

# Shelby County Kentucky



# Comprehensive Plan

**2015 - 2040**

**Adopted September 18, 2018**

## **ACKNOWLEDGEMENTS**

This plan was created to define the direction for Shelby County's future. It would not have been possible without the support of the following:

### **Member Communities:**

- Shelby County
- City of Shelbyville
- City of Simpsonville

### **Triple S Planning Commission and Staff:**

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***APPENDIX D – SHELBY COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN***

## **INTRODUCTION**

A Comprehensive Plan is a document prepared to help guide the future growth and development of a community. Basically such a plan should be:

1. **Comprehensive** – A plan should cover all geographic parts of a community and all activities that affect physical development.
2. **General** – A plan is not supposed to be a straight jacket, it simply summarizes policies and proposals and is intended to provide flexibility.
3. **Long Range** – The plan strives to present a vision of the future of the community. While addressing short term issues and problems, its main function is to look beyond current conditions to those desired 25 years from now.

This Plan is designed as a tool to be used by all decision makers, both public and private. In so doing, this Plan reflects the expressed desires of the community, serves as a guide to decision making (i.e. zone changes, subdivision plats and development plans) and outlines governmental strategies that can be employed to accomplish the various components of this Plan.

In order to be effective a Comprehensive Plan must be evaluated at least every five years to insure that it still guides the community in the most appropriate direction. This Plan is the result of the efforts of the Triple S Planning Commission to re-evaluate and update the **2005 Shelby County Comprehensive Plan** (adopted May 17, 2005, and amended March 20, 2007 – Shelbyville Bypass Corridor Land Use Management Plan, May 19, 2009 – Village Center at Simpsonville, February 18, 2010 – Shelbyville East End Study, May 17, 2011 – Shelbyville 7<sup>th</sup> Street Corridor Plan, and January 18, 2018 – Shelby County Bicycle and Pedestrian Master Plan) and to enable Shelby County and its cities (Shelbyville and Simpsonville) to legally participate in the planning and zoning process. Once adopted it will be imperative to continue to periodically review, revise, and update to ensure its continued relevance to the community.

The Shelby County Comprehensive Plan is a planning document prepared and adopted by the citizens and officials of Shelby County and its cities. This plan is intended to provide a long range guide for the public and private sectors of the County and its urban areas.

## **HISTORY / SETTING**

Shelby County was formed in 1792, the same year that Kentucky was made a State. Kentucky was formed from a part of Virginia and Shelby was formed from a part of Jefferson County. Shelby County is named after the State's first Governor, Isaac Shelby. Shelbyville was formed in 1792 using 50 lots set aside by William Shannon. The first residents of Shelbyville lived in and around a fort located and constructed north of Shelbyville in 1779 by Squire Boone. This fort and settlement area was identified by Squire Boone by painting his initials on a stone on the site. This farm still bears the name of Painted Stone. This settlement was located approximately two (2) miles north of US 60 on KY 55 N.

Shelby County is located in north-central Kentucky in the Outer Bluegrass Physiographic region of Kentucky. It is bordered on the west by Jefferson County and the city of Louisville, which is the largest city in Kentucky. It is bordered on the east by Franklin County and the city of Frankfort, which is the Capital of Kentucky. The County is dissected in the middle by Interstate 64 and US 60, which travel parallel to each other on an east-west corridor. The county seat and principal urban area of Shelby County is the city of Shelbyville. Shelbyville has a 2015 population of 15,253 people and is located near the geographic center of Shelby County. Shelbyville serves as the center for governmental, employment, commercial, educational, recreational, civic and other function for

Shelby County. The only other incorporated city in Shelby County is Simpsonville (incorporated in 1836), which has a 2015 population of 2,702 people.

Shelby County is located in the Louisville metropolitan area and the city of Shelbyville is 31 miles east of Louisville. Louisville is the dominant urban center in the region and its close proximity to Shelby County has many direct and indirect effects upon County.

## **LEGAL BASIS**

The Kentucky Revised Statutes, Chapter 100 provides the enabling legislation for planning and plan implementation (zoning regulations, subdivision regulations, official maps and capital improvement planning) to local governments. Several parts of Chapter 100 are related to the preparation and use of the Comprehensive Plan. Following is a brief synopsis of those sections of Chapter 100:

**100.183 Comprehensive Plan Required:** This section requires each Planning Commission to prepare a plan “which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships.”

**100.187 Contents of Comprehensive Plan:** This section outlines the basic components of the plan. They include:

1. A statement of goals and objectives for future physical, economic and social development;
2. A land use plan element showing how the community should use its public and private land in the future;
3. A transportation plan element showing transportation facilities for the circulation of persons and goods in the future;
4. A community facilities plan element showing public and semi-public buildings, land and facilities in the future; and
5. Any additional elements such as, but not limited to, community renewal, housing, flood control, pollution, conservation, natural resources, regional impact, historic preservation, and other programs which in the judgment of the planning commission will further serve the purposes of the comprehensive plan.

**100.191 Research requirements for Comprehensive Plan:** This section sets forth the basic research which must be done during the preparation of the plan. There are three categories of research needed:

1. Population (past, present and future trends);
2. Economic Survey and Analysis; and
3. Analysis as to “the nature, extent adequacy and the needs of the community for the existing land and building use, transportation and community facilities in terms of their general location, character and extent.”

Additional background information for the elements may include “any other research analysis, and projections which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan.”

**100.193 Statement of Goals and Objectives:** This section states that the Planning Commission must prepare and adopt the statement of goals and objectives to act as a guide for preparing the rest of the plan elements and to aid in implementing the plan. In addition, this section also directs the Commission

to present this statement for consideration, amendment and adoption by the legislative body within its area of jurisdiction.

**100.197 Adoption of Plan Elements – Periodic Amendment or Readoption:** This section outlines the process for adoption and amendment of the plan. It specifically states that the plan elements must be reviewed and amended, if necessary, at least once every five years.

## **PLANNING PROCESS**

The Shelby County Comprehensive Plan was initiated by the Triple S Planning Commission for the purpose of studying current conditions and issues affecting Shelby County and the cities of Shelbyville and Simpsonville and determining strategies for growth over the next twenty years.

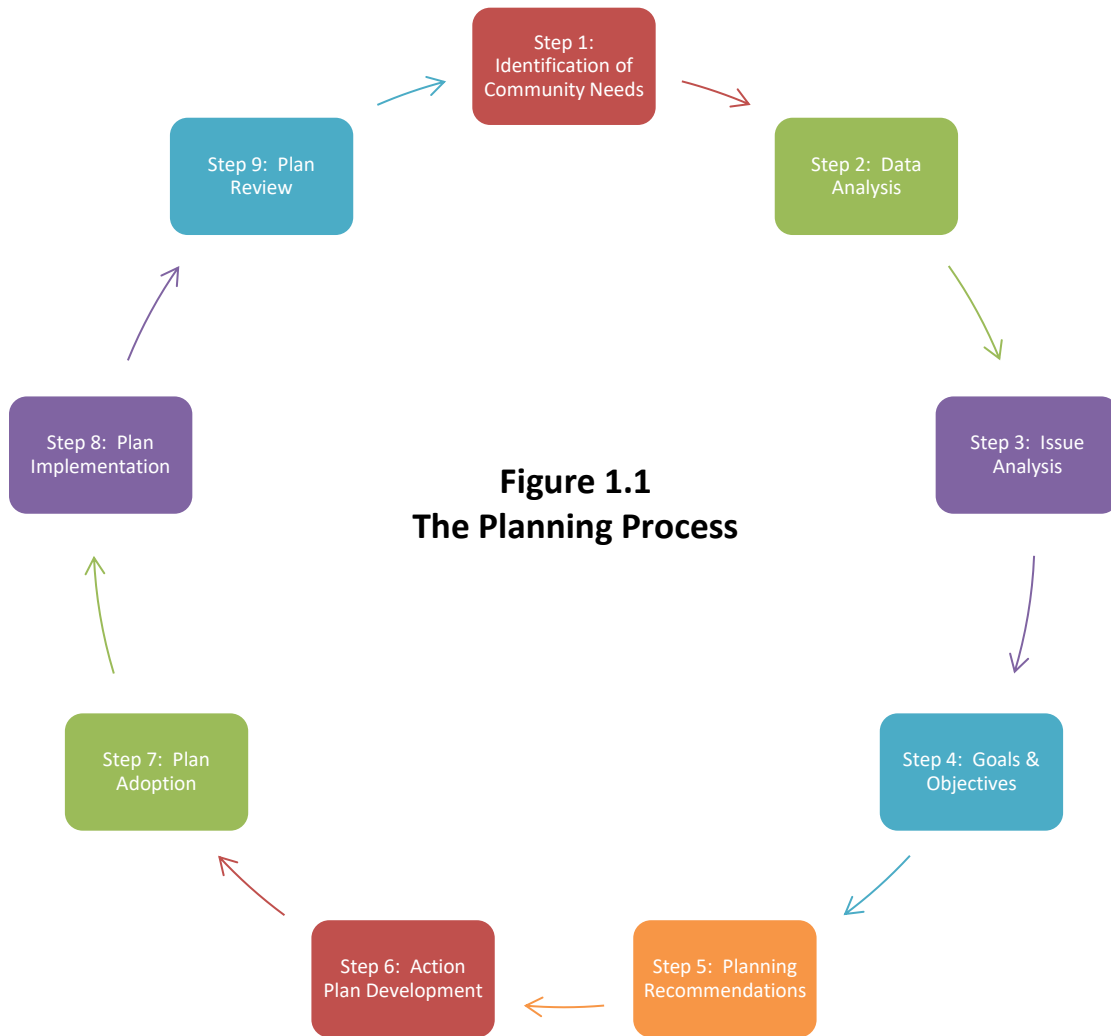
The general planning process (Figure 1.1) occurs in three (3) stages. These stages include base study analysis, plan development and plan implementation. Contained in each stage are a number of steps that facilitate a city's and county's evolution over time. Since change and development occur regardless of the planning process, implementation of these steps can only be viewed as a vehicle to improve and guide a city's and county's growth.

The first step in the development of a plan for a community is the reassessment of the community's needs. Even though a great deal may already be known regarding the direction the community should take, planning has historically been based on democratic principles. Provisions for citizen input are maximized through formalized public participation process to explore community issues and needs. Other studies which have been conducted for the community are also examined at this time and the issues they identify are incorporated into this process. Following identification of community needs, a look at existing data serves to confirm the issues identified and may also reveal unforeseen problem areas.

Issues analysis is the next step in the process of integrating community needs and perceptions with the facts and figures from the data. Goals and objectives naturally develop once the issues have been fully developed. From these, the planning recommendations and action plans are conceptualized. Following plan adoption, implementation of the plan returns the process full circle. With each revolution of the cycle, the community ideally becomes more sophisticated in its evolution, attaining higher standards of urban and rural living.

The first two (2) steps in the process, identification of community needs and the data analysis are detailed in Chapters 3, 4, 5 & 6 of this plan. The remaining chapters cover components three through six of the planning process. Chapter 2 presents the goals and objectives as recommended by the Triple S Planning Commission and the adopted by Shelby County Fiscal Court, City of Shelbyville City Council and City of Simpsonville City Commission.

In Chapters 7, 8 and 9 the planning recommendations are presented for community facilities, transportation and land use. These recommendations take the form of both text and maps. The final chapter (Chapter 10) presents governmental strategies for further implementing development components. These strategies include zoning and subdivision regulation amendments, further planning studies and coordination activities.



**Figure 1.1**  
**The Planning Process**

### **HOW TO READ THE CONTENTS OF THIS PLAN**

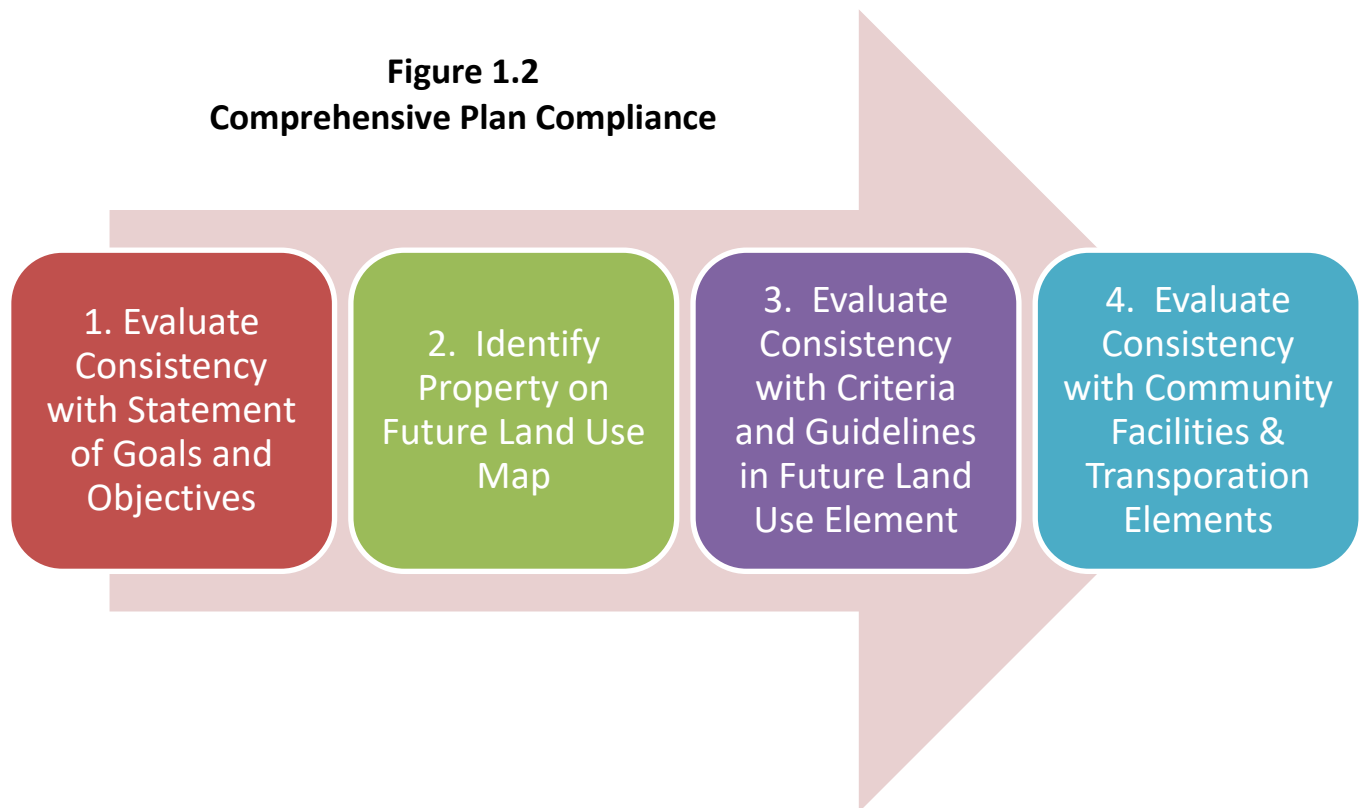
The contents of this Plan are intended to serve as a guide for public and private actions and decisions in order to assure development of public and private property in the most appropriate relationships. Numerous chapters, maps, figures and tables make up this Plan. Oftentimes, the “Future Land Use Map” is viewed as “The Comprehensive Plan”. It is important to understand, that the “Future Land Use Map” is only part of this Plan. This map is intended to be a graphical representation of the recommendations contained in the text. As such, the “Future Land Use Map” and the text should not be used independently but together as a single decision making tool. It is also important to understand that this Plan is a long range, 25-year vision. Therefore, many of the recommendations need to be viewed in terms of the anticipated timing of their becoming a reality. The land use plan element is not intended to provide precise boundaries between proposed land uses. Rather, it is designed to provide land use recommendations for general areas. Additionally, various areas may be suitable for more than one type of land use. The determination of whether a given land use might be appropriate for a given area must be viewed.

## HOW TO USE THIS PLAN

The Comprehensive Plan is a guide for public and private actions and decisions to assure the development of the public and private property in the most appropriate relationships. To determine whether a land use proposal is consistent with this Plan, the following four (4) steps should be followed:

1. **Evaluate Consistency with Statement of Goals and Objectives (Chapter 2)** – Determine whether the future land use proposal is in compliance with the overall goals and objectives of the Comprehensive Plan.
2. **Identify Property on Future Land Use Map (Chapter 9)** – Locate the property on the Future Land Use Map and identify the land use classification in which it is located.
3. **Evaluate Consistency with Criteria and Guidelines in Future Land Use Element (Chapter 9)** – Evaluate the future land use proposal for consistency with the illustrative land uses, acceptable densities, and development and public service policies for the land use classification as described in the Future Land Use Element text.
4. **Evaluate Consistency with Community Facilities & Transportation Elements (Chapters 7 & 8)** – Evaluate the future land use proposal to ensure consistency with the Community Facilities and Transportation Elements.

**Figure 1.2**  
**Comprehensive Plan Compliance**



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## **GOALS & OBJECTIVES**

Kentucky Planning and Zoning Statutes (KRS 100.183) require that the Planning Commission of each planning unit prepare a Comprehensive Plan. This plan serves as a guide for public and private actions and decisions in order to assure the development of various land uses in the most appropriate relationships. A principle element of the Comprehensive Plan is the establishment of a statement of goals and objectives. The goals and objectives of the Comprehensive Plan (one of the four statutorily required elements of the Comprehensive Plan) continues to be a fundamental part of the comprehensive planning process, identifying the overall ends toward which the planning effort is to be directed. This chapter of the plan serves as a guide for the preparation of the remaining elements of the plan. In addition, the goals and objectives provide the planning commission and its staff with the direction necessary to prepare a plan that accurately represents the vision and overall goals of the community.

The following statement of goals and objectives is intended to provide direct guidance for implementation of decisions made by the planning commission and local legislative bodies as related to future physical development of the community. These statements are presented in two levels of specificity. Goals are very general statements and concepts, which express the community's needs. Objectives are more specific and concrete concepts which when achieved contribute to goal attainment. Complete analyses of all objectives are found within the respective elements of the plan. All elements of the Comprehensive Plan shall be prepared with a view towards carrying out the statement of goals and objectives.

KRS 100.193 requires the planning commission to adopt the goals and objectives and to submit them to the legislative bodies of each governmental unit in the planning area for their adoption. The Triple S Planning Commission, Shelby County Fiscal Court, Shelbyville City Council, and Simpsonville City Commission have officially adopted the comprehensive plan goals and objectives as follows:

Triple S Planning Commission Adoption:                     June 16, 2009  
Shelby County Fiscal Court Adoption:                     September 1, 2009  
Shelbyville City Council Adoption:                     August 6, 2009  
Simpsonville City Commission Adoption:                     August 4, 2009

## **TRANSPORTATION**

**GOAL T-1:** *To provide the citizens of Shelby County with a well-planned and coordinated multi-modal transportation system that will provide for the efficient, safe, convenient, and coordinated movement of people and goods.*

**Objective T-1-1:** To ensure that all new developments and changes in land use have adequate streets and roadways to handle the traffic generated by the development.

