflicts with existing and future residential uses in the district. The zoning regulations would establish stringent standards for parking location, signage, screening, and outdoor activities in order to maintain the character of the area and any limited building modifications or additions must be done in a manner compatible with the neighborhood character.

This district is located along Main Street and Henry Clay Street between 11th Street and 7th Street and including the south side of Washington Street between 10th Street and 7th Street and the north side of Washington Street between 8th Street and mid-block 6th and 5th Streets. The west side of 7th Street between Washington Street and the railroad tract is
included as well as the east side one lot north of Washington Street. Another area of this
district would follow along 3rd Street from south of Henry Clay Street to the north side of
Washington Street.

**Civic District**

The Civic District is located in Shelbyville contiguous to the Central Business District and
has a character very similar to it. It is intended that these two districts will function in a
combined manner to serve as the downtown hub of Shelbyville. The Civic District would
have the same mix of retail, commercial and professional activities that would be located in
the Central Business District. The primary distinction between these two districts is the
location within the Civic District of a number of public offices and buildings and therefore an
increased need for adequate off-street parking to accommodate the users of these public
facilities. New development in this district would have an off-street parking requirement.

The Civic District is located to the east of the Central Business District and includes sections
of Washington Street, Main Street and Henry Clay Street. On Washington Street, generally,
the area from mid-block between 6th Street and 5th Street (east of Wakefield-Scearce) to 3rd
Street and the north side of Washington Street from 3rd Street to 2nd Street is included. The
area from 5th Street to 3rd Street on Main Street and on Henry Clay Street between 4th and
5th Streets is included.

**Downtown Commercial District**

The Downtown Commercial District includes a mixture of retail activities broader than are
located in the Central Business District and the Civic District. This district anticipates the
construction of new commercial buildings, including free-standing ones, but in a manner that
is in keeping with the downtown area. The intent of the district is to provide a transition
between the downtown commercial area and the more visually open highway commercial
areas. While the range of commercial activities would be considerably more inclusive than
the Central Business and Civic Districts, the set backs and on-site parking would be more of
an urban character.

This district includes the north side of Henry Clay Street, between 4th and 1st Streets, Main
Street from 3rd Street to the merge with Washington Street, and the south side of Washington
Street from 3rd Street to 2nd Street and Washington Street from 2nd Street to the merge with
Main Street. Another location of this district is Washington Street approximately between
8th Street and 11th Street and also along 7th Street north of Washington Street to south of
Kavanaugh Street.

On-site parking shall be required in this district, but located on the site in a configuration
which maintains the downtown street wall to the maximum degree possible. The standards
for this district shall be prepared so that the development will enhance the main roads in and
out of the downtown area. Specifically, the on-site regulations for parking and loading shall
include landscaping, fencing, buffering, and screening requirements to reflect the urban
character of the areas and rear areas fronting on Main Street and also the adjacent residential
areas on College Street and 7th Street.

**Agricultural Commercial District**

The Agricultural Commercial District is intended to establish an area in keeping with the agricultural history of Shelbyville and the surrounding area. This district focuses on those commercial activities related to agricultural production, as well as related retail activities. The district purports to recognize the important role agriculture plays in the local economy and integrates it in an on-going manner into Shelbyville, while recognizing the special on-site needs of such development. Parking and loading requirements and outside activities in the district would be designed to reflect the distinct nature of these commercial activities. The purpose of this district is to support the type of commercial activity located there, while recognizing the contiguous residential neighborhoods and reducing the possibility that heavy commercial or manufacturing would locate in these areas. If in the long-term future, these areas do not continue as active commercial areas, the area along Henry Clay Street may serve as an appropriate location for higher density residential, due to its proximity to the Central Business District and the Civic District.

This district would be approximately located along Henry Clay Street between 7th Street and 5th Street and south to the railroad. It would also be located between 3rd Street and Clear Creek straddling the railroad.

**Warehouse Commercial District**

The Warehouse Commercial District is to permit the continued viable economic operation of warehousing activities. The district would allow commercial activities such as warehousing and associated distribution and sales activities and would prohibit the storage of certain highly flammable or hazardous substances with a procedure for notifying the Fire or Police Department or appropriate officials of materials to be stored. The purpose of this district is to support warehouse and related activities, while eliminating the possibility of manufacturing activities locating within this area in the future.

Due to the contiguous residential neighborhoods, it is important that the commercial uses permitted in these areas be carefully considered. Changes in the long-term viability of warehousing or the loss of several existing buildings could present the need to reevaluate the preferred land uses in these areas.

The Warehouse District would be located in the areas where warehouses exist presently around 11th Street south of Henry Clay Street and along the railroad tracks, and also north of Washington Street west of 11th Street.
Shelbyville Downtown Districts
Map 7-3
Shelbyville 2000

The Shelby Development Corporation (SDC) was established in 1984 as a non-profit community support organization to be a catalyst in the development of Shelbyville. Since its formation, SDC has worked to coordinate public and private efforts to stabilize and reinvigorate Shelbyville’s central business district. SDC has prepared a comprehensive document, known as the Shelbyville 2000 Report which has been the basis for coordinating various committees of community leaders who continue to address various issues of concern. The committees include:

Clear Creek Conservation Trust-works to preserve and enhance the Clear Creek Basin and surrounding lands. Through the purchase and receipt of land and easements, the Trust has worked in conjunction with the Parks Board to enhance the Clear Creek Park and encourage use of this important community asset. The accomplishments of the Trust and future expansion of protected land are key points for inclusion in the comprehensive plan and are as follows:

- 2000 Foundation nonprofit arm of SDC established to provide legal and financial assistance to SDC in its preservation and redevelopment efforts in downtown Shelbyville;
- Business Committee focuses its efforts on retaining and attracting business to downtown Shelbyville;
- Jubilee Committee promotes downtown through festival events in conjunction with the Shelbyville Horse Show; and
- Design Committee provides design assistance to public and private entities working downtown.

The committees of SDC report to its board, led by its Executive Director. The overall emphasis of its endeavors remains the continued vitality of downtown Shelbyville. The board has expressed continuing concern that the comprehensive plan continue to focus business activity in the historic downtown area so that it can remain the hub of the community.
SIMPSONVILLE

The city of Simpsonville is located 4.5 miles West of Shelbyville on US 60. It is 3 miles east of the Jefferson/Shelby County line. The center of the City is 1.5 road miles north of the Simpsonville interchange with I-64. KY 1848 provides access to I-64 through a north/south alignment. US 60 provides the main east/west corridor through the City. Other major transportation facilities influencing the development of the community are the CSX Railroad, Southern Railroad and other interchanges, both east and west, on I-64.

Simpsonville has a population in excess of 1,200 persons and is well known for the community's contribution to agriculture and the saddlebred horse industry. There are other major employment centers and industries in Simpsonville that have regional significance. They are the (1) Whitney Young Job Corps Center, located just outside the City on US 60, (2) Leggett and Platt, Inc., located on Main Street, and (3) Purnell's Sausage, Inc., located on US 60, Kingbrook Commerce Center, located on KY 1848 and The Business Center located on Citizens Boulevard. Simpsonville serves as a community center for western Shelby County needs in farm equipment, hardware, banking, real estate office, law office, post office, groceries, churches, veterinarians, florist, beauty shop, dentist, laundry and many other services.

Recent real estate developments in Simpsonville have brought about a change in the community that has not been experienced for more than 50 years. The Rolling Ridge development, located in the southern section of Simpsonville between KY 1848 and Old Veechdale Road, is a planned development project of single-family residential and future multi-family residential development that will exceed 130 units and is approximately 75% complete. Also, Cardinal Club Estates, Todd's Station and The Oaks are single-family residential homes that will exceed 500 units when completed. The existing population growth of Simpsonville has exceeded 41% in the last 10 years. Simpsonville will easily exceed 1,500 in population by the year 2005.

The City is located in the West Shelby Water District and purchases water from the Louisville Water Company. The City provides wastewater collection and treatment to 457 customers. This system was upgraded 10 years ago and currently is starting a totally new plant renovation that will increase the sewer capacity to 3,000 customers to meet any future needs.

The Simpsonville Volunteer Fire District with a paid Fire Chief serves the city of Simpsonville and is located in the center of the community.

The city of Simpsonville has a mayor, Commission form of government with a City Administrator, a Police Chief and 6 other full or part-time employees. City Offices are housed in the Community Center.

In 1988 a new elementary school was constructed and the old school building was purchased by the city to house city offices and a community center. This building and adjoining structures now house the Simpsonville Library, a gym, day care, senior citizens center and a Catholic School, with grades K-12 with a current enrollment of 48 students.
**Existing Land Use**

Most of the development of Simpsonville has occurred west of KY 1848 and along US 60, except the Montclair Subdivision, located approximately one half mile east of KY 1848. Most of the development of Simpsonville core area consists of single family residential uses in an area extending 2 blocks south of US 60, 4 blocks north of US 60, and 4 blocks along US 60. New development of predominantly single-family in nature has occurred south of US 60 and west of KY 1848. The Rolling Ridge development and the older development on Fairview Drive and Cardinal Drive consist of single-family homes at this time. New multi-family developments have occurred in the southwest corner of the intersection of US 60 and KY 1848. The Rolling Ridge development will include multi-family uses in the future.

Most commercial uses are located along US 60 west of Meadow Ridge Road. New commercial uses are a shopping center, along with the existing furniture store building on the west side of KY 1848 and a lumber yard on the west edge of the City adjacent to the railroad on the south side of US 60. The existing shopping center is located on the south side of US 60 at Meadow Ridge Road across from the Old Stone Inn, a historic restaurant with a regional draw.

A new business center is being developed at the intersection of KY 1848 and US 60 with a new bank and specialty shops.