**Objective T-1-2:** To ensure that proposed developments do not create traffic volumes that exceed the current or future capacity of the streets that feed them.

**Objective T-1-3:** To ensure that the capacity and safety of existing roadways are maintained through proper intersection spacing, driveway location and adequate sight distances.

**Objective T-1-4:** To preserve the capacity of streets through the provision of adequate off-



street parking and insure the safe flow of vehicles and pedestrians into and out of the development.

**Objective T-1-5:** To ensure that roadway, walkway and bikeway systems are built to adequate standards based on the functional class of the facility, adjoining land use, proposed use, existing and anticipated traffic volumes and the composition of traffic.

**Objective T-1-6:** To undertake transportation improvements in a manner that will maintain or improve efficiencies.

**Objective T-1-7:** To ensure that proposed streets allow for the extension into surrounding vacant properties where appropriate. New developments should not land lock adjacent properties.

**Objective T-1-8:** To promote the creation of streets, which will help relieve existing streets and intersections, that are currently over-loaded or which have design problems.

**Objective T-1-9:** To encourage citizens to walk or bike whenever possible by providing safe sidewalks, street crossings and bike paths and other alternatives to vehicular transportation.

**Objective T-1-10:** To develop a *Bicycle and Pedestrian Plan* for Shelby County.

**Objective T-1-11:** To consider the provision of multi-modal transportation facilities early in the planning development process for all locally funded transportation construction, reconstruction, maintenance or intersection improvement projects. Require the installation of pedestrian and bikeways in conjunction with any major state and federal transportation improvements (roadways and bridges) in Shelby County.

**Objective T-1-12:** To encourage the provision of adequate, safe and aesthetically pleasing parking areas within downtown Shelbyville with appropriate location signage and landscaping.

**Objective T-1-13:** To ensure that each roadway continues to function at its designated Level of Service (LOS) with adequate routing for emergency services by requiring traffic impact studies.

**Objective T-1-14:** To promote the coordination between city, county, regional and state agencies for transportation improvements.

**Objective T-1-15:** To encourage proposals for new development and redevelopment of existing areas to include the provision of aesthetic transportation improvements, such as greater rights-of-way, boulevard streets, theme lighting, street trees, monument signs and other innovative concepts.

**Objective T-1-16:** To update the zoning regulations to include access management standards for the design of roadway entrances in future developments.

**Objective T-1-17:** To work with rail companies and state agencies to maintain all railroad crossings and improve bridges over the railroad.

**Objective T-1-18:** To recognize the importance of accessible sidewalks as thoroughfares for the safe movement of pedestrians to access current and future businesses and residences; to

provide recreation for children, runners and walkers, to allow children to access schools and bus stops and as an alternative to vehicular traffic.

**Objective T-1-19:** To encourage the development of sidewalk construction and replacement programs in Shelby County. Retrofit existing developed areas to include sidewalks.

**Objective T-1-20:** To promote safe multi-modal access to existing or future recreational facilities.

**Objective T-1-21:** To limit the number of direct access points along arterial streets by encouraging the use of frontage roads and implementation of other access management techniques.

**Objective T-1-22:** To develop a capital improvements plan for streets, sidewalks and storm drainage to pave, improve and widen local streets and roads in a planned manner.

**Objective T-1-23:** To promote interstate commercial uses that are in close proximity to interstate interchanges for maximum convenience and economy to the traveling public, while minimizing the impact to the community in terms of traffic congestion, local commuting patterns and access.

**Objective T-1-24:** To consider the implementation of golf cart path facilities when new development is proposed and to consider retrofitting existing developed areas to include golf cart path facilities.

**Objective T-1-25:** To develop a road functional classification system for all roads in Shelby County.

**Objective T-1-26:** To promote upgrading of existing and the creation of new north/south and east/west collector and arterial streets in Shelby County.

**Objective T-1-27:** To evaluate and close streets or streets of record which are not being used, have not been constructed or are unnecessary.

**Objective T-1-28:** To identify new Park and Ride lots and to expand existing Park and Ride lots in Shelby County to meet the demands.

**Objective T-1-29:** To develop a county-wide transportation plan for Shelby County that incorporates the cities of Shelbyville and Simpsonville.

**GOAL T-2:** *To protect and preserve scenic or culturally important transportation corridors and resources in Shelby County.*

**Objective T-2-1:** To identify and designate scenic and culturally important transportation corridors and resources.

**Objective T-2-2:** To develop and implement facility design, lighting, access management and land use guidelines specific to individual scenic corridors and resources.

**GOAL T-3:** *To enhance important gateway corridors that lead to the cities of Shelbyville and Simpsonville*

or into Shelby County.

**Objective T-3-1:** To identify and designate gateway corridors that lead to the cities of Shelbyville and Simpsonville or into Shelby County.

**Objective T-3-2:** To develop and implement facility design, lighting, access management and land use guidelines specific to individual gateway corridors.

## **COMMUNITY FACILITIES**

**GOAL CF-1:** *To ensure that adequate, desirable, and affordable community facilities and services are available and provided in an efficient and orderly manner while conserving human and natural resources.*

**Objective CF-1-1:** To locate and design community facilities so that potential adverse impacts on surrounding land can be mitigated and the facility can be buffered from any adverse impacts of surrounding land uses.

**Objective CF-1-2:** To maintain and use existing community facilities when appropriate. When new facilities are required consider the use of private or semi-public facilities to accommodate a public need and encourage planning for multi-purpose facilities.

**Objective CF-1-3:** To locate community facilities with large daily or periodic attendance on or near arterial roadways.

**Objective CF-1-4:** To locate community facilities in areas fully served by existing utilities whenever possible rather than in areas requiring an extension of utilities.

**Objective CF-1-5:** To encourage development priority areas for expansion or new construction of community facilities and services as an incentive for development to locate within these areas.

**Objective CF-1-6:** To develop a comprehensive five-year Capital Improvement Program (CIP) for Shelby County and the cities of Shelbyville and Simpsonville that is reviewed and updated annually. The CIP should serve as a guide for the investment of financial resources in public utilities, facilities and services. The CIP should consider both capital and operating costs for individual projects.

**Objective CF-1-7:** To inform the community and provide special notice to all interested parties early in the process when developing or expanding community facilities.

**Objective CF-1-8:** To require those who propose new development to bear or equitably share the costs of public facilities and services made necessary by such development.

**Objective CF-1-9:** To review and establish an urban growth boundary for both Shelbyville and Simpsonville where new growth is to be encouraged and to ensure that adequate community facilities such as utilities, including sanitary sewer, water, transportation and other infrastructure exist or can be provided in the future for development.

**Objective CF-1-10:** To continue to develop, expand and enhance a county-wide Geographic Information System to provide up-to-date information on all aspects of local land use to insure

the coordinated and efficient use of resources.

**Objective CF-1-11:** To provide access to the public library system by means of public and private transportation and the internet.

**Objective CF-1-12:** To encourage the development of a downtown Shelbyville conference center that could be used for lectures, group meetings and performing arts.

**Objective CF-1-13:** To develop a plan and encourage the reuse of Northside school.

**Objective CF-1-14:** To take affirmative action to insure equal opportunity and access to housing, employment and education regardless of age, sex, race, color, creed, national origin, income, religion, disability or political affiliation.

**GOAL CF-2:** *To provide a dependable and adequate supply of all essential utility services to the population.*

**Objective CF-2-1:** To ensure that adequate water, storm water, sewer, solid waste services and other utilities are provided in an efficient, safe and environmentally sound manner.

**Objective CF-2-2:** To protect and improve water supply sources.

**Objective CF-2-3:** To require all development has an adequate supply of potable water and water for fire protection purposes.

**Objective CF-2-4:** To ensure all development has an adequate means of sewage treatment disposal to protect public health and protect water quality in lakes and streams. Private package sewage treatment plants shall not be allowed.

**Objective CF-2-5:** To locate only very low density land uses on sites which depend solely on on-site sewage disposal systems or on private supplies of potable water.

**Objective CF-2-6:** To prevent utility installation from creating nuisances to adjacent properties and the surrounding areas. Locate large utility installations with access to major arterial roads.

**Objective CF-2-7:** To design and locate utility easements in areas providing ease of access for maintenance and repair and to minimize negative visual impacts.

**Objective CF-2-8:** To encourage the elimination or relocation of overhead utilities within downtown Shelbyville, along Shelbyville Road in Simpsonville, and along gateway corridors that lead to the cities of Shelbyville and Simpsonville.

**Objective CF-2-9:** To require all new development (residential, commercial, industrial, etc. excluding agricultural) to place utilities underground.

**Objective CF-2-10:** To encourage all proposed cellular towers, antennas and other wireless facilities be developed in a manner which retains the integrity of neighborhoods and the overall character, property values and aesthetic quality of life of the community at large. Service providers should co-locate or share towers/facilities with other providers in order to minimize the proliferation of towers/facilities.

**Objective CF-2-11:** To make available to all residents and businesses of Shelby County high speed internet access.

**Objective CF-2-12:** To work with community service providers to ensure the extension and development of modern telecommunication facilities to include high speed internet, video conferencing systems, cellular services and multimedia services.

**GOAL CF-3:** *To provide an effective program of public safety to prevent, where possible, and minimize injury or damage to persons, property, and the environment.*

**Objective CF-3-1:** To provide appropriate levels of public safety services to the entire population to reduce response time. This shall include adequate facilities, equipment, and personnel located on the basis of need, and not constricted by arbitrary jurisdictional boundaries or special interest considerations.

**Objective CF-3-2:** To locate fire stations near or along major arterials so that adequate ingress and egress can be provided.

**Objective CF-3-2:** To design fire stations with sufficient area for on-site equipment maneuvering and storage.

**Objective CF-3-3:** To locate the heaviest concentration of law enforcement, fire and rescue services near the central business district, large industrial areas, and near residential areas where the potential loss of life and property is greatest. Emergency response shall be coordinated with the Geographic Information System.

**Objective CF-3-4:** To avoid barriers to fire and emergency medical service stations, such as hills, rivers, flooding land, railroad tracks, interstates, shopping centers, and general traffic congestion in selecting a site.

**Objective CF-3-5:** To require new developments be served by adequate emergency medical services, police, and fire protection.

**Objective CF-3-6:** To expand the county-wide early warning system in an effort to alert all residents of impending disasters and provide valuable seconds to find shelter. New development should continue to be reviewed and required to install appropriate early warning systems during the development review process.

**Objective CF-3-7:** To ensure efficient public safety services including police, fire and ambulance by coordinating the addressing of all new development with E911 during the subdivision review.

**GOAL CF-4:** *To provide adequate recreational facilities and open space for the citizens of Shelby County.*

**Objective CF-4-1:** To provide adequate recreational facilities utilizing parks, rivers, streams, ponds and lakes.

**Objective CF-4-2:** To establish programs for preserving open space.

**Objective CF-4-3:** To encourage the preservation of open space and water resources.

**Objective CF-4-4:** To identify the recreational needs of the citizens of Shelby County and to develop a strategy to meet said needs.

**Objective CF-4-5:** To expand, acquire and develop additional recreational areas as the population growth creates the need.

**Objective CF-4-6:** To improve and expand current facilities to the greatest extent possible to meet the community need.

**Objective CF-4-7:** To provide adequate amounts of permanent open space for recreational purposes in all future residential developments.

**Objective CF-4-8:** To develop, maintain and update a Parks and Recreation Master Plan for acquisition and use of existing and future community and neighborhood parks and open spaces.

**Objective CF-4-9:** To inform the general public and landholding agencies of the possibility of donating land, providing easements, and other conservation options available through organizations such as the Clear Creek Conservation Trust for the provision of open space.

**Objective CF-4-10:** To combine school and recreation facilities in order to provide the mutual benefits of service, safety, convenience, economy and neighborhood strengthening.

**Objective CF-4-11:** To develop incentives for private dedication and public acquisition of park land.

**GOAL CF-5:** *To provide a quality education and appropriate educational facilities to all citizens of Shelby County.*

**Objective CF-5-1:** To provide adequate and well located educational facilities to serve the entire population.

**Objective CF-5-2:** To encourage greater quality, efficiency and cost effectiveness of public education system by expanding, replacing and upgrading facilities as necessary.

**Objective CF-5-3:** To encourage the provision of continuing adult education classes and career and technical training for Shelby County residents.

**Objective CF-5-4:** To encourage the cooperation between the Shelby County Public Schools and the Shelbyville/Shelby County Parks and Recreation and the Simpsonville Parks Department, including the use and location of park land, greenspace, greenways, playgrounds and outdoor classrooms.

**Objective CF-5-5:** To design and provide all schools with safe routes and access for pedestrians, bicyclists, buses and arriving/departing vehicular traffic. Upgrade existing facilities with sidewalks and multi-use paths to reduce the dependency on buses.

**Objective CF-5-6:** To encourage and promote the expansion, growth, and educational opportunities at the Jefferson Community and Technical College.

**Objective CF-5-7:** To consider school district capacities when making development decisions.

(Shelby County Objective Only, Not Adopted by the Cities)

**GOAL CF-6:** *To provide adequate public health facilities to protect and care for the citizens of Shelby County.*

**Objective CF-6-1:** To provide adequate and well located public health centers to serve the entire population.

**Objective CF-6-2:** To encourage and support the development of affordable health facilities, nursing homes, assisted living facilities, and day care establishments in easily accessible locations.

**Objective CF-6-3:** To locate and design hospitals with emergency entrances, if needed that are safe and separated from other vehicular and pedestrian entrances and on-site circulation.

**Objective CF-6-4:** To locate human services facilities in highly accessible locations in or near public housing and other institutional facilities.

**GOAL CF-7:** *To provide adequate amount of well located cultural facilities to serve the basic needs of the population.*

**Objective CF-7-1:** To provide for the establishment of programs and institutions which promote the cultural pursuits of all segments of society.

**Objective CF-7-2:** To provide for adequate, well located cultural facilities oriented primarily to serving local residents (e.g., churches, theaters, libraries).

**Objective CF-7-3:** To coordinate the provision and location of specialized types of cultural facilities in this area with facilities throughout the metropolitan region.

**Objective CF-7-4:** To coordinate the provision and location of specialized cultural facilities in order to avoid unnecessary duplication.

**Objective CF-7-5:** To promote coordinated and cooperative use of specialized region-serving cultural facilities in the Urban Service Area.

## **LAND USE**

**GOAL LU-1:** *To encourage the location and development of different land uses in the most appropriate manner.*

**Objective LU-1-1:** To determine the most appropriate relationship between the various types of land uses required to meet current as well as future needs.

**Objective LU-1-2:** To promote an innovative development pattern that establishes guidelines for planned growth, respects urban service areas, promotes the integration of compatible land uses, and frames development with open space.

**Objective LU-1-3:** To balance developmental needs with the preservation and protection of the community's existing character and resources.

**Objective LU-1-4:** To properly manage future development by planning for an adequate supply of developable land to accommodate anticipated growth and community needs within areas which are currently served by urban services.

**Objective LU-1-5:** To encourage future land development in centralized, compact patterns near existing development in order to minimize decentralized sprawled patterns.

**Objective LU-1-6:** To reduce the cost and impact of development by encouraging growth in directions which most efficiently use the existing and planned utility systems.

**Objective LU-1-7:** To strive to protect recreation, tourism, unique natural areas and cultural attractions by controlling any development that might harm the surrounding environment of such attractions.

**Objective LU-1-8:** To encourage “in-fill” development and the efficient provision of urban services by promoting restoration and redevelopment of property previously developed.

**Objective LU-1-9:** To update the Shelby County Zoning Regulations, Zoning Map and Subdivision Regulations to ensure consistency with the Comprehensive Plan, new legislation and changing community conditions.

**Objective LU-1-10:** To update the sign regulations that will enhance the natural environment and minimize visual clutter.

**Objective LU-1-11:** To encourage coordination and cooperation between the planning commission and various government entities in order to ensure that land use policies are integrated into local decision making processes and policies.

**Objective LU-1-12:** To provide the enforcement officer with citation issuance capabilities when inspecting violations of the zoning regulations.

**Objective LU-1-13:** To require appropriate transitions between land uses of varying density or intensity.

**Objective LU-1-14:** To locate higher intensity land uses on roads capable of handling high traffic volumes.

**Objective LU-1-15:** To develop “Mixed-Use” development standards to be incorporated into the zoning regulations which promote developments with residential, commercial and professional office land uses.

**Objective LU-1-16:** To divide the county into “*Planning Areas*” and prepare *master plans/small area studies* for each of the planning areas. These plans should be designed to be more responsive to local needs and issues for that particular planning area.

**Objective LU-1-17:** To focus on design quality and site planning in the cities of Shelbyville and Simpsonville and special overlay districts in the unincorporated areas of Shelby County.



## **AGRICULTURAL LAND USE**

**GOAL LU-2:** *To sustain the viability of Shelby County agriculture by restraining the division and use of land.*

**Objective LU-2-1:** To encourage the preservation of “prime farmlands” and/or agricultural land and to protect agricultural activities from encroachment of residential, commercial, industrial and other types of uses in order to protect the county’s agricultural economic base and productivity potential. Support the PACE program and individual designation of Agricultural Conservation Districts by identifying these areas during the comprehensive planning process and offering incentives for participation.

**Objective LU-2-2:** To discourage the conversion or division of agricultural land to non-agricultural uses and parcel sizes.

**Objective LU-2-3:** To provide for agricultural support businesses (i.e. veterinary clinics, agricultural community farms, farm supply stores, and other farm support businesses) in the Agricultural zoning district that are regulated as conditional uses. These uses shall serve and enhance the agricultural community.

**Objective LU-2-4:** To develop regulations and policies for proposed developments adjacent to existing agricultural uses that promote the continued agricultural use of the adjoining property. Specific regulations related to the separation of domestic animals and children from the agricultural operation should be addressed and established.

**Objective LU-2-5:** To protect the existing agricultural areas by appropriate zoning or other regulatory or policy techniques so those agricultural activities are encouraged.

## **RESIDENTIAL LAND USE**

**GOAL LU-3:** *To create well-designed residential areas that are well buffered from incompatible land uses and encourage residential locations best suited to existing services and facilities.*

**Objective LU-3-1:** To encourage housing re-development, reinvestment opportunities in the older communities of the County.

**Objective LU-3-2:** To provide for comprehensive development through Planned Unit Developments (PUD) having building site flexibility and/or a mixture of housing types.

**Objective LU-3-3:** To establish and designate low density residential areas that are protected from conflicting land uses and are within the planned growth areas of cities and communities. This development should be located where they will receive full urban services.

**Objective LU-3-4:** To designate areas that permit a mixture of housing types ranging from single-family detached to multi-family.

**Objective LU-3-5:** To designate appropriate areas for high density residential that have access to public facilities and are located on or near principal arterial highways. High density development should provide open space and recreational areas for residents.

**Objective LU-3-6:** To review and improve existing development notification procedures where adjoining property owners are notified in writing of the development request and the date, time and location for the meeting.

**Objective LU-3-7:** To update the zoning regulations to promote and encourage residential dwelling units above commercial businesses in the Central Business District.