The other commercial developments along US 60 typically consist of freestanding structures with unlimited access to US 60. The commercial uses are not always contiguous and are often separated by single-family residential uses. However, there is a concentration of commercial uses on the north side of US 60 from Todd's Point Road or 3rd Street east to Old Veechdale Road, and on the south side of US 60 from 3rd Street west 1,000 feet beyond the stopping point on the north side. Commercial uses do not start again for another 600 feet east. From west to east, commercial uses found in the US 60 area include a beauty shop, auto and truck service, real estate, a sign company, water district office, bank, veterinarian, grocery, real estate, post office, City Hall, fire station, farm supply, hardware, florist, craft shop, neighborhood shopping center, and a restaurant. The I-64 interchange area consists of the following commercial uses: a delicatessen and gasoline station on the northwest quadrant, a Gulf/BP station on the southwest quadrant, and a flea market on the northeast quadrant. A business/warehouse complex and truss building center are being developed.

A horse tack and leather supply store has remodeled and enlarged the old bank building located at 7022 Shelbyville Road for commercial sales and office space.

Industrial uses consist of two major establishments, (1) Leggett & Platt, located north of Main Street and west of 3rd Street, and (2) Purnell's Sausage located north of US 60, approximately 1,800 feet west of KY 1848. The buildings that are used as the Shelby County Flea Market could be used for industrial warehousing.

Public uses are the post office and the fire department with access to US 60, Shelbyville Road, in the center of the City with the Community Center accessing both Old Veechdale Road and US 60. The Simpsonville Elementary School fronts on the north side of US 60, located at 6725
The following zoning analysis (Table 7-5) presents the approximate acreage in the Urban Service Area and in each Land use Category.

### Table 7-5 – Simpsonville Urban Service Area Acreage Analysis

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Planned</th>
<th>Developed (Existing)</th>
<th>Percent of Total Developed Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Density</td>
<td>370</td>
<td>244</td>
<td>66.22%</td>
</tr>
<tr>
<td>Medium Density</td>
<td>90</td>
<td>22.5</td>
<td></td>
</tr>
<tr>
<td>High Density</td>
<td>112</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>572</td>
<td>271.5</td>
<td>66.22%</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>70.5</td>
<td>41.5</td>
<td>15.48%</td>
</tr>
<tr>
<td>Interchange Commercial</td>
<td>214</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>284.5</td>
<td>63.5</td>
<td>15.48%</td>
</tr>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Industrial</td>
<td>350</td>
<td>48</td>
<td>11.71%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>350</td>
<td>48</td>
<td>11.71%</td>
</tr>
<tr>
<td><strong>Public</strong></td>
<td>27</td>
<td>7</td>
<td>1.71%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>27</td>
<td>7</td>
<td>1.71%</td>
</tr>
<tr>
<td><strong>Conservation</strong></td>
<td>90</td>
<td>N.A.</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>90</td>
<td>N.A.</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Core Area Mixed Use</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>7</td>
<td>7</td>
<td>4.88%</td>
</tr>
<tr>
<td>Commercial</td>
<td>13</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>20</td>
<td>20</td>
<td>4.88%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,343.5</td>
<td>410</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: Triple S Planning Commission

**Specific Land Use Plan Guidance**

One of the most important elements of the Land Use Plan is the identification of the Urban Service Area (USA), 2 miles from the corporate limits of the City of Simpsonville. The Land Use Plan Map for Simpsonville depicting existing and future land use along with the USA follows this section. The USA established for the City is deemed large enough for sufficient opportunity of development and expansion of all land use types recommended for Simpsonville. It is also noted that natural drainage characteristics are a prime determinant in considering the establishment of the USA, and that drainage flows in all directions from the center of town. Care was taken in identifying areas most appropriate for the contiguous growth of the City and for the development of a desirable urban form using factors other than drainage. These other factors include but are not limited to the following: existing land use, transportation facilities, water and
sewer service availability, topography, community facilities, existing trends, community preservation factors, public input at meetings, the Goals and Objectives, and sound planning principles. It is also the intent of this Plan and the USA concept to provide for greenspace and agricultural use between Shelbyville and Simpsonville.

In keeping with the Goals and Objectives, development outside the USA should be on lots five (5) acres or greater in size although as stated previously, 5 acre lots are not desirable. Larger lots are. The Zoning Ordinance should be amended to establish higher standards of development on the U.S. 60 corridor east and west of the USA. In addition, the corridor is also established inside the USA from 2nd Street west and from Simpsonville School east. The USA is also established to provide for ample development around all quadrants of the I-64 interchange.

Residential

The future residential development of the City is recommended to be mostly single family. Planned Unit Developments, consisting of a density no greater than 5 units per gross acre are recommended in the northwest and southeast areas of the City. Very low density, traditional, single family uses are recommended in the northeastern area east of 3rd Street and north of the railroad, and also in the southwestern areas west of Old Veechdale Road. Medium density residential uses, that would include multi-family units, are recommended on the west side of KY 1848 adjacent to and including Rolling Ridge. Other medium density areas are recommended around the US 60 and KY 1848 intersection. In the USA along US 60 from 2nd Street west and eastward from the school, very low density single-family residential uses are planned along with the customary uses such as churches, funeral homes, and bed and breakfast establishments. Greater setbacks from the right-of-way, and lot widths should be required, a two story maximum height should be established, and landscape standards consistent with the plan for all of US 60 should be developed. Consideration should be given to minimizing entrances on to US 60 wherever possible.