## **COMMERCIAL LAND USE**

**GOAL LU-4:** *To create attractive and well- designed commercial areas, which assure an adequate variety of goods and services to the trade area, are easily accessible from the transportation system, and do not have an adverse impact on adjacent land uses.*

**Objective LU-4-1:** To locate commercial development where adjacent to existing or planned commercial areas, where sufficient demand exists, and in centrally located areas to the intended trade area.

**Objective LU-4-2:** To design all commercial development with pedestrian, bicycle and disability sensitive circulation patterns, landscaping, parking and loading/unloading areas, and safe and convenient ingress and egress to the transportation system.

**Objective LU-4-3:** To provide buffering, screening, separation, or other techniques to mitigate nuisances as automobile lights, outdoor lighting, signs, noise, odors or noxious smells, dust, litter, outdoor storage or visual nuisances.

**Objective LU-4-4:** To encourage the location of commercial uses only in existing or planned commercial centers unless other circumstances provide the basis for special consideration.

**Objective LU-4-5:** To regulate office development in the same manner as commercial development. Office development, while less obtrusive than conventional commercial uses, is a generator of considerable vehicular traffic.

**Objective LU-4-6:** To consider occupancy rates in existing commercial developments when determining the amount of land available for future commercial development.

**Objective LU-4-7:** To establish regulations for “Big Box” retail establishments that ensure this type of development contributes to Shelby County as a unique place by reflecting its physical character and adding to it in appropriate ways. Regulations should include provisions for the architectural character of the building, color and materials, relationship to the surrounding community, pedestrian flows, vehicular traffic, and parking and loading/unloading.

**Objective LU-4-8:** To require provisions for the elimination or reuse of abandoned buildings as part of the development review process for big box retailers.

**Objective LU-4-9:** To require effective site placement, architectural and landscape design for commercial uses in order to ensure aesthetically pleasing development while eliminating adverse impacts to adjacent land uses. The use of access management techniques, appropriate signage and landscaping shall be emphasized while nuisances such as smoke, dust, noise, light and odor shall be kept to a minimum.

**Objective LU-4-10:** To discourage, through zoning, the development of poorly located and shallow commercial strips, particularly with direct access to major streets and on separate lots unless specifically designated in the Land Use Plan.

**Objective LU-4-11:** To develop highway service land uses only when located on arterial streets, preferably near interstate interchanges, adjacent to or near existing commercial uses where possible, and in non-residential areas.

**Objective LU-4-12:** To encourage the development of commercial locations that are accessible to all segments of the traveling public, including vehicular traffic, pedestrians, cyclists and public transportation.

**Objective LU-4-13:** To encourage professional office development as a transition and/or buffer between residential and commercial uses.

## **CENTRAL BUSINESS DISTRICT LAND USE**

**GOAL LU-5:** *To encourage the restoration, preservation, sense of place, and strengthening of the Central Business Districts of Shelby County.*

**Objective LU-5-1:** To require architectural harmony for new construction, rehabilitation, conversion, and facade projects in the central business districts.

**Objective LU-5-2:** To coordinate plans with governing bodies to maintain an unobstructed flow of vehicular and pedestrian traffic, and address existing and future off-street parking facilities. Downtown parking areas should be within adequate walking distance of downtown activity centers.

**Objective LU-5-3:** To prevent signs from being a visual nuisance or safety hazard to pedestrian or vehicular traffic.

**Objective LU-5-4:** To encourage amenities, such as benches, fountains, landscaping, signage/way finding, etc. in the entrances, corridors, and green space area of the central business districts.

**Objective LU-5-5:** To encourage full utilization of existing buildings in the central business districts.

**Objective LU-5-6:** To promote the historic character of Shelbyville through the use of old buildings and new construction that accent the character.

**Objective LU-5-7:** To ensure adequate space through planning actions to encourage governmental, commercial trade, professional office and different types of residential development within the central business districts.

**Objective LU-5-8:** To study, identify, and provide additional public parking facilities in downtown Shelbyville.

**Objective LU-5-9:** To prepare a “small area study” for the east end of downtown Shelbyville to determine the best use of land, identify development scenarios, and develop standards that are

consistent with the Comprehensive Plan. The study area shall be focused on the area from the new Justice Center at Fourth Street to the intersection of KY 53/KY 55 & US 60.

**Objective LU-5-10:** To develop a commercial core in downtown Shelbyville that is readily accessible and convenient to pedestrians.

**Objective LU-5-11:** To diversify and expand economic opportunities in the Shelbyville downtown area.

**Objective LU-5-12:** To reinforce downtown Shelbyville as the focal point for civic, government, religious and social activity.

**Objective LU-5-13:** To encourage application of these goals and objectives for all cities, communities, and villages in Shelby County.

## **INDUSTRIAL LAND USE**

**GOAL LU-6:** *To locate all industry in existing or proposed industrial subdivisions or adjacent to existing industry so that contiguous areas of industrial development are formed.*

**Objective LU-6-1:** To locate industrial development away from residential areas. Expand existing industry which is adjacent to non-industrial development in a manner that protects surrounding land use.

**Objective LU-6-2:** To locate future industrial development where it will be most compatible with surrounding land uses, with the proper environmental controls, in areas served by utilities, police and fire protection, with access to existing and proposed highway and rail transportation. Expansion of industries should not be encouraged along the Shelbyville Bypass corridor north of the R.J. Corman Railroad.

**Objective LU-6-3:** To require effective site placement, architectural and landscape design for industrial uses in order to ensure aesthetically pleasing development while eliminating adverse impacts to adjacent land uses. The use of access management techniques, appropriate signage and landscaping shall be emphasized while nuisances such as smoke, dust, noise, light and odor shall be kept to a minimum.

**Objective LU-6-4:** To encourage the establishment of clean, non-polluting types of industries that will constitute a long range community asset.

**Objective LU-6-5:** To monitor and amend existing guidelines, as needed, to effectively buffer industrial activity from non-industrial areas.

**Objective LU-6-6:** To take all measures necessary to prevent industrial uses from causing nuisances to surrounding non-industrial land uses.

**Objective LU-6-7:** To locate industrial development on or near an arterial street in close proximity to an interstate interchange.

**Objective LU-6-8:** To locate industries which handle hazardous or flammable materials or are potentially offensive away from residential areas and population concentrations.

**Objective LU-6-9:** To take appropriate action to reserve land that will be most suitable for industrial development needs in the future.

**Objective LU-6-10:** To approve zoning applications to industrial classification only where plans are presented that demonstrate that provisions of infrastructure necessary to support the industry or zone change, and the provisions of being compatible with surrounding uses and community development to support the industry or zone change.

**Objective LU-6-11:** To improve the transportation system leading to existing, underutilized industrially zoned properties.

## **NATURAL/HISTORIC RESOURCES**

***GOAL NH-1:*** *To ensure the sustainability of Shelby County's natural resources in order to make the county a healthy and attractive place in which to live, work, and enjoy.*

**Objective NH-1-1:** To encourage and promote land use and development that respects natural limitation of the environment, floodplains, steep slopes, wetlands, and limiting soil types.

**Objective NH-1-2:** To restrict development in the floodway and floodway fringe of the one (1) percent 100-year floodplain.

**Objective NH-1-3:** To educate the public on the importance of natural resource conservation and the preservation of greenspace and farmland.

**Objective NH-1-4:** To encourage the preservation of open space and farmland.

**Objective NH-1-5:** To encourage local schools to use these resources as an outdoor classroom.

**Objective NH-1-6:** To provide adequate drainage control to insure that peak stormwater run-off rates at post-development of the site do not exceed peak run-off rates prior to development.

**Objective NH-1-7:** To discourage the development of lots and buildings on steep slopes greater than twelve (12) percent. When development does occur provide adequate measures to prevent landslides and slope failures, that adequate drainage control measures must be implemented to prevent erosion and flooding of adjacent lands and degradation of streams, and natural land forms and vegetation will be preserved.

**Objective NH-1-8:** To discourage the development of lots and buildings on very steep slopes greater than twenty (20) percent. When development does occur require steep hillside construction techniques must be utilized. These techniques should include erosion and sedimentation control plans indicating pre-construction techniques and future maintenance procedures, geological data indicating the strength, bearing capacity and stability of sub-surface conditions, and a soil analysis indicating slope characteristics, and soil stability.

**Objective NH-1-9:** To minimize the grading, cutting and filling of earth to the extent possible.

**Objective NH-1-10:** To utilize best management practices for erosion and sedimentation control during and after site preparation and construction activities.

**Objective NH-1-11:** To require all developments with land disturbance activities of one (1) acre or larger to submit for approval an erosion and sedimentation control plan for review and approval.

**Objective NH-1-12:** To require a site preparation permit to be issued prior to zoning and building permits to allow installation of erosion control devices prior to land disturbing activities. Issuance of the site preparation permit shall not authorize the applicant to begin clearing or any other land disturbing or building construction activity other than the installation of the erosion control devices.

**Objective NH-1-13:** To regulate the adverse impacts of residential, commercial or industrial site lighting, noise, pollutants, dust, odor and smoke by establishing enforceable standards.

**Objective NH-1-14:** To encourage the use of innovative subdivision design techniques including open space and conservation subdivision designs, landscaping and buffer techniques to create visual interest and preserve scenic resources including on-site woodlands, wetlands, riparian and other natural features.

**Objective NH-1-15:** To develop blue-line stream buffer requirements to retain the streams in their natural locations and conditions and to implement strategies for those already disturbed to be preserved from further degradation. Blue-line streams are identified on the USGS maps.

**Objective NH-1-16:** To develop and establish standards that address wastewater, stormwater, and erosion controls to protect the water supply for Shelbyville and its surrounding areas.

**Objective NH-1-17:** To protect and preserve the quality and quantity of water resources, both surface and groundwater.

**Objective NH-1-18:** To preserve and protect environmentally sensitive areas by requiring developers to identify and map these areas (i.e. lands containing streams, floodplains, wetlands, steep slopes, endangered habitats, wooded and scenic areas) during the site planning and zone change processes. Minimum standards shall be established for the preservation and restoration of these areas.

**Objective NH-1-19:** To encourage the use of Low Impact Development standards (e.g. bioretention, green roofs, rain barrels, etc.).

**Objective NH-1-20:** To minimize the impact of light sources affecting neighboring properties or the nighttime sky's of Shelby County through the use of Dark Sky Initiatives.

**Objective NH-1-21:** To monitor, preserve, and enhance the air quality in Shelby County.

**GOAL NH-2:** *To ensure the sustainability of Shelby County's historic resources in order to make the county a healthy and attractive place in which to live, work, and enjoy.*

**Objective NH-2-1:** To encourage historic tourism and tourist-related business.

**Objective NH-2-2:** To educate the public on the importance of historic preservation.

**Objective NH-2-3:** To promote the protection of historic buildings, sites and districts.

**Objective NH-2-4:** To assist the preservation of historic landmarks and districts by providing technical advice on seeking funds, determining appropriate reuses, formulating rehabilitation strategies and disseminating information regarding preservation-related tax incentives.

**Objective NH-2-5:** To insure during urban design that new land uses are compatible in terms of height, bulk, scale, architecture and placement when such uses will be located near landmarks or areas of recognized historic or architectural significance.

**Objective NH-2-6:** To support efforts that seek funding for operations and project development activities related to historic preservation.

**Objective NH-2-7:** To support the Shelby Development Corporation in promoting downtown development and historic preservation of the central business district through the Kentucky Main Street program.

**Objective NH-2-8:** To support the goals and objectives of the Shelbyville Historic District Commission.

**Objective NH-2-9:** To seek federal and state assistance in the revitalization efforts of historic districts and all historic sites throughout the county.

**Objective NH-2-10:** To promote the development and expansion of streetscapes, such as sidewalks, lighting and vehicular parking lots, in historic preservation areas that are compatible with the surrounding buildings and landscape and are easy to use.

**Objective NH-2-11:** To conserve Shelbyville’s historic, architectural and natural resources.

## **ECONOMIC DEVELOPMENT**

**GOAL ED-1:** *To provide a strong economic base that fosters employment opportunities for all Shelby County residents.*

**Objective ED-1-1:** To adopt an economic development strategy to retain existing industry, commerce, and agriculture, increase economic diversity, and create better employment opportunities in order to ensure that the county remains a vital part of a strong local, regional, and global economy.

**Objective ED-1-2:** To encourage the recruitment and retention of clean, non-polluting, worker-friendly and diversified employment opportunities which yield plentiful, higher paying jobs in order to retain the county’s existing workforce and increase long term, quality employment opportunities for all Shelby Countians.

**Objective ED-1-3:** To enhance the local work environment by supporting public and private efforts to provide affordable, high-quality, licensed day care facilities for children and adults.

**Objective ED-1-4:** To protect and promote the County’s agricultural economy and agrarian character by encouraging high quality diversified agricultural production and development.

**Objective ED-1-5:** To encourage the expansion and revitalization of commerce within the Central Business District of Shelbyville and continue to participate in the Renaissance Kentucky

Program. The Central Business District should be the most vibrant sector of the city.

**Objective ED-1-6:** To enhance and promote Shelby County as a tourist attraction.

**Objective ED-1-7:** To foster the development of small, unique businesses that increases the level of activity in the downtown area at varying hours of the day and evening.

**Objective ED-1-8:** To encourage cooperation and coordination among various local interests that serve as attractions for visitors, such as hotels, motels, restaurants, museums, horse farms, golf courses, agricultural businesses, and bed and breakfasts.

**Objective ED-1-9:** To support and encourage the preservation of historic sites, archaeological sites, and unique scenic areas that serve as “drawing cards” for the traveling public.

**Objective ED-1-10:** To encourage the development of public support services and technical assistance for small businesses.

**Objective ED-1-11:** To facilitate condensed, high quality commercial development by discouraging sprawl created by linear shopping areas.

**Objective ED-1-12:** To encourage small business development, entrepreneurship and growth by providing adequate areas for commercial development and professional offices.

**Objective ED-1-13:** To encourage the extension of high speed internet access to all areas of the county.

**Objective ED-1-14:** To promote the expansion of existing businesses, industries, and agriculture in Shelby County.

**Objective ED-1-15:** To provide adequate economic infrastructure (industrial parks, speculative buildings, utilities, and capital) for the location of industrial and commercial development.

**Objective ED-1-16:** To attract those types of industrial, agricultural, and commercial activities which, according to the most recent economic studies, appear to have the greatest potential for success in the region and are least susceptible to fluctuations in the economy.



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## **INTRODUCTION**

The Population Element provides the foundation of the Comprehensive Plan. In order to plan for the future, Shelby County must have a general idea of approximately how many people for whom it is planning. The analysis of the past, current and future population trends serve as a fundamental basis for many planning decisions. The size of the population, its composition, and spatial distribution can significantly impact future social, economic, and physical land use needs. An examination of the current and future population size as well as composition also serves as a reference point to predict future demand for additional facilities and services.

Although predicting population may be complex and complicated at times, resources such as the Kentucky State Data Center (KSDC) and the Kentucky Population Research (KPR) allow population projecting to be facile. An economic boom or decline can have a significant impact on the results, as could natural or man-made calamities. The Population Element of this plan will be based on the figures and estimates of the KSDC, KPR, and the U.S. Census Bureau.

## **POPULATION TRENDS**

### **STATE POPULATION**

It is necessary to examine past population trends for an area in order to understand future projections. In order to put these trends into context it is important to understand population shifts as they have affected the state as a whole. As documented in the Atlas of Kentucky, the mean center of population in the United States has shifted westward since the first national census in 1790. In fact, the mean population center for the United States was located in extreme Northern Kentucky in 1880. Since the first census, the population of Kentucky has never declined but has experienced periods of slow growth as shown in Table 3.1 and Figure 3.1.

The period of the slowest growth in Kentucky occurred between 1980 and 1990 when the state's population only increased by less than one percent (0.67%). This increase is low compared to the national average increase of 10% during this same time period. The primary cause that contributed to Kentucky's slow growth rate in the 1980's was the lack of economic opportunities in the state relative to other states. Many people sought employment in other states, mostly in the Sun Belt region.

In 2015, the state's estimated population totaled 4,425,092, which was a 2% increase from the year 2010. KSDC estimates that Kentucky will continue to grow between 2.4% and 4.3% through the year 2040. According to KSDC Kentucky County Population Projections, released October 2016, it is estimated that Kentucky will have a total population of 4,886,381 by 2040.

**Table 3.1**  
**Kentucky Population Trends**

Year	Population	% Change
1900	2,147,174	--
1910	2,289,905	6.65%
1920	2,416,630	5.53%
1930	2,614,589	8.19%
1940	2,845,627	8.84%
1950	2,944,806	3.49%
1960	3,038,156	3.17%
1970	3,218,706	5.94%
1980	3,660,777	13.73%
1990	3,685,296	0.67%
2000	4,041,769	9.67%
2010	4,339,367	7.36%
2015	4,425,092	2.0%
2020	4,672,754	2.4%
2030	4,951,178	4.3%
2040	4,886,381	3.4%

Source: U.S. Census and University of Louisville, Urban Research Institute, Kentucky Data Center

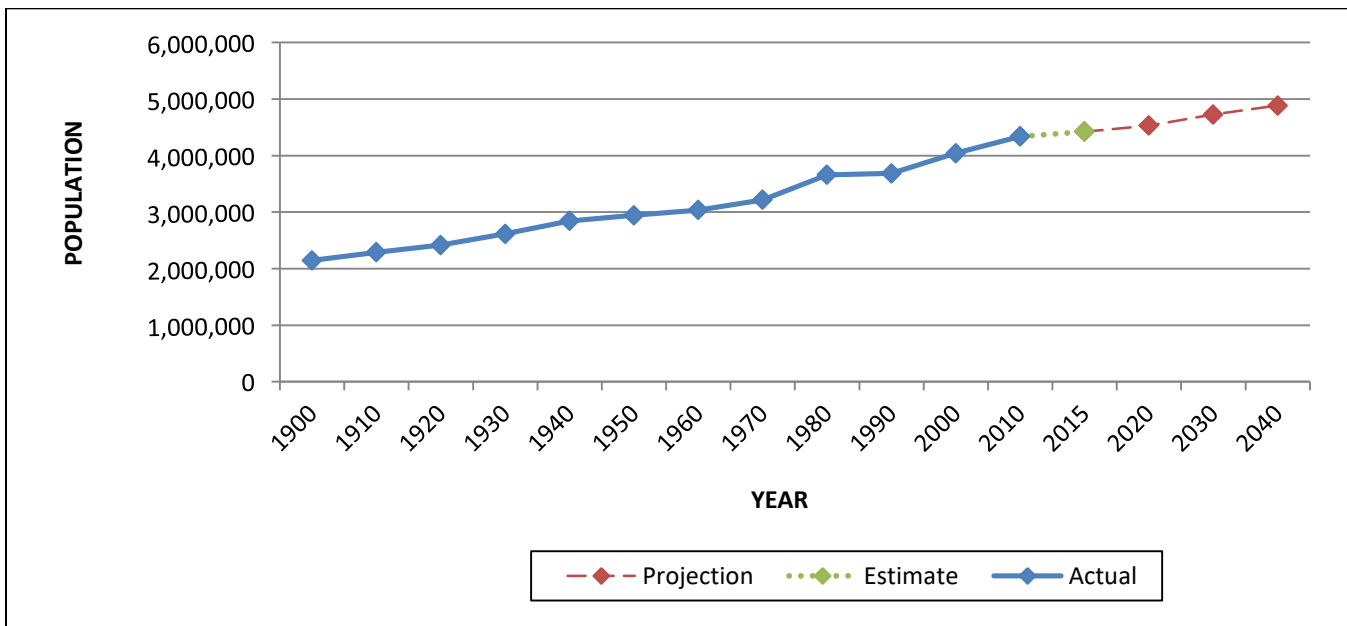


Figure 3.1 Kentucky Population Trends

Source: U.S. Census, University of Louisville, Urban Research Institute, Kentucky Data Center