Commercial

The I-64 interchange is recommended to be Interchange Commercial on all four quadrants and on the south side of I-64, west quadrant east to the railroad. The commercial uses that should be developed at this interchange should include uses that cater to the traveling public and address regional needs, such as motels, hotels, restaurants, automobile service stations, car wash establishments, outlet malls, theaters, retail uses other than neighborhood, recreational facilities, parks and fairgrounds. This interchange district would not include truck stops, truck repair facilities, outdoor theaters, and residential uses.

General Commercial uses are proposed in two areas of the City. One is on the east side of KY 1848 from the railroad south to the interchange area and the other is on the south side of US 60, including the farm supply, hardware, and bank establishments. This General Commercial District would include those uses identified as well as larger retail, wholesale, and supply houses. This commercial district on the east side of KY 1848 should also observe a greater setback from the right-of-way than normal due to topographic features and potential residential development across the street.
Highway Commercial uses are recommended in the southeast corner of the US 60 and KY 1848 intersection. Commercial development could expand adjacent and south of the furniture store and in areas identified along US 60. This plan supports and encourages the development of neighborhood commercial uses along US 60. The expansion of existing commercial uses should be encouraged when compatible and sensitive to adjoining residential structures. Site plans should be required prior to building permits to demonstrate sensitivity when such expansion is adjacent to existing residential uses. Both sides of US 60, from properties just west of Todds Point Road (3rd Street) east to KY 1848, are designated as potential commercial uses with restrictions. In order to protect the character of the City, it is recommended that new commercial uses in this area utilize and improve existing structures.

Industrial

Expansion of existing industry is encouraged in this plan; however, buffers and borders should be developed when such expansion is adjacent to occupied residential development. Consideration should also be given to proposed residential uses adjacent to the expanding industry. Due to limitations and demands on the existing water and sewer system, as well as the desire to protect the character of the City, only light industrial uses are recommended for the City. Areas planned for industrial development are on the northeast quadrant of I-64 and KY 1848. The northeast quadrant is adjacent to the railroad and will be served by sanitary sewer in the near future is accessed only through areas proposed and used as commercial. The development of access roads to this large industrial tract should be sensitive to proposed future commercial uses and would ideally access through the general commercial area rather than through the interchange commercial area.

Transportation

Improvements to the existing highway network are going to be necessary to safely and efficiently accommodate future traffic needs. Widening projects are recommended on KY 1848 from the interchange to US 60 and on US 60 from the railroad on the west to the school on the east. The US 60 corridor improvement should include three traffic lanes, sidewalks, curbing, drainage, lighting, and landscaping. This project should receive a higher priority than KY 1848 south of I-64 to Clark Station-Finchville Road, which should be developed to three lane standards with sidewalks from the Rolling Ridge entrance north to US 60 and lighting from the interstate to US 60. The development of frontage roads should be considered along KY 1848 to serve any large area under development.

The City should continue its paving, street improvement, sidewalk, and lighting programs.

Community Facilities

The City should continue to pursue assistance and expansion of the water and sewer facilities. As facilities are proposed in an area, a limited study should be conducted to determine the most advisable sizing to accommodate additional short-term needs. The community center, has been under expansion and rehabilitation, is providing for community needs. The community gym has installed gas furnaces and air conditioning. The gym is
available to rent to the public year round for basketball, volleyball, dinners, reunions, meetings etc.

The Lions Club sponsors co-ed youth basketball (ages 7-16) on Tuesday nights and Saturday mornings from October thru March in the gym. The Churches league has games on Monday nights during this same time period.

The Community baseball field has new lights and bleachers installed. The field is used for T-ball and youth softball. Co-ed softball is also planned.

A playground is located on the south end of the property, with swings, play-unit balance beam and picnic benches.

The development of outdoor recreational facilities will however need to be located in an area planned for their use. It is recommended that an outdoor community recreation facility be developed adjacent to the Simpsonville Elementary School and that a linear park system adjacent to the railroad be examined and established that would extend both east and west along the railroad from 3rd Street east to the sewage treatment plant. The linear park system should be fenced along the railroad and sewage treatment plant areas. Other major drainage facilities should be left undeveloped for future open space and recreational needs.

Small neighborhood recreational facilities should be considered and required when reviewing major residential proposals. The expansion and connection to existing community facilities and to facilities serving adjacent future developments should also be considered when reviewing development proposals.