## COUNTY POPULATION

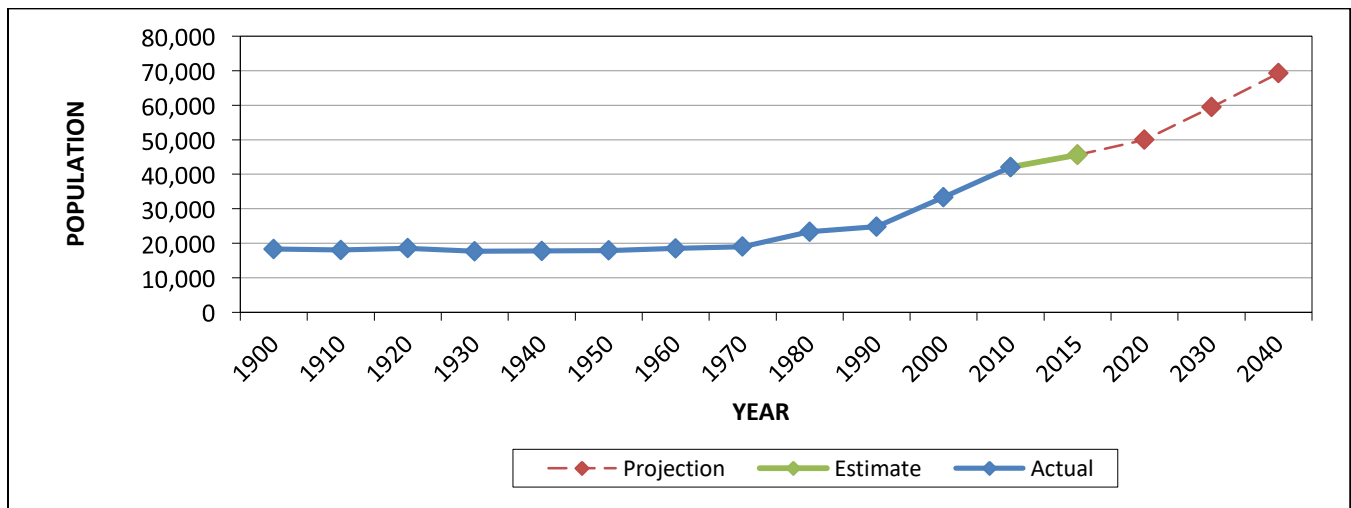
According to the U.S. Department of Commerce, Bureau of the Census, Shelby County, as a whole, from 1910 to 2010 grew a total of 24,033 people. That results into a 133% increase in population over a 100-year span. Shelby County has had an increase in every decade except for two. Between 1900 and 1910 the County experienced a slight decrease in population (-1.6%), going from 18,340 people to 18,041 people and again

during 1920 to 1930 the County decreased another 853 people (-4.6%). During the fifty year period from 1960 to 2010, the County experienced a 127.5% population increase or 23,581 people. The decade of greatest population growth occurred from 2000 to 2010, the population increased 8,737 people, or 26.2%. The percent increase (26.2%) was the 5<sup>th</sup> highest of the 120 counties in Kentucky. In 2010, Shelby County ranked 25<sup>th</sup> out of 120 counties in terms of total population and 23<sup>rd</sup> based on the 2015 estimates. The U.S. Census Bureau has estimated Shelby County’s 2015 population to be 45,632 or an increase of 8.5% since 2010.

**Table 3.2**  
**Shelby County Population Trends**

Year	Population	% Change
1900	18,340	--
1910	18,041	-1.6%
1920	18,532	2.7%
1930	17,679	-4.6%
1940	17,759	0.5%
1950	17,912	0.9%
1960	18,493	3.2%
1970	18,999	2.74%
1980	23,328	22.8%
1990	24,824	6.4%
2000	33,337	34.3%
2010	42,074	26.2%
2015	45,632	8.5%
2020	49,988	9.5%
2030	59,415	18.9%
2040	69,239	16.5%

Source: U.S. Census, University of Louisville, Urban Research Institute, Kentucky Data Center



**Figure 3.2 Shelby County Population Trends**

Source: U.S. Census, University of Louisville, Urban Research Institute, Kentucky Data Center

## CITY POPULATION

### Shelbyville, KY

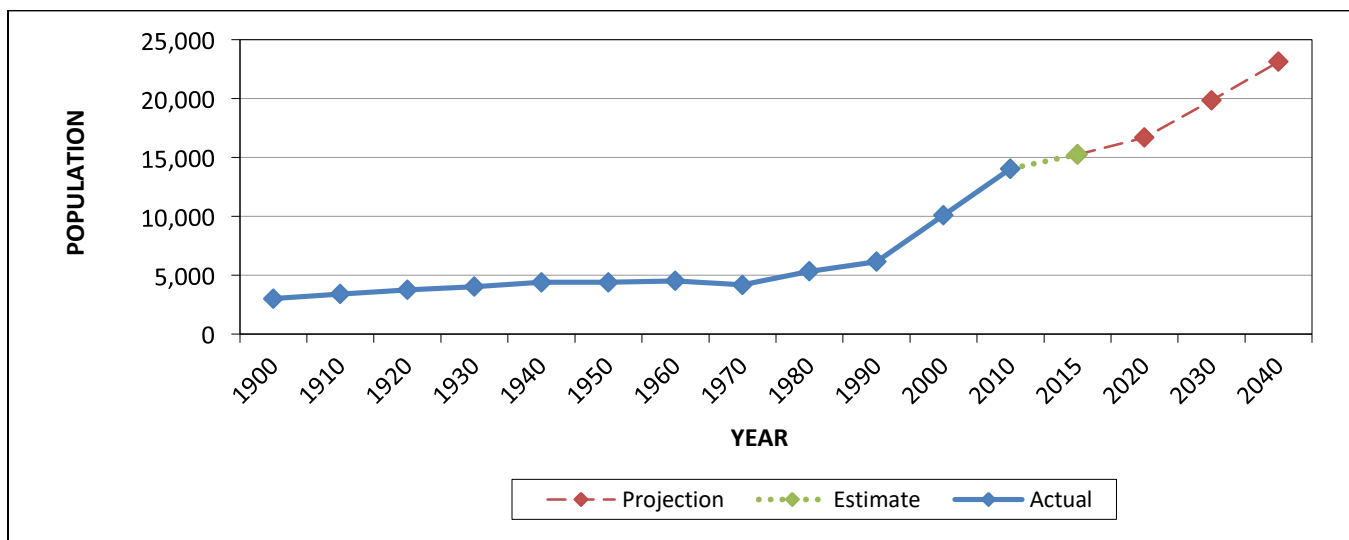
Table 3.3 and Figure 3.3 details the population of the City of Shelbyville from 1900 to 2015 and growth projections for the city through 2040. The population of Shelbyville has grown over the past one hundred and

ten years with only one decade, 1960 to 1970, experiencing a loss of 343 people (-7.6%). However, the period of most rapid growth occurred from 1990 to 2000 when the city experienced a 63.9% increase in population or 3,930 people. As of the 2010 Census, the population of the city was 14,045 and ranked 28<sup>th</sup> out of 422 cities in Kentucky in population size. Shelbyville ranked 10<sup>th</sup> in the total number change (3,960) and 22<sup>nd</sup> in percent change (39.3%) out of the 422 cities in 2010. The 2015 estimates rank Shelbyville the 28<sup>th</sup> largest city in Kentucky with an 8.6% change since 2010. That ranks 40<sup>th</sup> out of the 422 cities.

**Table 3.3**  
**Shelbyville Population Trends**

Year	Population	% Change	% of County Population
1900	3,016	--	16.5%
1910	3,412	13.1%	18.9%
1920	3,760	10.2%	20.3%
1930	4,033	7.3%	22.8%
1940	4,392	8.9%	24.7%
1950	4,403	0.3%	24.6%
1960	4,525	2.8%	24.5%
1970	4,182	-7.6%	22.0%
1980	5,329	27.4%	22.8%
1990	6,155	15.5%	24.8%
2000	10,085	63.9%	30.3%
2010	14,045	39.3%	33.4%
2015	15,253	8.6%	33.4%
2020	16,696	9.5%	33.4%
2030	19,845	18.9%	33.4%
2040	23,126	16.5%	33.4%

Source: U.S. Census, University of Louisville, Urban Research Institute, Kentucky Data Center, Triple S Planning Commission



**Figure 3.3 Shelbyville Population Trends**

Source: U.S. Census and University of Louisville, Urban Research Institute, Kentucky Data Center, Triple S Planning Commission

**Simpsonville, KY**

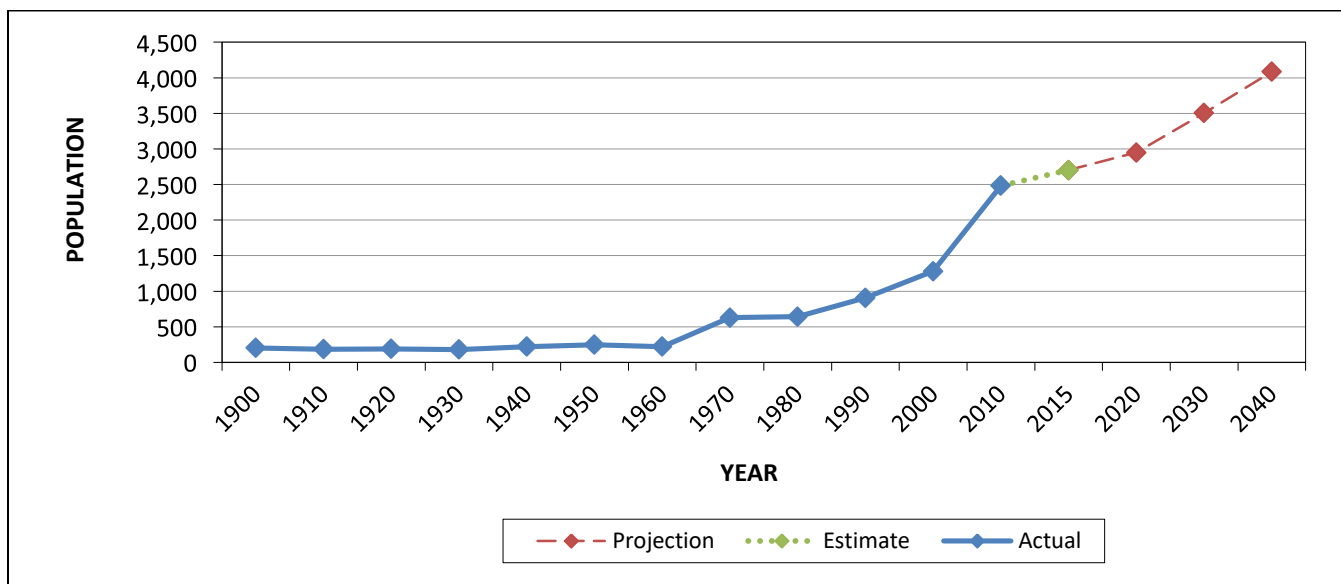
Table 3.4 and Figure 3.4 details the population of the City of Simpsonville from 1900 to 2015 and growth

projections for the city through 2040. The population of Simpsonville has experienced spurts of growth and loss over the past one hundred and fifteen years. The periods of loss occurred from 1900 to 1910 (-8.9%), 1920 to 1930 (-4.2%) and from 1950 to 1960 (-10.9%). The period of most rapid growth occurred from 1960 to 1970 when the city experienced a 185.5% increase in population. However, the next decade, 1970 to 1980, the city’s growth rate decreased 183.2% to 2.2%. From 1980 to 2000 the city experienced a steady growth rate of just over 41% for each decade, but from 2000 to 2010 the rate jumped to 93.9%. The estimated 2015 Simpsonville population was 2,702 or an 8.8% increase since 2010. The estimated 2015 Simpsonville population was 2,702 or an 8.8% increase since 2010.

**Table 3.4**  
**Simpsonville Population Trends**

Year	Population	% Change	% of County Population
1900	203	--	1.1%
1910	185	-8.9%	1.0%
1920	189	2.2%	1.0%
1930	181	-4.2%	1.0%
1940	220	21.6%	1.2%
1950	247	12.3%	1.4%
1960	220	-10.9%	1.2%
1970	628	185.5%	3.3%
1980	642	2.2%	2.8%
1990	907	41.3%	3.7%
2000	1,281	41.2%	3.8%
2010	2,484	93.9%	5.9%
2015	2,702	8.8%	5.9%
2020	2,949	9.1%	5.9%
2030	3,505	18.9%	5.9%
2040	4,085	16.5%	5.9%

Source: U.S. Census, University of Louisville, Urban Research Institute, Kentucky Data Center, Triple S Planning Commission



**Figure 3.4 Simpsonville Population Trends**

Source: U.S. Census, University of Louisville, Urban Research Institute, Kentucky Data Center, Triple S Planning Commission

**Pleasureville, KY**

Majority of the city limits of Pleasureville is located in Henry County, KY with the remaining lying within Shelby County. The City of Pleasureville was formed from South Pleasureville and North Pleasureville sometime prior to the 1970 Census (1970 Census of Population, Bureau of the Census). Table 3.5 and Figure 3.5 details the total population of South Pleasureville from 1900 to 1960 and the City of Pleasureville from 1970 to 2000 and growth projections for the city through 2040. South Pleasureville from 1900 to 1960 experienced an increase in population slightly over 44% and with the consolidation of North and South Pleasureville the population for 1970 reflects a 47.5% increase for that ten year period. However, from 1980 and 1990 the city experienced a population decrease of a little over 9%, but from 1990 to 2000 the city experienced an increase of population of 14.2% or 108 people. Once again, from 2000 to 2010, the city experienced a population decrease of -4.2% or 35 people. The 2010 population of the city is 834 and ranks 231<sup>st</sup> out of 422 cities in Kentucky in total population. Pleasureville ranked 264<sup>th</sup> in the total number change (35) and 240<sup>th</sup> in percent change (-4.2%) out of the 422 cities. The 2015 population estimates estimate Pleasureville’s population grew by ten (10) people or 1.2%.

**Table 3.5**  
**Pleasureville Population Trends**

Year	Population	% Change
1900	272	--
1910	226	-16.9%
1920	308	36.3%
1930	341	10.7%
1940	438	28.4%
1950	355	-18.9%
1960	392	10.4%
1970	747	90.6%
1980	837	12.0%
1990	761	-9.1%
2000	869	14.2%
2010	834	-4.0%
2015	844	1.2%

Source: U.S. Census, University of Louisville, Urban Research Institute, Kentucky Data Center

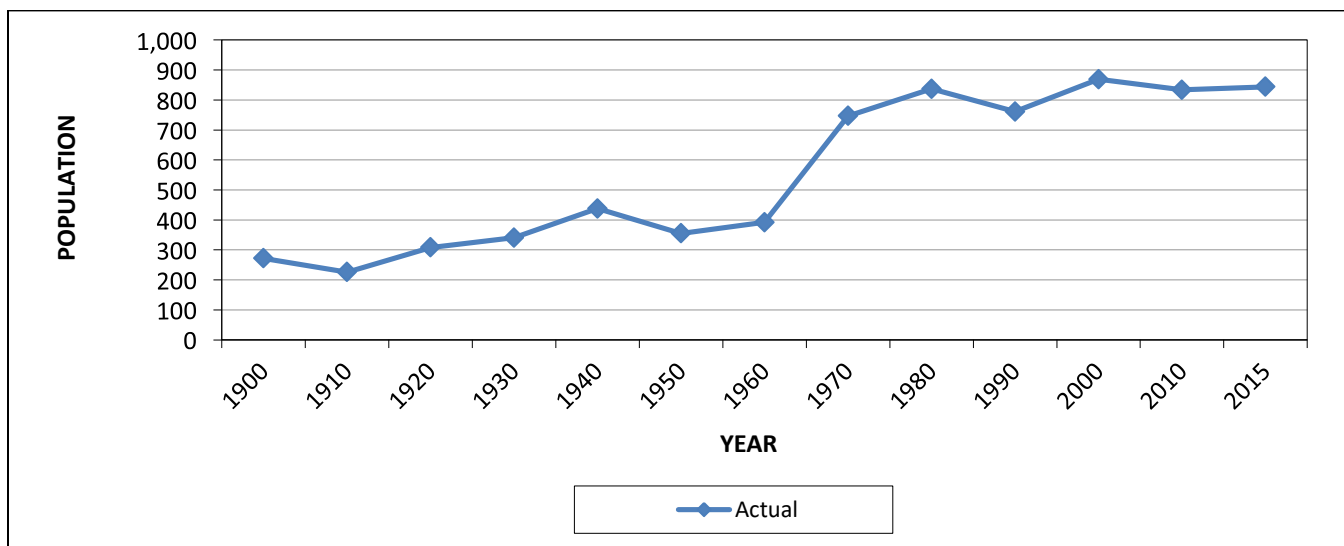


Figure 3.5 Pleasureville Population Trends

Source: U.S. Census

Table 3.6 and Figure 3.6 details the population of that portion of Pleasureville lying within Shelby County from 1940 to 2000. The population of Pleasureville within Shelby County has been up and down over the past seventy years. The period of most rapid growth occurred from 1990 to 2000 when that area of the city within Shelby County experienced a 228.1% increase in population. That increase in population was a net increase of 73 people. Three different periods, 1950, 1970, and 1990, over the past seventy years reported a decrease in population. The 2010 population for Pleasureville in Shelby County was 74 people or 0.175% of Shelby County’s population. The 2015 estimated population for Pleasureville within Shelby County was 78 people.