It is also recommended that the City continue to expand and improve their police service along with the anticipated community growth.
SMALL TOWNS/COMMUNITIES IN SHELBY COUNTY

The following are small towns or communities located in Shelby County. These towns or communities, although not necessarily incorporated with formal boundaries, do have distinct identities and character. The following narrative sections describe these towns or communities and provide general guidance concerning their recommended future land use patterns. The recommended future land use pattern is further described graphically for map of the towns and communities by map. “Growth Boundaries” as depicted on these maps are intended to reflect general policies encouraging compact growth not to depict exact boundaries within which growth is to be restricted.
WADDY

Waddy was established in 1888 when Major Thomas Waddy who was one of two prominent farmers who donated land for the construction of a railroad. A depot was built and a community was founded and named Waddy.

The village of Waddy is an unincorporated community located in the eastern section of Shelby County 8.2 miles east of Shelbyville, 13.4 miles west of Frankfort, and 3 miles west of the Franklin County line. Waddy is also 2 miles south of the new Heritage School at Peytona. KY 395 connects Waddy to the interchange on I-64. The intersection of KY 395 and KY 637 and McCormack Road occurs in the center of the developed community. The residential uses in the community are all single family with the exception of the old bank building that has been adapted for multi family use. The community consists of well kept older houses fronting on both sides of KY 395. New residential construction has occurred in all directions from the center of the community. Approximately 15 new homes have been built on McCormack Road west, 5 new homes south on KY 395, 9 new homes east on KY 637, 7 new homes north of the village in close proximity to the interchange. There are three churches in Waddy; the Baptist Church, located on the east side of KY 395, the Waddy Christian Church on the northeast corner of KY 395 and KY 637, and New Life Church on east side of KY 395 north of the community. Land uses other than residential in the older part of the community include a Mini Mart, located adjacent to the railroad, a bank, the Christian Church, a grocery, at the intersection of McCormack Road and KY 395, and a post office on the east side of KY 395. A truck stop is located on the southeast quadrant of the I-64 interchange and another truck stop is located on the northeast quadrant of the I-64 interchange. There is a vacant commercial tract on the west side of KY 395 along the railroad across from the Mini Mart and Fairview Avenue. Little vacant land exists along street frontage in the developed area of Waddy.

The community of Waddy obtains its water from the US 60 East Water District. The community is served by a 6-inch line from Peytona and has an elevated storage tank of 20,000 gallons located in the center of Waddy. The Peytona area has a 132,000 gallon storage tank. The Waddy Ruritan Club provides fire protection and a community center for the Waddy community. The fire department is located on KY 637 east of Waddy.

The Land Use Plan for Waddy recommends residential development primarily along existing roads extending south on KY 395 to Buetel Lane, west on McCormack Lane about 1/2 mile east on KY 637 about 2,000 feet, and north along KY 395 to the interchange area and to Bardstown Trail. The areas planned for residential development extend back from these roads a sufficient depth from the road along ridges to allow for the construction of new streets for these residential areas. Consistent with the policies established for all of Shelby County new development in villages should be on lots no smaller than one acre in size. From Bardstown Trail north, commercial development is recommended on all quadrants of the interchange with an Interchange Commercial District classification. No additional lands are recommended for commercial uses that are not being used as commercial except for that property across from the Mini Mart. It is anticipated that all commercial needs of the future community can be met by existing commercial uses and by new facilities at the interchange area. In this manner the character of the community should continue to be preserved and enhanced.
As important planning issue dealing with future development along McCormack Lane is discussed in Chapter V, Transportation Plan. Serious concerns related to the widening of this road and effect on existing utilities and properties as well as the cost of providing safe and adequate access to properties served by McCormack Lane cause this Plan to express caution and the need for further study prior to the approval of additional subdivisions.
MOUNT EDEN

Mount Eden is located in extreme southeastern Shelby County on the County line with Spencer County, approximately 50 buildings in Shelby County and approximately 50 buildings in Spencer County. A majority of the urban development in the community is in Spencer County. The fire station, owned and manned by the Ruritan Club is in Shelby County and is financially assisted by both Counties. Water service has been provided by the Spencer County Water System since 1968. The community has a class 9 fire rating within 5 miles of the fire station.

Land use distribution is typical of small communities that have seen few changes since being first developed. The commercial and service oriented establishments are located in two of the downtown 5-block area. The commercial development occurred at and adjacent to the intersection of KY 636 (North-South) and KY 53 (East-West).

The fire station, which also serves as a community center, is located near the center of the urban area. The Mount Eden Horseshoeing School (owned by the Ruritan) is located on KY 53 about one mile north of the community. The majority of the community is comprised of single story frame construction, with some two story construction in the central area.

The new development has occurred primarily on KY 53, both east and west of Mount Eden, with the majority west of town in an area between the Mount Eden Horseshoeing School and town.

There are two major constraints to additional development:

1) the water supply is insufficient to handle additional users without adversely effecting existing customers both in volume and in cost for improvements; and

2) the soils of the area require larger than normal area for the proper operation of septic tanks.

Other constraints are the lack of land for sale for development near the community. The lands adjacent to the community are still in tracts exceeding 25 acres in size, which demonstrates some selling of tracts but not into sizes appropriate for residential purposes. Another constraint is the two-county jurisdictional problem which requires cooperation and coordination of community improvements.

It is recommended that development continue to occur along the existing highway network in a very low-density nature and remain sparse until water distribution and supply is improved. Although one acre tracts, or the health department minimum for septic tanks, be allowed in the identified urban area of Mount Eden but that the spacing between houses be at least 500 feet, which would protect the rural character, lessen the impact on the water system, promote better operation of septic tanks, minimize demands on the fire department and the need for fire hydrants, and would allow for future subdivisions along the road frontage when adjacent services are provided.
Development off of the existing highway and street network requires the construction of new roads, water lines, and other infrastructure requirements. It is recommended that development of this type be located as close to the existing community as possible, rather than on the outskirts of the urban area not farther than 1,000 feet of the intersection of KY 636 and KY 53.

Federal assistance in building renovation, and infrastructure, particularly in housing should be pursued with the Farmer's Home Administration and the Department of Housing and Urban Development.

Other recommendations are as follows:

1) Expand the recreational facilities at the old school and coordinate with the adjoining fairgrounds;

2) Pursue water improvements with both Counties and the Farmer's Home Administration;

3) Coordinate a two county effort to continue to improve the delivery of fire protection, and police protection;

4) Examine rehabilitation and housing improvement programs, particularly in elderly housing, Section 8, new and rehabilitation; and

5) Examine the possibility of another community building and supportive uses at the old school area and park area.
BAGDAD

Bagdad is located in the northeastern section of Shelby County on KY 12 and KY 395. KY 12 provides access to the city of Shelbyville located 10 miles to the southwest and KY 395 provides access to Waddy and the I-64 interchange, 8 miles to the south. Bagdad is the largest village in northeastern Shelby County. There are approximately 87 houses in the urban service area of Bagdad and an additional 16 structures in the central core area. The core area consists of the Bagdad Volunteer Fire Department and Community Center, also a post office, a farm supply store, a new office building, a bank, a general store including a food market and gasoline sales, a telephone office, an upholstery shop and three older commercial buildings on the east side of the core area. Most of the buildings in the core area are brick and present an easily identifiable community center. Two major uses are located on the east side of KY 395 immediately south of the core area. They are the Bagdad Roller Mills which employs 19 persons and manufactures livestock feed for local and regional agricultural needs. The Bagdad Roller Mills was established in 1884. The other major use is the now vacant Bagdad Elementary School. This school building has been purchased by the Ruritan Club and is intended for community use. Presently the gymnasium and softball field are utilized extensively by the local community. This site consists of approximately 10 acres and should be adequate for possible expansion. It is recommended that the recreational facilities in Bagdad be expanded for both indoor and outdoor use.

The community of Bagdad, unlike most other villages in Shelby County has the largest number of brick buildings, most of which are suitable for preservation, restoration, and listing on the National Register of Historic Places.

The Land Use Plan for Bagdad proposes single-family residential development to the north, west and south of the existing community. The Bagdad Roller Mills area is the only industrial area. The immediate area of the Roller Mill operations should be classified as Heavy Industrial due to the nature of this operation. New industries in Bagdad should be Light Industrial in nature. The Ruritan building and former elementary school are classified as public and the commercial area is consistent with areas currently used as commercial.

New development in Bagdad would be on lots of one acre or larger in size due to the lack of public sewers. Additional commercial development in the downtown area should be confined to the existing commercial area and should not expand into the established residential uses. It is hoped that this policy would encourage the preservation of the existing character of the community.
FINCHVILLE

Finchville is located in the southwestern section of Shelby County on Kentucky Route 55, approximately 3.2 miles south of the I-64 Interchange. The community is primarily developed along KY 55 between Clark Station Road on the north to KY 148 on the south, a distance of .7 miles. New development has also occurred east and west of the community on KY 148 and on Clark Station Road to the west and Parent Lane to the east. The town center is along KY 55, with a service station/restaurant and church located in the center of this corridor, and post office and church owned schoolhouse on the southern end of this corridor.

Most of the development around Finchville has been on tracts exceeding five acres in size. New subdivisions, east of the community have been approved with one-acre tracts, but not without great community resistance and objection to the use of small tracts.

Water is provided by the Shelbyville Municipal Water District with an 8-inch line along KY 55. Fire protection is provided by the Shelby County Volunteer Fire Department, with a station located approximately 4 miles north of Finchville.

The Character of residential development as well as the high degree of maintenance and enhancement along KY 55 warrants increased standards of new construction to protect and promote the existing character of Finchville. Front and side yard setbacks, lot width and lot sizes of new construction should be similar to the existing surrounding development or of that prevalent in the surrounding neighborhood.

There appear to be few constraints to development in Finchville. The proximity to Louisville and Shelbyville and I-64 with the small village character makes development potentials comparatively great in Finchville. These potentials of development also can threaten to damage the character of the community if the new development is vastly different from the existing community.