**Table 3.6**  
**Pleasureville Population Trends within Shelby County**

Year	Population	% Change	% of City Population
1940	121	--	27.6%
1950	54	-55.4%	15.2%
1960	74	37%	18.9%
1970	62	-16.2%	8.3%
1980	79	27.4%	9.4%
1990	32	-59.5%	4.2%
2000	105	228.1%	12.1%
2010	74	-29.5%	0.175%
2015	78	5.4%	0.17%

Source: U.S. Census

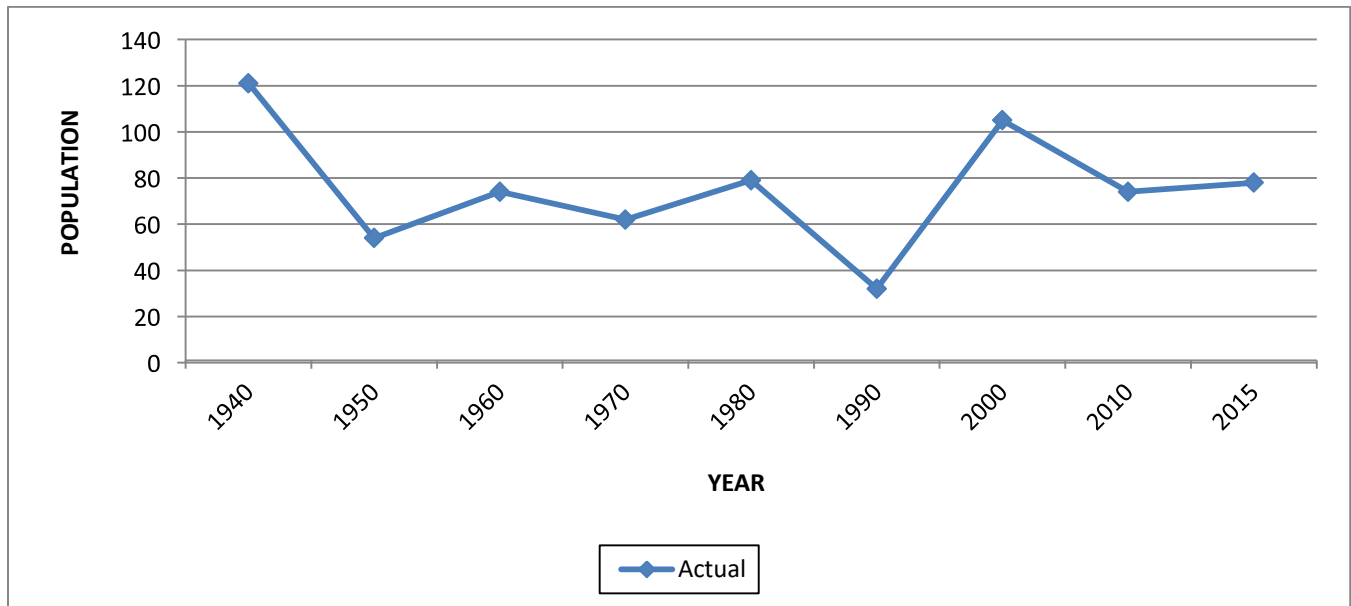


Figure 3.6 Pleasureville Population Trends within Shelby County

Source: U.S. Census

## **POPULATION PROJECTION**

Population projections are derived from statistical analysis that considers both recent and historic population trends. Population forecasts for counties are typically accurate while those for cities are generally considered less accurate due to the possibility of annexations and potential for larger scale development due to the availability of infrastructure. Such possibilities could significantly alter the population of an area in a short



period of time and are not easily predicted.

Population projections for Shelby County are shown in Table 3.2. These projections were obtained from the Kentucky State Data Center at the University of Louisville which produces and regularly updates projections of Kentucky state and county resident populations by age and sex. The size and demographic composition of county populations are projected individually and summed to provide projections for the state and fifteen Area Development Districts (ADDs). In general, the forecast assumptions are based on recent history and trends for county-level components of change, births, deaths, and migration. Kentucky county populations are then projected for five year intervals from 2010 to 2040 using the demographic cohort-component method. Projections were made for the total population with the delineation of males and females for each of the five year age groups through 85 years and above. Components of change (live births, deaths, and net migration) are also projected for each interval. The projections used for the development of the Shelby County Comprehensive Plan were released by the Kentucky State Data Center, Urban Studies Institute, University of Louisville in October 2016.

### **COUNTY POPULATION PROJECTIONS**

Table 3.2 shows the population projections for Shelby County through the year 2040. These projections show that the population of the county will continue to grow at a faster rate than the state overall for the next twenty years. By the year 2040, the Kentucky State Data Center projects that the population of Shelby County will reach 69,239. Shelby County's increased population can be attributed to the growth occurring in Jefferson County and the county's prime location within the "Golden Triangle" of Interstate 75, Interstate 64 and Interstate 71. In addition, the migration of people from urban to suburban areas has influenced the county's population growth. Migration is the most important variable affecting the population growth of an area because of its correlation with economic vitality of the area. Migration is often directly related to the quality of life, employment opportunities, road accessibility and the availability of community facilities. New employment opportunities in the county or neighboring counties will be reflected in a corresponding in-migration to the area. In Shelby County, lower land costs, rural character, small town charm of Shelbyville and Simpsonville, job opportunities, and the proximity to Interstate 64 have contributed to the in-migration of new residents.

### **CITY POPULATION PROJECTIONS**

The Kentucky Data Center (KSDC) does not issue population projections for cities. However, estimates of a city's population can be derived using the KSDC population projections for the county and making assumptions regarding the proportion of the city's population to that of the county. As shown in Table 3.3, Shelbyville's population has ranged from 16.5% to 33.4% of the county's total population since 1900. Since 1980 the city's percentage of the county's population has been on a steady increase, and will continue to increase by 9.5% over the next five years and 18.9% and 16.5% over each of the next two decades and account for 33.4% of Shelby County's population by 2040. Using this method, estimates suggest that the population of Shelbyville will steadily increase at the same rate as the county over the next twenty years. This means that Shelbyville's population will reach 16,696 by the year 2020, 19,845 by 2030, and 23,126 by 2040.

Table 3.4 shows population trends for the City of Simpsonville. Simpsonville's population accounted for less than 1½% of the county's population between 1900 and 1960, but since 1970 the city's percentage of county population has increased and varied between 2.8% and 5.9%, or an average of 3.9% of the county's population. However, it is projected that the city's percentage of the county population will remain at the 2010 percentage of 5.9% through 2040. Simpsonville's projected population will reach 2,949 by the year 2020, 3,505 by 2030, and 4,085 by 2040.

Pleasureville's population, as shown in Table 3.5, is for the whole city limits including the area within Shelby

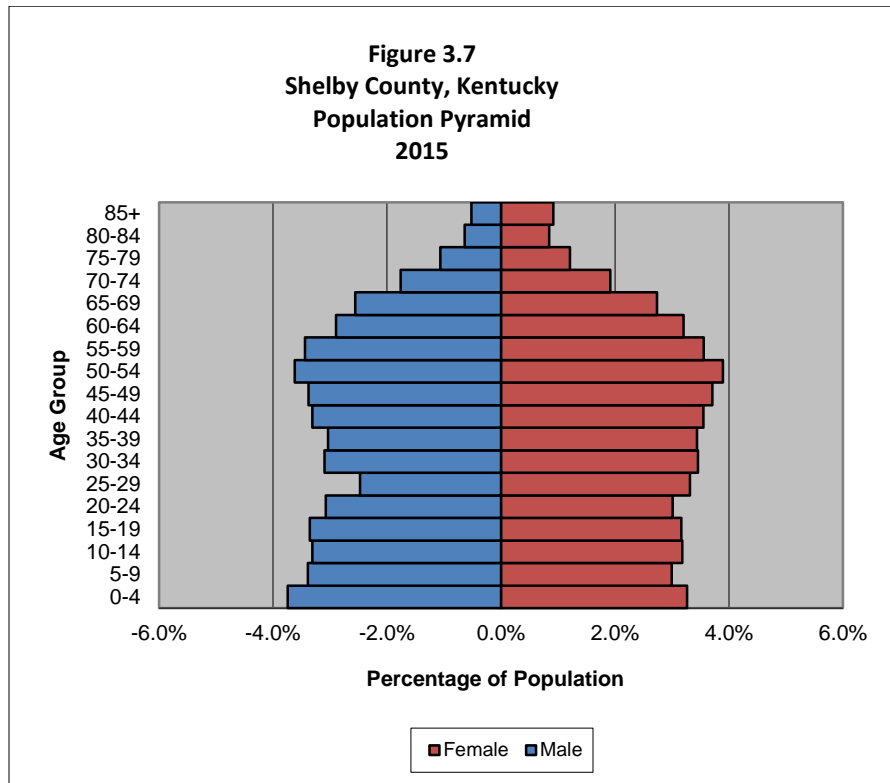
County. Projections were unable to be made since the city lies within both Henry County and Shelby County.

### **AGE & SEX CHARACTERISTICS**

Population pyramids are visual representations that help to understand the age and gender of a certain population. When several pyramids are used for the past, present and future decades, it is easier to understand what age cohorts and genders are increasing or decreasing. This knowledge will assist planners to prepare for the future needs of the community. A population pyramid shows the proportion of a population by sex and age group. Age groups are broken into five year increments up to the age of eighty-five. Those 85 and older are typically shown as one group. This information is important in understanding the population change currently taking place in order to plan for all elements of the community. A population pyramid for a growing population is in the shape of a true pyramid, wide on the bottom and tapering smaller at the top. A large base of young and working aged persons support a smaller number of elderly persons. An inverted pyramid, with fewer younger persons than older persons, indicates that a population is declining.

Figures 3.7 and 3.8 show the population pyramids for Shelby County for the years 2015 and 2040 as projected by the University of Louisville Urban Studies Institute (released October 2016). During this time period, the number of school aged children and younger persons in the workforce steadily increase while middle aged workers age toward retirement. By the year 2040 the pyramid is becoming the shape of a true pyramid with a wide base and gradually tapering to a smaller top meaning Shelby County has a growing population. According to the 2015 Census, the median age of Shelby County residents was 38.3 years of age and it is anticipated that will gradually increase to around 40.1 years of age over the next twenty plus years. The pyramids also show that females account for the majority of elderly persons in the population. These assumptions may indicate a greater need for housing for empty-nesters, retirement housing, and more assisted living facilities.

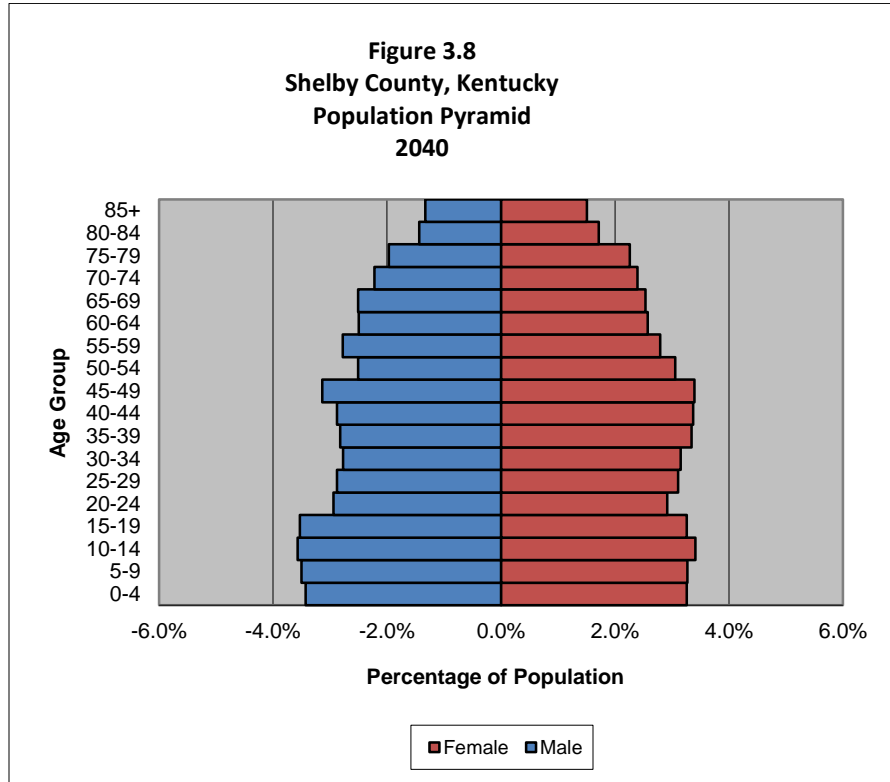
The population pyramids also show that there are slightly more females than males in the population overall. In 2015 Shelby County's population distribution was 51.4% female and 48.6% male and based on the projections and pyramids the distribution in 2040 will be 51.3% female and 48.7% male. This breakdown shows the population distribution of males and females will remain the same through 2040.



**Table 3.7**  
**Population by Age and Sex: 2015**

Age Group	Male	Female	Total	% Male	% Female
0-4	1,707	1,490	3,197	-3.7%	3.3%
5-9	1,545	1,367	2,912	-3.4%	3.0%
10-14	1,509	1,451	2,960	-3.3%	3.2%
15-19	1,530	1,444	2,974	-3.4%	3.2%
20-24	1,402	1,374	2,776	-3.1%	3.0%
25-29	1,129	1,513	2,642	-2.5%	3.3%
30-34	1,414	1,577	2,991	-3.1%	3.5%
35-39	1,384	1,568	2,952	-3.0%	3.4%
40-44	1,509	1,620	3,129	-3.3%	3.6%
45-49	1,541	1,692	3,233	-3.4%	3.7%
50-54	1,652	1,777	3,429	-3.6%	3.9%
55-59	1,568	1,624	3,192	-3.4%	3.6%
60-64	1,320	1,462	2,782	-2.9%	3.2%
65-69	1,167	1,248	2,415	-2.6%	2.7%
70-74	802	876	1,678	-1.8%	1.9%
75-79	485	553	1,038	-1.1%	1.2%
80-84	290	386	676	-0.6%	0.8%
85+	237	419	656	-0.5%	0.9%
<b>Totals</b>	<b>22,191</b>	<b>23,441</b>	<b>45,632</b>	<b>-48.6%</b>	<b>51.4%</b>

Source: Kentucky State Data Center, Urban Studies Institute, University of Louisville



**Table 3.8**  
**Population by Age and Sex: 2040**

AGE GROUP	MALE	FEMALE	TOTAL	MALE	FEMALE
0-4	2,374	2,255	4,629	-3.4%	3.3%
5-9	2,424	2,265	4,689	-3.5%	3.3%
10-14	2,471	2,360	4,831	-3.6%	3.4%
15-19	2,444	2,257	4,701	-3.5%	3.3%
20-24	2,036	2,020	4,056	-2.9%	2.9%
25-29	1,991	2,151	4,142	-2.9%	3.1%
30-34	1,920	2,182	4,102	-2.8%	3.2%
35-39	1,953	2,314	4,267	-2.8%	3.3%
40-44	1,994	2,333	4,327	-2.9%	3.4%
45-49	2,171	2,348	4,519	-3.1%	3.4%
50-54	1,737	2,115	3,852	-2.5%	3.1%
55-59	1,924	1,935	3,859	-2.8%	2.8%
60-64	1,728	1,781	3,509	-2.5%	2.6%
65-69	1,734	1,756	3,490	-2.5%	2.5%
70-74	1,537	1,657	3,194	-2.2%	2.4%
75-79	1,363	1,565	2,928	-2.0%	2.3%
80-84	995	1,188	2,183	-1.4%	1.7%
85+	919	1,042	1,961	-1.3%	1.5%
<b>Totals</b>	<b>33,715</b>	<b>35,524</b>	<b>69,239</b>	<b>-48.7%</b>	<b>51.3%</b>

Source: Kentucky State Data Center, Urban Studies Institute, University of Louisville

Table 3.9 and table 3.9 shows that the number of school aged persons and those in the workforce will steadily increase as a proportion of the county’s population into the year 2040. Those aged 65 and older account for an increasing portion of the population during this same period.

**Table 3.9**  
**Cohort Population and Projections: 1990 – 2040**

AGE GROUP	YEAR						
	1990	2000	2010	2015	2020	2030	2040
<b>0-19</b>	7,035	9,301	11,453	12,043	13,305	16,429	18,850
<b>20-44</b>	9,395	12,455	13,767	14,490	15,432	17,744	20,894
<b>45-64</b>	5,145	7,991	11,794	12,636	13,387	14,008	15,739
<b>65+</b>	3,249	3,590	5,060	6,463	7,864	11,234	13,756
<b>Total</b>	<b>24,824</b>	<b>33,337</b>	<b>42,074</b>	<b>45,632</b>	<b>49,988</b>	<b>59,415</b>	<b>69,239</b>

Source: Kentucky State Data Center, Urban Studies Institute, University of Louisville

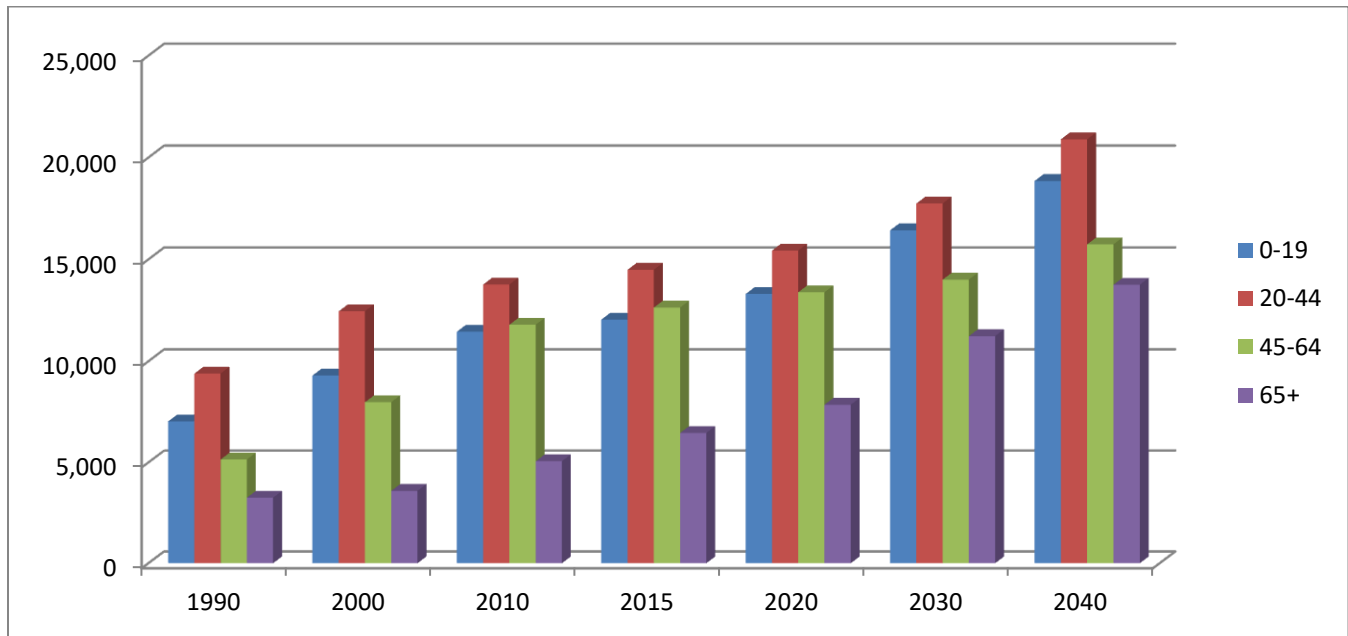


Figure 3.9 Shelby County Population by Age Group: 1990 - 2040

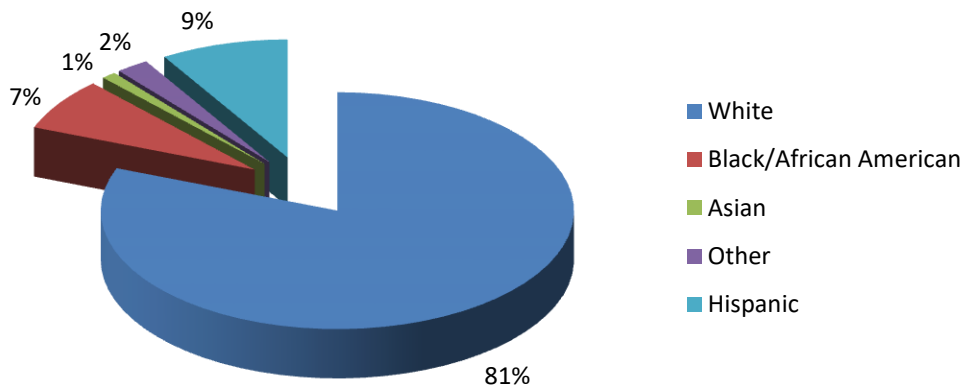
### **RACIAL CHARACTERISTICS**

According to Table 3.10 and Figure 3.10, Shelby County’s population is primarily White with 36,884 persons, or 81% of the total population. The 2015 Non-White population is comprised of 8,748 persons, or 19% of the total population. This was a 10% increase from the 2010 Non-White population of 7,930. In 2015, Shelby County had a total population of 45,632 with 44,606 persons or 97.8% considering themselves as one race and 1,026 persons (2%) as two or more races. Of the persons considering themselves to be one race, 36,884 (81%) were White. Black or African American persons accounted for 3,274 or 7% of the population. A small percentage (1.0%) of the population was categorized Asian, and 2% as “Other”. According to the 2015 estimates, the population of Hispanic origin in Shelby County is growing, but less than 9% of the total population. 3,993 persons or 9% of the county’s population were from Hispanic origin. This is an increase of 5% from 2010 when 3,812 persons were from Hispanic origin.