Recommendations for the future of Finchville are as follows:

1) Develop standards and review procedures to insure that new development is consistent with the existing community;

2) Keep urban development within the designated future growth area;

3) Future commercial development should be neighborhood service and should only be located along Route 55 and either in the center of town or at an intersection;

4) The community and County should pursue alternative uses for the church owned school and other buildings that may be converted to public or other use. In the case of Finchville the community may be dealing with a church in addressing re-use;

5) Vehicular passing in urban downtown area be prohibited; and
6) A caution light at the KY 148 and KY 55 intersection has been installed.
CROPPER

The village of Cropper is located in the northeastern section of Shelby County on KY 43 and KY 241. Cropper is located just a little over 2 miles south of Pleasureville via Route 241. Pleasureville is located on the Henry/Shelby County line and is the largest city in the immediate vicinity with a (1986) population of over 810 persons. Cropper has approximately 68 homes and at 2.63 persons per household, their population is 178.

The village still has the focal point of the community in a one-block area on the north side of KY 43, where a grocery store and old post office building are located. A church and activities building are located on the next block north of this commercial area. The elementary school is presently used by the Shelby County Board of Education for special educational programs and is located on the west side of Route 43 on the southern edge of the community. Just north of the school building is a garage and auto parts store. Water service into the area is provided by Henry County Water District Number 2 and serves the area with three lines. Fire protection is provided by the Bagdad Volunteer Fire Department.

The community plan for Cropper includes and identifiable urban service area boundary extending in all directions from the heart of town. Commercial expansion is recommended to be on the north side of KY 43 in the block containing the grocery store and post office. Additional commercial potential is on a vacant parcel on the east side of KY 43, three houses north of the antique store. All other properties in the urban service boundary are recommended to be low-density single family residential. Due to the lack of community sewage treatment facilities it is expected that the additional residential development will be on parcels one acre or greater in size.

It is extremely important that water lines and water service be improved in order to accommodate additional development and to provide adequate fire protection. Recreation and open space areas may be provided by the school grounds, the old railroad site, and by church facilities. Sidewalks need to be re-built along KY 43 and KY 241 in the urban area. Residents of Cropper have expressed the need to preserve the scenic and historic character of the Cropper-Flood Road as well as other major roads in Shelby County. The community has recently developed a great amount of concern for the preservation and enhancement of the character of the community. This concern should be continued in the development of improvement projects for the village. The community also should be examined for the potential location of County emergency services.
PLEASUREVILLE

Pleasureville is located on the Henry/Shelby County line with the majority of the community located in Henry County. The community center of Pleasureville is also in Henry County. The 1986 population of Pleasureville was estimated to be 810 persons. The Shelby County portion of Pleasureville had an estimated population of 80 persons in 1986. This represents approximately 35 dwelling units. The Henry County Planning Commission recently adopted a Land Use Plan for Pleasureville. This plan proposed residential uses in the existing corporate limits with no expansion beyond the corporate limits. The plan for that portion of Pleasureville in Shelby County recommends low density residential uses extending beyond the corporate boundaries on KY 241 and from streets located north of the abandoned railroad tracks. The abandoned rail facility is recommended to be used for public and open space purposes.

The community of Pleasureville has developed on rather small lots on marginal soils utilizing septic tanks. The City has received grants and is presently sewered, with wastewater treatment by the City of Eminence.
CHRISTIANBURG AND OLD CHRISTIANBURG

The two communities are located in northeastern Shelby County, approximately one mile north of the east/west KY 12. From KY 12, Christianburg is accessed by Shelby Street and Old Christianburg is accessed by Fry's-Oldsburg Road. Old Christianburg is also located on the Christianburg-Bagdad Road approximately two miles northwest of Bagdad. These two villages are very small in size and population. Old Christianburg consists of approximately 18 homes and Christianburg consists of 33 homes. Christianburg has one area of existing commercial use located in the center of the community beside the railroad. Old Christianburg has a television repair and satellite sales facility located south of the community on the Fry's-Oldsburg Road across the street from the historic church. It is difficult to envision or plan for additional commercial facilities in either of these communities, however, the most suitable site for commercial development would be in the center of Old Christianburg, north of the intersection of the Bagdad/Christianburg Road and the Fry's-Oldsburg Road. There are six significant historical structures in Old Christianburg and a lesser number in Christianburg. It is important that new development in these villages maintain the character of the developed community.

There has been a significant amount of residential development on the east side of Heinsville Road within one half mile of KY 12. All of these homes have been built recently and if this type of development were to continue, there would be a continuous residential strip along Shelby Street, which is inconsistent with this Comprehensive Plan.

The CSX Railroad had an intersection in the center of Christianburg which presented a difficult and dangerous grade crossing. The railroad intersection also affected the land use patterns of the community. There still is an identifiable concentration of development in Christianburg which is recommended to be expanded outward from the center. Both communities may be expected to have limited residential development on one-acre lots. As these communities expand, neighborhood recreational facilities should be developed along with fire hydrants, sidewalks, streetlights, and other necessary support facilities.
SHELBY COUNTY SMALL COMMUNITIES

The following illustrations present the Land Use Plans for the smaller villages in Shelby County. Existing land uses, transportation facilities, community characteristics, and factors affecting development potentials were all taken into consideration in the development of these Land Use Plans.