**Table 3.10**  
**Shelby County Racial Characteristics: 2015**

RACE	PERSONS	PERCENT
White	36,884	81%
Black/African American	3,274	7%
Asian	455	1%
Other	1,026	2%
Hispanic	3,993	9%
<b>Total Persons</b>	<b>45,632</b>	<b>100.0%</b>

Source: Kentucky State Data Center, Urban Studies Institute, University of Louisville



**Figure 3.10 Shelby County Racial Characteristics: 2015**

Source: U.S. Census

The 2015 Census estimates do not provide data for cities so this Plan will look at the 2010 numbers for both Shelbyville and Simpsonville.

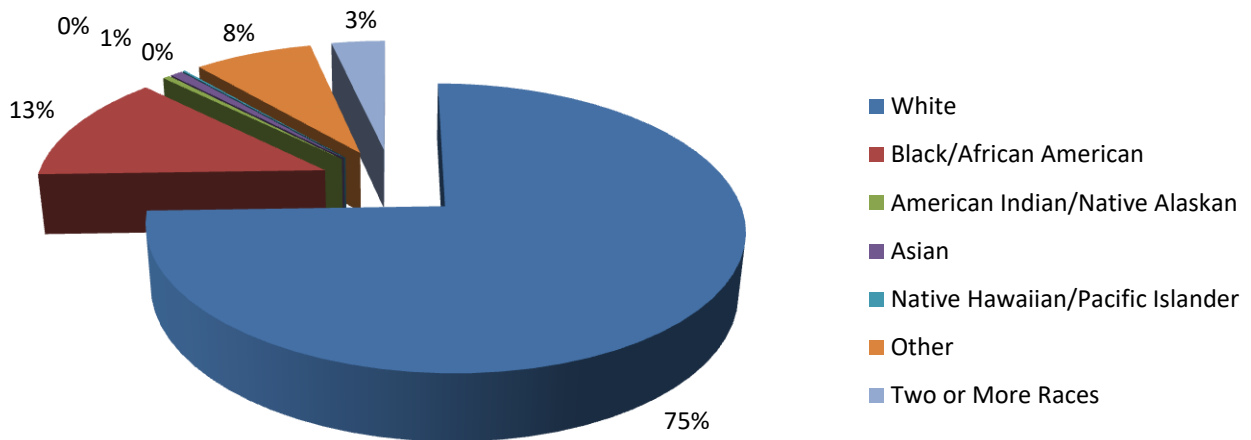
A little over 58.4% (3,580 persons) of the minorities in Shelby County in 2010 resided in the City of Shelbyville. According to Table 3.11 and Figure 3.11, the city had a total population of 14,045 with 13,352 persons or 96.5% considering themselves as one race and 493 (3.5%) as two or more races. Of the persons considering themselves to be one race, 10,465 were White. Black or African American persons accounted for 1,797 (12.8%) of the population. A very small percentage (0.5%) of the population was categorized as American Indian or Native Alaskan, 0.8% were Asian, 0.2% Native Hawaiian, and 7.8% as “Other”. According to the 2010 Census, the population of Hispanic origin in Shelbyville consisted of 2,494 persons or 17.8% of the population. This is an increase of 160.1% from 2000 when 959 (9.5%) persons were from Hispanic origin.

The number of minorities residing in the City of Simpsonville in 2010 was 301 or 24.2% of the city population and 0.7% of the county population. According to Table 3.12 and Figure 3.12, the city had a total population of 2,848 with 2,431 persons or 97.9% considering themselves as one race and 53 (2.1%) as two or more races. Of the persons considering themselves to be one race, 2,183 were White. Black or African American persons accounted for 139 (5.6%) of the population. A very small percentage (0.1%) of the population was categorized as American Indian or Native Alaskan, 1.8% Asian, .1% Native Hawaiian, and 2.4% as “Other”. According to the 2010 Census, the population of Hispanic origin in Simpsonville consisted of 223 persons or 9% of the population. This is an increase of 132.3% from 2000 when 96 (7.5%) persons were from Hispanic origin.

**Table 3.11**  
**Shelbyville Racial Characteristics: 2010**

RACE	PERSONS	PERCENT
White	10,465	75%
Black/African American	1,797	13%
American Indian/Native Alaskan	66	0%
Asian	109	1%
Native Hawaiian/Pacific Islander	24	0%
Other	1,091	8%
Two or More Races	493	3%
<b>Total Persons</b>	<b>14,045</b>	<b>100.0%</b>

Source: U.S. Census



**Figure 3.11 Shelbyville Racial Characteristics: 2010**

Source: U.S. Census

**Table 3.12**  
**Simpsonville Racial Characteristics: 2010**

RACE	PERSONS	PERCENT
White	2,183	88%
Black/African American	139	6%
American Indian/Native Alaskan	3	0%
Asian	44	2%
Native Hawaiian/Pacific Islander	2	0%
Other	60	2%
Two or More Races	53	2%
<b>Total Persons</b>	<b>2,484</b>	<b>100.0%</b>

Source: U.S. Census

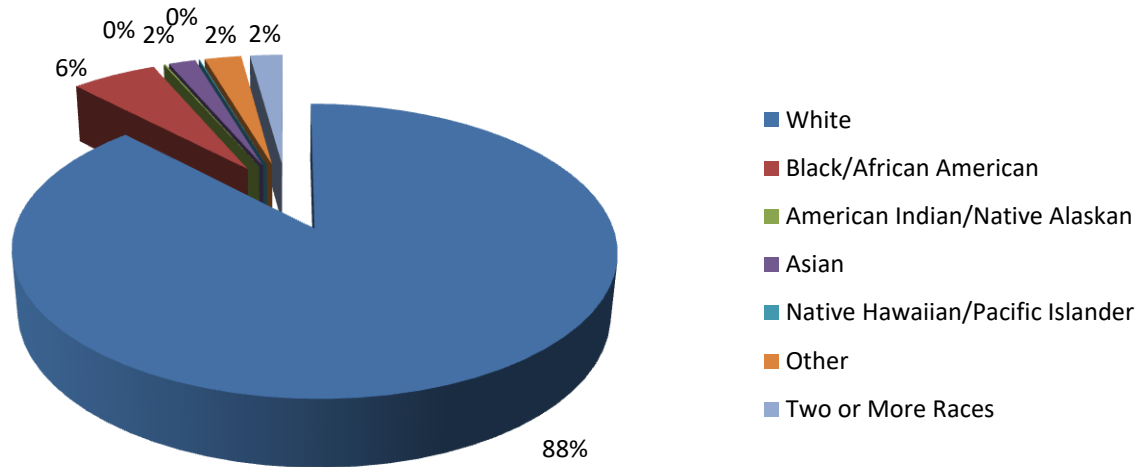


Figure 3.12 Simpsonville Racial Characteristics: 2010

Source: U.S. Census

## **CONCLUSION**

The following statements summarize the findings of the population chapter:

1. The growth of Shelby County is anticipated to continue through the year 2040 when it is estimated that the county will have a total of 69,239 residents.
2. The City of Shelbyville will experience moderate growth and account for approximately 33% of the county's population. By the year 2040 it is estimated that the population will be 23,126.
3. The City of Simpsonville will continue to grow at the same rate as previous decades. Simpsonville will account for approximately 5.9% of the county's population in 2040. By the year 2040 it is estimated that the population will be 4,085.
4. Shelby County's population is aging and the median age will increase from 38.3 years of age to 40.1 years of age by 2040. 51.3% of Shelby County's population is projected to be females in 2040 and this is 1/10<sup>th</sup> of a percent less than it estimated in 2015.
5. An aging population and retiring workforce will increase the need for homes for empty-nesters, retirement communities, and assisted living facilities.
6. Shelby County's population is primarily White with 36,884 persons, or 81% of the total population. According to the 2010 U.S. Census, over 50% of the minority population in Shelby County resided in the City of Shelbyville and it is expected to continue this trend due to older and more affordable housing types, and the convenience of services the City has to offer.
7. The population of Hispanic origin has increased more than 150% from the 2000 Census. Of the 3,812 in Shelby County, 2,590 or 67.9% live within the cities of Shelbyville and Simpsonville in 2010.



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## **INTRODUCTION**

Living standards usually relate to the quality of housing in any neighborhood. Supply and demand typically dictates the strategies for improving housing quality. Demographic patterns, specifically household characteristics and economic conditions, create a level of demand for housing. Transportation, education, recreation and location also influence demand levels. The supply normally depends upon the amount of available land, sufficient infrastructure capacities, financing and capital. The housing supply is tremendously affected by market conditions, except in areas where housing is subsidized. Housing is also influenced by local zoning regulations. Government provisions on infrastructure and services, such as water and sewer utilities, also affect housing.

Demand is influenced by the decisions of buyers to locate in a particular area due to local and regional amenities. In addition, demand is affected by the quality of schools, the transportation system, and the proximity to employment, the availability of parks and recreation, and other factors. Housing policies have clear benefits that will create particular lifestyles and control growth patterns. Private choices result from the efforts of a community to create positive perceptions of local and regional amenities.

Shelby County should be concerned with the current housing needs and the high growth projections for population increases during the next decade. Housing policies should be concurrent with local zoning and subdivision regulations. There should be reasonable design standards for subdivisions and re-subdivision of land. Each community should include a variety of housing types in order to support the local tax base that derives public services.

Shelby County housing policies should define the community's character, and encourage social and economic stability. The policies should protect the value of land, improvements of such land and minimize the conflicts among land use types.

Furthermore, there must be a relationship between land use, improvements and the circulation of traffic. As a result, policies should be aimed at reducing congestion on streets and highways, improving pedestrian movement among various land uses, and provide for the appropriate location and proper width of streets and building lines. Local government must insure that public facilities are available and will have a sufficient capacity to serve new developments. Housing policies should minimize the effects on air pollution, streams and ponds, adequacy of drainage facilities, the water table and natural resources.

## **HOUSING TENURE**

Table 4.1 shows 2015 Census housing data by tenure for Shelby County and the cities of Shelbyville and Simpsonville. Overall, Shelby County's housing stock grew by 3,749 units (29.2%) between 2000 and 2010. A large portion of this increase can be attributed to the growth of the City of Shelbyville housing stock, which increased by 1,664 units from 2000 to 2010 (40.4%), and Simpsonville's housing stock which increased by 479 units from 2000 to 2010 or 48.1%. In 2010 the City of Shelbyville's housing stock accounted for 34.8% of the total number of housing units in the county. In 2010, 63% of the renter occupied households were located in the cities of Shelbyville and Simpsonville.

The overall vacancy rate for Shelby County in 2015 was 6.0%. This is a 1.7% decrease from the 2010 Census. The vacancy rate for the City of Shelbyville had a larger percent decrease than the county which was 4.2% from 2010 to 2015. The vacancy rate for the City of Simpsonville also decreased from (6.1%) in 2000 to 5.2% in 2015.

**Table 4.1**  
**Housing Units by Tenure**  
**2015**

AREA	TOTAL UNITS	OCCUPIED UNITS	PERSONS PER HOUSEHOLD (OWNER OCCUPIED)	PERSONS PER HOUSEHOLD (RENTER OCCUPIED)	OWNER OCCUPIED HOUSING UNITS		RENTER OCCUPIED HOUSING UNITS		VACANCY RATE
					TOTAL	%	TOTAL	%	
Shelby County	16,901	15,888	2.68	2.65	10,979	69.1%	4,909	30.9%	6.0%
Shelbyville	5,723	5,425	2.81	2.60	2,660	49.0%	2,765	51.0%	5.2%
Simpsonville	1,016	963	2.73	2.69	631	65.5%	332	34.5%	5.2%

Healthy communities have a relatively high occupancy rate, with enough vacancies to provide for a steady turnover and healthy housing market. Vacancy rates of four to five percent are considered necessary to provide choice and mobility in the housing market and meet short term increases in demand. Too many vacancies reduce the demand for new units while too few vacancies will often force housing costs to increase as demand is generated for new units. An adequate supply of both rental and owner occupied housing units is also necessary to foster growth and meet the demands of new families moving into the area. In communities without a code enforcement program (Shelby County) for existing structures, high vacancy rates can also be an indication of substandard housing units which are vacant due to their poor condition as may be the case for the City of Shelbyville. In such cases, the community may need to consider implementing a code enforcement program along with housing redevelopment projects to eliminate substandard housing and create additional homeownership opportunities.

## **HOUSING CHARACTERISTICS**

Based upon the 2010 Census there are approximately 12,857 (16,606) housing units in Shelby County with a density of 33.5 (43.7) units per square mile of land area. This is lower than the density of 44.1 (48.8) units per square mile for Kentucky. The majority of the units (63.7%) are located in the unincorporated area of the County. Table 4.2, 4.3 and 4.4 shows the change from 2000 to 2015 in the number of housing units in Shelby County and the cities of Shelbyville and Simpsonville. The 2015 data is from the 2011-2015 American Community Survey 5-Year Estimates. Single-family housing units are the dominant housing type for both the county and the cities. Multi-family housing units are the second most numerous housing type. Almost all of the multi-family housing units are located in the cities of Shelbyville and Simpsonville.

**Table 4.2**  
**Summary of Housing Units for Shelby County**  
**2000 & 2015**

Housing Type	2000		2015		% Change 2000-2015
	#	%	#	%	
Single-Family	10,346	80.5%	13,732	81.2%	32.7%
Duplex	429	3.3%	370	2.2%	-13.8%
3-4 Units	745	5.8%	1090	6.4%	46.3%
Multi-Family (5 or more)	911	7.1%	917	5.4%	0.7%
Mobile Home	426	3.3%	792	4.7%	85.9%
Other	0	0.0%	0	0.0%	0%
Total	12,857	100%	16,901	100%	31.5%

**Table 4.3**  
**Summary of Housing Units for Shelbyville**  
**2000 & 2015**

Housing Type	2000		2015		% Change 2000-2015
	#	%	#	%	
Single-Family	2,439	58.7%	3,744	65.4%	53.5%
Duplex	293	7.1%	184	3.2%	-37.2%
3-4 Units	592	14.3%	859	15.0%	45.1%
Multi-Family (5 or more)	779	18.7%	842	14.7%	37.1%
Mobile Home	51	1.2%	94	1.6%	84.3%
Other	0	0.0%	0	0.0%	0%
Total	4,154	100%	5,723	100%	37.8%

**Table 4.4**  
**Summary of Housing Units for Simpsonville**  
**2000 & 2015**

Housing Type	2000		2015		% Change 2000-2015
	#	%	#	%	
Single-Family	430	81.6%	861	84.7%	50.1%
Duplex	6	1.1%	0	0%	-100%
3-4 Units	16	3%	94	9.25	83.0%
Multi-Family (5 or more)	68	13%	61	6.0%	-10.3%
Mobile Home	7	1.3%	0	0.0%	0%
Other	0	0.0%	0	0.0%	0%
Total	527	100%	1016	100%	92.8%

From 2000 to 2015 the number of structures with 3-4 housing units increased at a faster rate than any other housing type in Shelby County and the City of Simpsonville, followed by single-family. Mobile homes showed the highest rate of increase within the City of Shelbyville, with single-family housing units following. The City of Simpsonville saw positive increases in single-family and 3-4 unit structures during this time period.

## **HOUSING CONDITIONS**

Housing conditions can be evaluated by analyzing selected census data measures and through visual surveys. Census data indicators of substandard housing include age of the housing stock, structures lacking complete plumbing facilities, and overcrowding. Those units lacking complete plumbing facilities are considered to be substandard. A housing unit is considered to have complete plumbing facilities if it has hot and cold piped water, a flush toilet, and a bathtub or shower. A unit is considered by the US Census Bureau to lack complete plumbing facilities if any of the three are not present. Housing units constructed prior to 1940 are considered to be potentially substandard due to the age of the structure. According to the US Department of Housing and Urban Development, overcrowding is considered to exist if there is more than one person per room in a household. In Kentucky, homes that lack a heat source or use coal or wood as the primary heat source are also an indication of potentially substandard housing as these homes may lack a means of maintaining interior temperatures above freezing in the winter. A summary of housing conditions using the 2011-2015 American Community Survey 5-Year Estimates is presented in Table 4.5.

Houses lacking complete plumbing facilities are found in about 0.6% of the occupied housing units in Shelby County, with all of them (91) being within the unincorporated area of Shelby County. Shelby County as a whole also showed 2.49% of the total occupied housing units (395) use wood or coal as a primary heat source. 29 of these units were located within the city limits of Shelbyville and Simpsonville accounted for zero. Overcrowding

conditions exist in a total of 481 units (3.0%) of the county’s occupied housing units, with a little under four percent of these units (208) being located in the City of Shelbyville, and almost four percent of these units (38) being in the City of Simpsonville.

Overall, Shelby County’s housing stock is relatively new with a small amount of homes constructed prior to 1940 as shown in Table 4.5. In Shelby County, 1,613 homes were built prior to 1940 and accounted for 9.5% of the housing stock. In the City of Shelbyville, 737 homes were built pre-1940 and accounted for 12.9% of the housing stock in the city limits. In the City of Simpsonville, 36 homes were built before 1940 or 3.5% of the housing stock.

**Table 4.5**  
**Housing Conditions**  
**2015**

Area	Total Housing Units	Occupied Housing Units	Built Before 1940		Lack Complete Plumbing		More Than 1.0 Persons Per Room		Wood/Coal Or No Primary Heat Source	
			#	%	#	%	#	%	#	%
Shelby County	16,901	15,888	1,613	9.5%	91	0.6%	481	3.0%	395	2.49%
Shelbyville	5,723	5,425	737	12.9%	0	0%	208	3.8%	29	0.5%
Simpsonville	1,016	963	36	3.5%	0	0%	38	3.9%	0	0%

## **CURRENT HOUSING TRENDS**

Housing trends since the 2000 Census can be analyzed by examining zoning permit information for Shelby County and the cities of Shelbyville and Simpsonville. Table 4.6 shows the zoning permit information obtained from the Triple S Planning Commission for 2000 to 2015. A total of 5,094 new housing units were constructed within Shelby County from 2000 to 2015. The majority of these units (95%) were single-family homes and only 2.4% were two-family and 7.1% were three or more family units. Of those 5,094 units, 1,908 were in Shelbyville and 588 in Simpsonville.

**Table 4.6**  
**Shelby County, Shelbyville and Simpsonville Zoning Permit Information**  
**2000 – 2015**

Year	Type of Dwelling Unit									Total # Units
	Single-Family			2 Family			3 or More Family			
	Shelby County	Shelbyville	Simpsonville	Shelby County	Shelbyville	Simpsonville	Shelby County	Shelbyville	Simpsonville	
2000	179	155	47	4	0	4	0	38	0	427
2001	237	98	41	0	2	0	0	12	0	390
2002	220	116	99	2	4	0	0	0	0	441
2003	248	145	79	6	10	0	0	38	0	526
2004	259	180	84	10	18	0	0	97	0	648
2005	262	206	52	28	0	0	0	0	12	560
2006	203	122	35	16	0	0	0	52	7	435
2007	163	72	18	4	0	0	0	36	0	293
2008	98	47	14	10	0	0	0	0	0	169
2009	84	52	2	0	0	0	0	0	0	138
2010	67	54	4	0	0	0	0	0	0	125
2011	54	25	2	0	0	0	0	0	0	81
2012	81	53	5	0	0	2	0	0	0	141
2013	86	56	12	0	0	0	0	0	0	154
2014	96	78	28	2	0	0	0	20	0	224
2015	179	74	41	0	0	0	0	48	0	342
<b>Total</b>	<b>2,516</b>	<b>1,533</b>	<b>563</b>	<b>82</b>	<b>34</b>	<b>6</b>	<b>0</b>	<b>341</b>	<b>19</b>	<b>5,094</b>

In March 2011, the US Census Bureau released the 2010 Census Redistricting Data. The number of housing units in Shelby County had increased by 3,749 units to 16,606 housing units which is a 22.6% increase since the 2000 Census. Of those 16,606 units, 5,781 units were in Shelbyville and 996 were in Simpsonville.

## **FUTURE HOUSING NEEDS**

An estimate of the number of additional housing units needed can be made using population projections and some assumptions based upon demographic trends. Shelby County had 2.60 persons per household in the year 2015; however, the Kentucky Data Center estimates that this number will decrease to 2.58 persons per household in 2020, 2.58 persons per household in 2030 and level off to 2.56 by the year 2040. Therefore, 2.58 persons per household will be used to calculate housing needs for the year 2030 and 2.56 persons per household will be used to calculate housing needs to the year 2040. In 2010, there were 1,696 persons in group quarters which is 4% of the county's population overall. Of this number, 1,294 persons (3%) were reported to be institutionalized in nursing homes, correctional institutions, and psychiatric hospitals. Only 402 persons (1%) were reported to reside in non-institutionalized housing. In 2015, it is estimated that 1,805 persons live in group quarters which again is 4% of the county's population overall. For housing projection purposes, it will be assumed that the group quarters rate (4%) will remain the same.

The U.S. Census has estimated in the year 2015 there are 16,857 housing units in Shelby County. Assuming a 2020 population of 49,988 and 2.58 persons per household, the Kentucky Data Center has projected there needs to be a 18,649 housing units in Shelby County by the year 2020. This is an increase of 1,792 units or 10.63% since 2015. Using the 2.58 persons per household projection and the population projection of 59,415 for 2030, it is estimated that there will be a need for a total of 22,322 housing units by the year 2030. This is an increase of 5,465 units (32.42%) from 2015. The Kentucky Data Center has projected the persons per household to drop from 2.58 in 2030 to 2.56 in 2040, therefore the total number of housing units projected for the year 2040 is 26,247. This is an increase of 9,390 units or 55.7% since 2015. It is important to note that these numbers should be treated as minimums since it can be assumed that some existing units will be demolished or deteriorate beyond use over the next twenty plus years.

In summary, communities do not normally need to take action to provide housing for middle or upper income persons. These groups can usually purchase or build adequate housing. However, the cities of Shelbyville and Simpsonville need to ensure that regulations encourage quality development and that adequate land zoned for various types of residential use is available for development in the future. Communities may need to assist lower income persons and some elderly or handicapped persons in finding adequate, decent, safe, and sanitary affordable housing. Methods of assistance to these types of households are discussed in the "Housing Resources" section of this chapter.

## **HOUSING RESOURCES**

A variety of financial assistance is available to help low income elderly, handicapped persons, and families find decent, safe, and sanitary housing. Assistance may be unit-specific or household specific. In unit specific housing, the housing subsidy stays with the housing unit for a contract period or indefinitely, as is the case with public housing. Household-specific assistance is committed to participating households. These households may relocate from one housing unit to another while continuing to receive the housing subsidy.

Assisted rental housing units in Shelby County fall under a variety of programs as shown in Table 4.7. Public housing (PH) programs serve low and very low income families with rents based on income. Eligible tenants must pay the higher of either 30% of their adjusted gross income or 10% of their gross income. The Section 8

(S8) program helps low and very low income people pay their rent, with rents based on the same formula used for public housing assistance. Many Section 8 apartments, but not all, are reserved for elderly people. Some are also specifically designed for handicapped persons. The former Farmers Home Administration (FmHA) program, now known as the Rural Development (RD) program, serves low and moderate income (LMI) households in rural areas. Low-income senior citizens or families paying rents of more than 30% of their adjusted annual incomes can qualify for rental assistance. In properties not offering rental assistance, tenants pay the greater of 30% of adjusted income or the base rent. Low interest rate loans are made to owners to reduce the rents (including utilities) paid by low-income tenants. The housing credit program (HC) is a Federal program administered by Kentucky Housing Corporation which increases availability of low-income rental housing by creating tax incentives for qualified developers to build affordable rental housing. Housing credits offer eligible property owners a ten-year tax credit for each unit set aside for low-income families. The units must be rent-restricted and available for long-term continuous rental use. The HUD Home Investment Partnerships Program (HOME) provides funds for tenant-based rental assistance, construction of new rental units or rehabilitation of existing rental units and funded by the U.S. Department of Housing and Urban Development. The Affordable Housing Trust Fund (AHTF) is a program funded by the Kentucky Housing Corporation (KHC) to finance affordable rental housing for low income families.

Household specific assisted rent is available under the Section 8 Housing Choice Voucher program. These rental vouchers are allocated in groups by the U.S. Department of Housing and Urban Development for a specific area which may cover more than one county. The type of assistance available is the same as that outlined for the Section 8 program. Tenants served under these programs locate rental housing of their choice in the geographic area. The housing unit may be an apartment, mobile home, duplex or house, and must meet HUD housing quality standards.

There are a variety of other forms of financial assistance available to low to moderate income persons for housing assistance. Assistance is available through both public and private non-profit groups. As these programs frequently change, current information on the types of assistance available should be obtained from the Kentucky Housing Corporation in Frankfort, Kentucky.

A total of 857 assisted rental units are currently available in Shelby County (Table 4.7).

**Table 4.7**  
**Shelby County Assisted Rental Housing**  
**(As of September 7, 2016)**

Property Name	Address	City	Telephone Number	Total Assisted Units	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	Programs
Centerbrook Apts (Berea Summit)	108 Berea	Shelbyville	(502) 633-3742	15	0	3	12	0	0	0	RD
Cherrywood Apts	301 Willow Wood Drive	Shelbyville	(502) 633-3742	24	0	12	12	0	0	0	AHTF, HC, RD
Clark Single Family Homes Shelbyville	Scattered Sites	Shelbyville		0	0	0	0	0	0	0	HC
Coca Cola Commons	80 Frankfort Road	Shelbyville	(502) 647-2411	31	0	0	17	14	0	0	HC
French Quarters Shelby	Scattered Sites	Shelbyville	(502) 647-2411	24	0	0	0	24	0	0	HC
Haven Hill Apts	411 Haven Hill Road	Shelbyville	(502) 633-1270	30	0	8	22	0	0	0	RD
Housing Authority of Shelbyville	41 Cardinal Drive	Shelbyville	(502) 633-4531	102	14	20	22	36	10	0	PH
Indian Ridge Apts	501 Indian Ridge	Shelbyville	(502) 633-1182	96	0	32	56	8	0	0	S8
Lynn Acres Apartments	601 Lynn Acres	Shelbyville	(502) 633-3251	37	0	6	23	8	0	0	S8
Maidie Lane	Maidie Lane	Shelbyville	(502) 647-2411	23	0	0	0	23	0	0	HC
Marian Village Apts	233 Short Street	Shelbyville		32	0	0	28	0	4	0	HC
Martinsville II, Ltd.	102, 104, 106, 108, 110 N. Ninth Street	Shelbyville	(502) 327-7200	5	0	0	0	5	0	0	HC
Meadowridge Apts	300 Meadowridge Drive	Simpsonville	(502) 722-5213	36	0	16	16	4	0	0	RD
Meadowridge II Apts	300 Meadowridge Drive	Simpsonville	(502) 722-5213	32	0	12	16	4	0	0	RD
Meadowrun Terrace Apts	144 Haven Hill Road	Shelbyville	(859) 268-2822	30	0	8	22	0	0	0	RD
Midland Square	400 Mack Walters Road	Shelbyville	(502) 633-1270	46	0	2	38	6	0	0	RD
Mosser House	400 Main Street	Shelbyville	(502) 584-3773	53	0	25	24	4	0	0	HC
North Shelby House	84 North Shelby Street	Shelbyville	(502) 633-3742	16	0	14	2	0	0	0	RD
Scott Village Apts	823 Washington Street	Shelbyville	(502) 633-3742	12	0	8	4	0	0	0	RD
Shelby House	823 Washington Street	Shelbyville	(502) 633-3742	24	0	22	2	0	0	0	RD
Shelbyville I, Ltd.	312 Midland Boulevard	Shelbyville	(502) 633-1620	24	0	0	0	24	0	0	HC
Shelbyville Townhomes, Ltd.	119 Nora Avenue	Shelbyville	(502) 633-3742	12	0	12	0	0	0	0	RD
South Shelby House Apts	201 S Shelby House Apts	Shelbyville	(502) 633-3742	16	0	16	0	0	0	0	RD
Stonehenge Townhomes	183 Nora Avenue	Shelbyville	(502) 633-6871	6	0	0	6	0	0	0	RD
Sycamore Terrace Apts	600 Sycamore Terrace	Shelbyville	(502) 633-2516	71	0	32	23	16	0	0	S8
Veechdale Apts	233 Buckcreek Road	Simpsonville	(502) 722-5034	32	0	0	26	6	0	0	RD
Wellspring		Shelbyville	(502) 637-4361	4	0	0	0	0	0	0	AHTF, HOME
West Shelby House Apts	70 West Willow Drive	Shelbyville	(502) 633-3742	12	0	12	0	0	0	0	RD, HC
Willow Woods Apts	501 Willow Wood Drive	Shelbyville	(502) 633-3742	12	0	0	0	12	0	0	RD
				<b>Total</b>	<b>857</b>	<b>14</b>	<b>260</b>	<b>371</b>	<b>194</b>	<b>14</b>	<b>0</b>
<b>Projects highlighted in yellow are administered by KHC</b>											
<i>Source: KY Housing Corporation Assisted Rental Housing Report, September 7, 2016</i>											
				AHTF – Affordable Housing Trust Fund HC – Housing Credit PH – Public Housing RD – Rural Development S8 – Section 8 HOME – HUD Home Investment Partnership Program							



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## **INTRODUCTION**

A community's economy is its lifeblood. The vitality of Shelby County's economy determines if it will grow and if the community can provide the necessary services. Without the availability of jobs and wages the community will not be attractive for the location or retention of families and continued growth. It is also understandable that the attraction, retention and expansion of business and industry and the retention of an agricultural community are needed as the basis for a strong service delivery system in Shelby County. Residential development costs more to service than other uses. The cost to provide education, offer parks and recreation programs, extend and maintain roads and other utilities, ensure a safe environment through adequate public safety agencies, and provide other needed services exceeds the amount of tax revenue generated from residential usage. Commercial and industrial uses, which generate higher tax revenues, do not require the many services needed by residences. Farms, which may not generate high tax revenues, also do not require as intensive services as other uses. Some of the employment opportunities for the residents of Shelby County are outside the community, while some are commuting into the County for employment. If Shelby County becomes a bedroom community for employers outside its boundaries the ability to provide services to those families is diminished, therefore it is important to build a strong and vibrant economy by attracting business and industry and supporting existing industrial, commercial, and agricultural sectors.

The economy of Shelby County is well positioned to grow. The County is located between Louisville and Lexington on Interstate 64. The close proximity to Louisville provides opportunities for employment as well as for the attraction of new employers for the County. In this section Shelby County's economy will be explored in terms of the available workforce, employment levels, educational levels of the workforce, wages and incomes, economic sectors, and the industrial infrastructure.

## **LABOR FORCE**

The civilian labor force is defined as the sum of both employed and unemployed persons 16 years of age and older, excluding armed forces personnel and persons in penal and mental institutions, sanitariums, and homes for the aged, infirm and needy. Persons "not in the labor force" are those not classified as employed or unemployed and include:

- persons retired
- persons engaged in their own housework
- persons not working while attending school
- persons unable to work because of long-term illness
- persons discouraged from seeking work because of personal or job market factors
- persons who are voluntarily idle

As seen in Table 5.1, the labor force status of Shelby County increased from 21,612 persons in 2011 to 22,428 person in 2015 or a 3.6% increase.

The availability of a skilled workforce is a major determinate in the attraction of business and industry, especially those paying higher wages and those that compete in an increasing global market. The workforce must be well educated which should take place at all levels: primary, high school, vocational, college, and adult workers. It is predicted that 14% of the future jobs in the United States will require a baccalaureate degree, while 81% will require at least two years of technical training beyond high school. Shelby County can also draw upon a larger labor force from the surrounding area. Table 5.2 compares the civilian labor force of Shelby County with the labor market area which includes the adjoining Kentucky counties of Anderson, Bullitt, Fayette, Franklin, Henry, Jefferson, Mercer, Oldham, Scott, Spencer, Trimble and Woodford, and the Indiana county of Floyd. In 2015

Shelby County had a civilian labor force of 21,553 with an unemployment rate of 7.3% which is lower than the labor market area unemployment rate of 8.6%. The total civilian labor force in this area was 783,636 with employment of 716,462 and unemployment of 67,172. In 2015 the civilian labor force for Shelby County increased to 22,388 with an unemployment rate of 5.7% or a 1.6% decrease. The labor market area showed an increase in civilian labor force of 21,178 and a decrease in the unemployment rate to 7.7%. At the end of 2015, Shelby County had 21,103 employed civilians in the labor force, an increase of 1,117 people from 2011. The labor market for the same period reported an increase of employed civilians from 716,462 to 743,077 or 26,615. Of the 61,737 people in the labor market area that became unemployed only 27% were from Shelby County.

**Table 5.1**  
**Shelby County, KY Labor Force Status**  
**2011 – 2015**

Employment Status	2011	2012	2013	2014	2015
Persons 16 Years & Over	32,434	32,946	33,518	34,062	34,680
In Labor Force	21,612	21,803	22,069	22,081	22,428
% in Labor Force	66.6%	66.2%	65.8%	64.8%	64.7%
Civilian Labor Force	21,553	21,750	22,012	22,047	22,388
Employed	19,986	19,919	20,250	20,404	21,103
Unemployed	1,567	1,831	1,762	1,643	1,285
% Unemployed	7.3%	8.4%	8.0%	7.5%	5.7%
Armed Forces	59	53	57	34	40
Not in Labor Force	10,822	11,143	11,449	11,981	12,252

Source: U.S. Census Bureau

**Table 5.2**  
**Shelby County, KY Labor Market Civilian Labor Force**  
**Estimates**  
**2011 & 2015**

County	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
<b>2011</b>				
Shelby	21,553	19,986	1,567	7.3%
Labor Market Area Totals	783,636	716,462	67,172	8.6%
<b>2015</b>				
Shelby	22,388	21,103	1,285	5.7%
Labor Market Area Totals	804,814	743,077	61,737	7.7%

Source: U.S. Census Bureau

Table 5.3 indicates the civilian employment status by industry for the County in 2010 and 2015. Education, health & social services is the leading industry type with 4,399 employed workers in 2015 with Manufacturing not far behind with 3,061.

**Table 5.3**  
**Shelby County, KY Labor Force Status by Industry**  
**2010 & 2015**

Industry	Number of Workers		% of County	
	2010	2015	2010	2015
Agriculture	879	743	4.3	3.5
Construction	1,310	1,315	6.5	6.2
Manufacturing	3,089	3,061	15.3	14.5
Wholesale Trade	384	591	1.9	2.8
Retail Trade	2,016	2,491	9.9	11.8
Transportation & Warehousing	1,161	871	5.7	4.1
Finance, Insurance & Real Estate	1,493	1,519	7.4	7.2
Information	390	288	1.9	1.4
Professional, Scientific, Management, Administrative, & Waste Management	1,558	1,755	7.7	8.3
Education, Health & Social Services	3,934	4,399	19.4	20.9
Arts, Entertainment & Recreation	1,667	1,737	8.2	8.2
Public Administration	1,004	1,292	5.0	6.2
Other Services	1,373	1,041	6.8	4.9
	20,258	21,103	100%	100%

Source: U.S. Census Bureau

## UNEMPLOYMENT

Table 5.4 and Figure 5.1 show the annual unemployment rate for the U.S., Kentucky, the Shelby County Labor Market Area, and Shelby County over the past twelve years (2004-2015). Unemployment rates for Shelby County were slightly higher than the U.S. from 2005 to 2008, but significantly lower from 2009 to 2015. The unemployment rate for Shelby County has remained lower than the State of Kentucky and the Labor Market from 2009 to 2015 as well.