It is important to note that this is the initial planning effort for these small villages and that the concepts represented in the Land Use Plans are consistent with the adopted Goals & Objectives of this Comprehensive Plan. It is also important to realize that while zoning decisions must be based upon the Land Use Plans, it is the intent and purpose of the small village plans to give more of a policy guide to zoning decisions rather than using the Plan as the absolute future zoning map.

Under ideal circumstances, development in these small communities should occur outward from the center of the community. The growth areas recommended around the rural communities are the areas recommended for future development and urban developments of one acre in size or greater. These developments should be approved wherever they are located in the growth areas provided the development would receive the same level of service provided others in the community.

The Land Use items in the Goals and Objectives, as well as the municipal and small village Land Use Plans constitute the Land Use Plan for Shelby County. The agricultural Goals and Objectives and the policies relating to the development of rural lands complete the Land Use Plan for Shelby County.
SHELBY COUNTY EXISTING AND PROPOSED LAND USE SUMMARY

Shelby County’s predominant land use is in agricultural purposes. The Existing and Proposed Land Use Summary table (Table 7-6) on the following page, which was derived from the Triple S Planning Commission mapping software, shows Shelby County having 230,204 acres in existing agricultural land uses as of May 2005. This is 93.3% of the total land area (246,820 acres) in Shelby County. This information does not coincide with the information on page 75 of this Plan due to the use of different sources of which the information was derived from. Residential land uses make up the next highest use of land in Shelby County at 3% or 7,500 acres. The Proposed Land Use for agricultural land use shows a slight decrease from 93.3% to 91.9% or 3,392 acres. This is due to the proposed increase of residential, commercial, industrial, and civic, public and conservation land uses in Shelby County over the next twenty years. The Plan proposes 5,282 acres or 2.1% of the total land area in Shelby County will be developed for land uses other than those currently zoned and undeveloped, or in the agricultural land use classification. Table 7-7 on page 145 is the Summary of Land Use Demand and Supply for Shelby County.
### Table 7-6 – Existing and Proposed Land Use Summary from Land Use Maps
(May 3, 2005)

<table>
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<th>Description</th>
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<td>Low Density Residential</td>
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<td>824</td>
<td>800</td>
<td>(24)</td>
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<tr>
<td>High Density Residential</td>
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<td>586</td>
<td>168</td>
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<td>Mobile Home Park</td>
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<td>(8)</td>
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<tr>
<td><strong>Total Residential</strong></td>
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<td><strong>7,500</strong></td>
<td><strong>10,113</strong></td>
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<td>General Commercial</td>
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<td>445</td>
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<td>Neighborhood Commercial</td>
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<td>112</td>
<td>150</td>
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<td>Highway Commercial</td>
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<td>618</td>
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<tr>
<td>Interchange Commercial</td>
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<td>894</td>
<td>673</td>
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<td>Professional</td>
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<td>0</td>
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<tr>
<td>Warehouse Commercial</td>
<td>WH C</td>
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<td>16</td>
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<tr>
<td><strong>Total Commercial</strong></td>
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<td><strong>2,123</strong></td>
<td><strong>915</strong></td>
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<td>2,786</td>
<td>1,593</td>
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<tr>
<td>Heavy Industrial</td>
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<tr>
<td><strong>Total Industrial</strong></td>
<td></td>
<td><strong>1,417</strong></td>
<td><strong>3,010</strong></td>
<td><strong>1,593</strong></td>
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<tr>
<td>Civic</td>
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<td>Public</td>
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<td>794</td>
<td>847</td>
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<td>Conservation</td>
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<td>3,856</td>
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<td>Undeveloped (Zoned)</td>
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<td>1,890</td>
<td>(1,890)</td>
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<tr>
<td><strong>Total Miscellaneous</strong></td>
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<td><strong>4,762</strong></td>
<td><strong>1,729</strong></td>
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<td>Agricultural (Note 2)</td>
<td>A</td>
<td>230,204</td>
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<td>(3,392)</td>
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<td><strong>Total Area Shelby County</strong></td>
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<td><strong>246,820</strong></td>
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</tbody>
</table>

**Note 1:** Existing Residential Land Use includes Agriculturally zoned land developed into subdivisions under 1971 Zoning and Subdivision Regulations.

**Note 2:** Agricultural Area, for the purposes of this table includes Agricultural Zoned land, road and railroad rights-of-way, and all other land not specifically accounted for in the above table.

**Source:** Triple S Planning Commission
<table>
<thead>
<tr>
<th>Category</th>
<th>Demand Adjusted (Acres)</th>
<th>Supply Unzoned/Unused (Acres)</th>
<th>Supply Zoned/Unused (Acres)</th>
<th>Total Supply (Acres)</th>
<th>Demand Minus supply (Acres)</th>
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<td>Residential</td>
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<td>2,991</td>
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<td>5,121</td>
<td>1,890</td>
<td>7,011</td>
<td>679</td>
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</table>

Source: Triple S Planning Commission