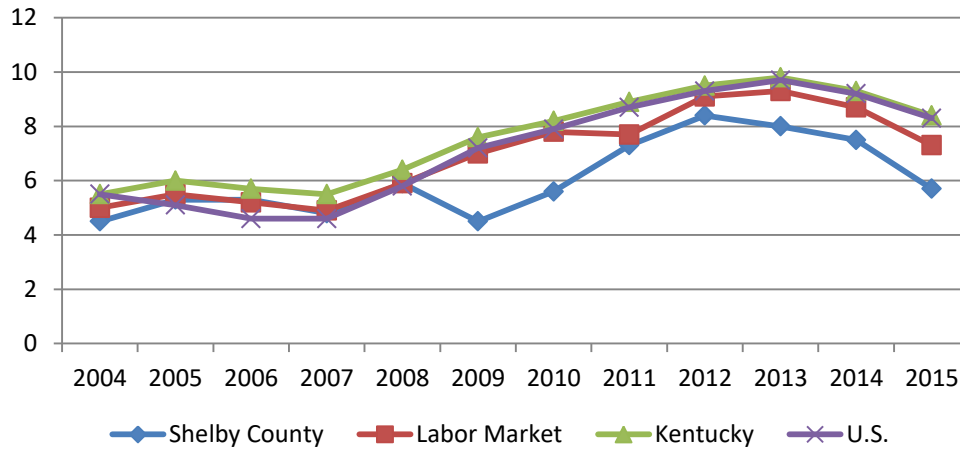
**Table 5.4**  
**Unemployment Rates**  
**2004 – 2015**

Year	U.S.	Kentucky	Labor Market	Shelby County
2004	5.5	5.5	5.0	4.5
2005	5.1	6.0	5.5	5.3
2006	4.6	5.7	5.2	5.3
2007	4.6	5.5	4.9	4.8
2008	5.8	6.4	5.9	5.9
2009	7.2	7.6	7.0	4.5
2010	7.9	8.2	7.8	5.6
2011	8.7	8.9	7.7	7.3
2012	9.3	9.5	9.1	8.4
2013	9.7	9.8	9.3	8.0
2014	9.2	9.3	8.7	7.5
2015	8.3	8.4	7.3	5.7

Source: U.S. Census Bureau

**Figure 5.1**  
**Unemployment Rates**  
**2004 - 2015**

Source: U.S. Census Bureau



## COMMUTING

Table 5.5 presents a summary of Shelby County commuting patterns for 2010 and 2015. Of the total workforce residing in the County in 2015, 51.4% lived and worked in the County, while 47.2% of the residing workforce commuted outside the County for employment. Between 2010 and 2015 the residents residing and working in the county increased 1.5% and those residents commuting outside the county decreased by 1%.

**Table 5.5**  
**Shelby County, KY Commuting Patterns**  
**2010 & 2015**

Residents of Shelby County	2010	Percent	2015	Percent
Working and Residing in County	9,893	49.9	10,454	51.4
Commuting Out of County	9,569	48.2	9,591	47.2
Working outside Kentucky	376	1.9	279	1.4
Total Residents	19,838	100.0	20,324	100.0

Source: U.S. Census Bureau

In 2000, Shelby County had a high percentage of its total residents commuting outside of the County for employment with 68%, ranking 51 out of the 120 Kentucky Counties. Jefferson was the lowest with 7.7% while Spencer County was the highest with 77.9% of its residents commuting elsewhere.

Jefferson County was the most predominant destination for Shelby County commuters, with 6,428 residents leaving the County in 2000. Franklin County ranked second with 1,120 residents commuting out of Shelby County. To a much lesser extent, other destinations are Henry, Oldham, Scott and Fayette Counties. In 2000 over 5,000 workers commuted into Shelby County for employment. The most prevalent residences for those commuting into Shelby County were Jefferson, Henry, and Spencer counties. A vital factor in commuting is the economy and the necessary demand for jobs within a certain location. As that demand grows, so does the commuters and the economy.

As reported by the 2010 Census for Shelby County, the preferred method of transportation to work is by car, truck, or van with 76.4% of residents driving alone and 16.5% of residents carpooling. A total of 0.2% residents

used public transportation, while roughly 1.8% indicated they walked to work, 0.5% used other means, and 4.5% worked at home. In 2010, the mean travel time to work for Shelby County residents was 24.7 minutes.

Commuting statistics for the residents of the City of Shelbyville are similar to that of Shelby County. In Shelbyville the preferred method of transportation to work is by car, truck, or van with 70.1% of residents driving to work alone and 21.7% carpooling. A total of 0.2% residents of the city reported using public transportation and 2.8% indicated they walked to work. Less than one percent (0.9%) claimed they use other means to commute to work, and 4.2% worked at home. In 2010, the mean travel time to work for residents of Shelbyville was 23.3 minutes.

Commuting statistics for the residents of the City of Simpsonville are similar to that of Shelby County and the City of Shelbyville. In Simpsonville the preferred method of transportation to work is by car, truck, or van with 90.4% of residents driving to work alone and 6.6% carpooling. Very few residents of the city reported using public transportation (0.3%), but 1.5% indicated they walked to work. No residents of the city claimed they use other means to commute to work, and 1.2% worked at home. In 2010, the mean travel time to work for residents of Simpsonville was 24.2 minutes.

## **EMPLOYMENT BY INDUSTRY**

Employment information at the county level is available for industries covered by unemployment insurance. This generally includes all workers except self-employed individuals, unpaid family members, some student workers, agricultural workers, domestic workers, rail workers, employees of certain religious organizations, and certain government employees. A summary of employment in industries covered by unemployment insurance for 2015 is shown in Table 5.6. Figure 5.2 shows the 2015 employment by industries covered by unemployment insurance.

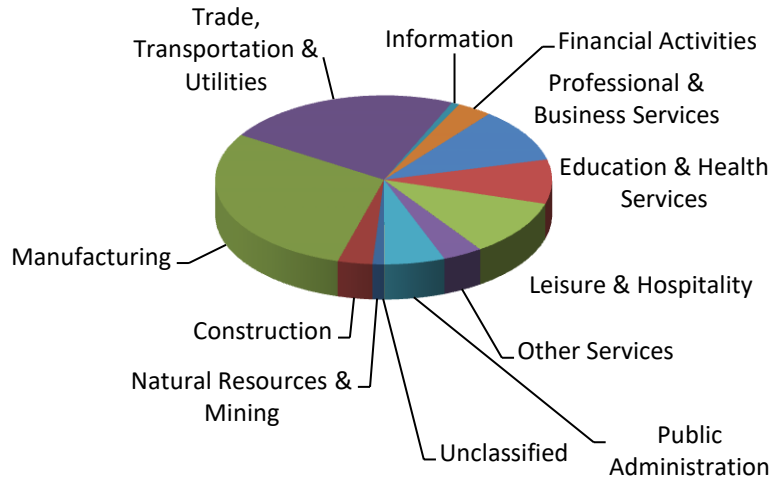
**Table 5.6**  
**Shelby County, KY**  
**Employment by Industry**  
**2015**

Industry	Shelby County
Natural Resources & Mining	154
Construction	473
Manufacturing	4,183
Trade, Transportation & Utilities	3,221
Information	110
Financial Activities	475
Professional & Business Services	1,472
Education & Health Services	1,203
Leisure & Hospitality	1,524
Other Services	544
Public Administration	824
Unclassified	3
All Industries	14,186

Source: U.S. Department of Labor, Bureau of Labor Statistics

**Figure 5.2**  
**Shelby County, KY Employment by Industry**  
**2015**

Source: U.S. Department of Labor, Bureau of Labor Statistics



As of 2015, the manufacturing sector provided the largest number of jobs in Shelby County accounting for 29.5% of the jobs covered by unemployment insurance. Utilities, Trade & Transportation followed closely behind the Manufacturing sector accounting for 22.7% of the jobs covered by unemployment insurance.

Table 5.7 shows the average weekly wages in 2015 for industries in Shelby County covered by unemployment insurance. The manufacturing sector paid the highest wages per week followed by the financial sector. The lowest wages were paid in the leisure & hospitality and “other” services sectors. The average weekly wages for all industries in Shelby County were 90.3% of the average for Kentucky overall.

**Table 5.7**  
**Shelby County, KY Average Weekly Wages by Industry**  
**2015**

Industry	Shelby County	Kentucky	% of Kentucky
Natural Resources & Mining	\$614.00	\$1,075.00	57.1%
Construction	\$777.00	\$993.00	78.3%
Manufacturing	\$967.00	\$1,091.00	88.6%
Trade, Transportation & Utilities	\$728.00	\$758.00	96%
Information	\$669.00	\$944.00	70.9%
Financial Activities	\$908.00	\$1,169.00	77.7%
Professional & Business Services	\$640.00	\$878.00	72.9%
Education & Health Services	\$790.00	\$878.00	90%
Leisure & Hospitality	\$297.00	\$312.00	95.2%
Other Services	\$575.00	\$587.00	98%
Public Administration	\$719.00	\$496.00	145%
Unclassified	\$618.00	\$1,006.00	61.4%
All Industries	\$750.00	\$831.00	90.3%

Source: U.S. Department of Labor, Bureau of Labor Statistics

## **MANUFACTURING**

The Kentucky Cabinet for Economic Development published a Kentucky Directory of Manufacturers that list manufacturers by county and community. This document, updated January 3, 2018, provides contact information along with a short summary of each business. Table 5.8 lists the manufacturing firms found throughout Shelby County. According to the directory, there are a total of 35 manufacturing firms in Shelby County with an

employment of 5,091. These firms manufacture a variety of products indicating a diverse economic base. The majority of the manufacturing firms are located in or near Shelbyville. Martinrea Heavy Stamping in Shelbyville employs the largest number of workers with 1,100 employees in 2017.

**Table 5.8**  
**Shelby County, KY Manufacturing Firms**  
**2012**

Location/Firm & Address	Product	Date Established	Employment (Year)
<b>Bagdad</b>			
Bagdad Roller Mills, Inc. 5740 Elmburg Road Bagdad, KY 40003	Feed merchandising	1884	17 (2016)
<b>Finchville</b>			
Finchville Farms Country Hams 5157 Taylorsville Road Finchville, KY 40022	Country ham & seasoned bacon processing & packing	1947	8 (2016)
<b>Shelbyville</b>			
Amcor Flexibles Americas - Shelbyville 6850 Midland Industrial Drive Shelbyville, KY 40065	Flexible packaging for pharmaceutical industry	1994	115 (2016)
Audubon Block Company 1083 Brooks Industrial Road Shelbyville, KY 40065	Wooden furniture components, corner and glue blocks, cleats	1985	6 (2016)
Bekaert Corporation 2000 Isaac Shelby Drive Shelbyville, KY 40065	Preformed steel staple wire, fine wire, flat wire, nylon-coated wire, tin-coated wire and galvanized wire	1990	96 (2016)
Bemis Flexible Packaging – Curwood Division 6700 Midland Industrial Drive Shelbyville, KY 40065	Flexible packaging for food industry	1988	283 (2016)
Blaze Products Corporation 1101 Isaac Shelby Drive Shelbyville, KY 40065	Manufacture chafing dish fuel, guardian hand sanitizer. Aluminum, ethanol, methanol & diethylene	1984	35 (2016)
Blitz Builders, Inc. 1173 Brooks Industrial Road Shelbyville, KY 40065	Wooden framed & steel sided pole buildings – post frame construction, custom builders; agricultural, commercial, residential and churches	1980	35 (2016)
Bluegrass Roller Service 1091 Brooks Industrial Road Shelbyville, KY 40065	Rubber covered rollers for industrial applications	1981	17 (2014)
Creative Packaging Company 1700 Isaac Shelby Drive Shelbyville, KY 40065	Corrugated paper & protective polystyrene foam packaging-rock ten, styrochem-resin	1988	140 (2017)
Crop Production Service 256 Old Brunnerstown Road Shelbyville, KY 40065	Fertilizer blending	2010	12 (2017)
Diageo Americas Supply, Inc. 3900 Benson Pike Shelbyville, KY 40065	Bourbon manufacturing and distribution	2017	31 (2017)
Ficosa North America Corp. 6601 Midland Industrial Drive Shelbyville, KY 40065	Automotive trim parts	1987	207 (2017)
Katayama American Co., Inc. 6901 Midland Industrial Drive Shelbyville, KY 40065	Automotive door sashes and moldings	1989	355 (2016)



Kentucky-Indiana Lumber Co. Truss Plant 151 Brighton Circle Shelbyville, KY 40065	Wooden floor & roof trusses and wall panels	2001	60 (2017)
Kittrich Corporation 1000 Commerce Circle Shelbyville, KY 40065	Paper converting & packaging	2006	34 (2016)
Macro Plastics, Inc. 545 Pierce Industrial Road Shelbyville, KY 40065	Manufacture and distribute plastic containers and other plastic industrial products	2010	29 (2016)
Martinrea Heavy Stamping 1000 Old Brunerstown Road Shelbyville, KY 40065	Automobile parts stamping & assembly	1988	1,100 (2017)
Nifco America Corporation 380 Hudson Boulevard Shelbyville, KY 40065	Manufacture plastic injection molded fasteners for the automotive industry	2008	220 (2017)
Ohio Valley Aluminum Co LLC 1100 Brooks Industrial Road Shelbyville, KY 40065	Aluminum extrusion billet	1960	120 (2017)
Omega Plastics of KY 901 Commerce Drive Shelbyville, KY 40065	Plastic & high-density polyethylene bags, can liners	1980	200 (2017)
Pharmco-Aaper 1101 Isaac Shelby Drive Shelbyville, KY 40065	Plastic & high-density polyethylene bags, can lines and stretch film	1980	200 (2017)
Process Machinery, Inc. 1636 Isaac Shelby Drive Shelbyville, KY 40065	Engineer, manufacture and installation of processing plants for the Mineral Processing Industry	1979	92 (2017)
Revere Packaging, LLC 39 Pearce Industrial Road Shelbyville, KY 40065	Aluminum foil containers & plastic dome food covers	1967	59 (2017)
Roll Forming Corp. 1070 Brooks Industrial Road Shelbyville, KY 40065	Headquarters, expertise in the design and production of roll formed product solutions.	1947	235 (2017)
Rut N Strut Distillery, LLC 500 Gordon Lane Shelbyville, KY 40065	Craft Distillery	2016	n/a
Ryerson, Inc. 920 Old Brunerstown Road Shelbyville, KY 40065	Aluminum & stainless steel processing	1990	40 (2014)
Sentinel News 703 Taylorsville Road Shelbyville, KY 40065	Newspaper publishing	1972	12 (2017)
Smyrna Ready Mix 998 Old Finchville Road Shelbyville, KY 40065	Ready-mix concrete	2003	6 (2016)
Sonoco Protective Solutions 255 Hudson Boulevard Shelbyville, KY 40065	Custom made insulated shipping containers, polar pack icepacks	2015	74 (2016)
Sonoco Protective Solutions 255 Hudson Boulevard Shelbyville, KY 40065	Manufacture foam filled products for the automotive industry; manufacture temperature assurance packaging for pharmaceutical industry	2015	80 (2016)
Stanley Black & Decker Corp. 125 Harry Long Road Shelbyville, KY 40065	Circular saw blades	1977	122 (2017)
Stelised, Inc.	Designs prototype plastic parts,	2000	25 (2016)

310 Martin Luther King Blvd Shelbyville, KY 40065	injection molding and assembly		
Superb IPC 300 Isaac Shelby Drive Shelbyville, KY 40065	Powder coating service for automotive, appliance, and general industry	2010	94 (2016)
Wikoff Color Corp. 1101 Brooks Industrial Road Shelbyville, KY 40065	Printing ink, overprint varnish, press chemicals, aids & aqueous coatings	1976	5 (2017)
<b>Simpsonville</b>			
Auto Truck Group, LLC 30 Kingbrook Parkway Simpsonville, KY 40067	Full line upfitters in the work truck industry	2015	51 (2016)
Faurecia Seating 65 Kingbrook Parkway Simpsonville, KY 40067	Manufacturer of automobile seating	2016	450 (2016)
Isopure Corp. 141 Citizens Boulevard Simpsonville, KY 40067	Reverse osmosis water purifying equipment, water purification equipment deionization for medical applications	1996	44 (2016)
Neff Packaging Solutions, Inc. 10 Kingbrook Parkway Simpsonville, KY 40067	Manufacture folding cartons	2007	98 (2017)
Purnell Old Folks Sausage, Inc. 6931 Shelbyville Road Simpsonville, KY 40067	Sausage products	1954	270 (2017)
Stelised, Inc. 125 Citizens Boulevard Simpsonville, KY 40067	Plastics injection molding, plastic parts for POP industry, tool making for tools of plastic parts	1998	14 (2017)
Source: 2018 Kentucky Directory of Manufacturers – January 2018			5,091

## **U.S. ECONOMIC CENSUS**

The U.S. Department of Commerce conducts an Economic Census every five years to provide a detailed portrait of the U.S. economy from the national to the local level. The Economic Census covers nearly all of the U.S. economy in its basic collection of establishment statistics. Censuses of agriculture and governments are conducted at the same time.

In 1997 the U.S. Census Bureau adopted the North American Industrial Classification System (NAICS) for reporting and delineating business types. As SIC, Standard Industrial Classification, codes were used prior to 1997, data from an earlier economic census cannot be compared to the 1997 or later economic census data. The NAICS was developed jointly by the U.S., Canada and Mexico in order to provide new comparability in statistics about business activity in North America. The latest Economic Census available for Shelby County was conducted in 2012 and published in 2015. The 2017 Economic Census data will not be available until 2020. Data for economic sectors with few establishments in Shelby County is not available at the county level as publication of the data could reveal the identity or activity of an individual or business. No data is available for the following sectors: Mining, Utilities, Construction, Transportation and Warehousing, Finance and Insurance, and Management of Companies and Enterprises.

Table 5.9 shows data for all sectors of the Shelby County economy for which the 2007 and 2012 U.S. Census information is available at the county level. The number of establishments for each sector reported has increased except in the areas of wholesale trade, retail trade and real estate, rental & leasing. The sectors that experienced a reduction in the number of paid employees are the manufacturing, wholesale trade, retail trade

and real estate, rental & leasing. The largest reduction in paid employees occurred in the manufacturing with a 973 reduction.

The most notable improvements from 2007 to 2012 were in the health care & social assistance sectors of Shelby County’s economy. The health care industry experienced an increase in employment with a 5.8% increase in paid employees for the period. The professional, scientific & technical services sector had the greatest increase in the number of establishments from 76 to 94, a 19% increase which was the second highest percentage. The information sector had the highest percentage increase of establishments at 22% and the other services (except public administration) sector had the third highest at 15%. Shelby County along with many areas of Kentucky has experienced a loss of manufacturing jobs. Shelby County lost 973 (21.5%) paid employees between 2007 and 2012.

**Table 5.9**  
**Shelby County, KY Summary of U.S. Economic Census**  
**2007 & 2012**

	# of Establishments		Sales, Receipts, Etc. (\$1,000)		Annual Payroll (\$1,000)		Paid Employees	
	2007	2012	2007	2012	2007	2012	2007	2102
Manufacturing	52	55	1,373,120	1,484,511	178,200	149,236	4,535	3,562
Wholesale Trade	36	33	320,777	D	26,814	D	618	E
Retail Trade	146	126	498,709	569,082	37,440	39,312	1,755	1,654
Information	14	18	N	N	4,219	5,637	122	142
Real Estate & Rental & Leasing	45	39	21,481	27,224	3,811	4,274	169	155
Professional, Scientific, & Technical Services	76	94	32,045	35,352	10,569	10,680	317	317
Administrative & Support & Waste Management & Remediation	41	43	22,822	D	10,426	D	836	E
Education Services (Taxable & Exempt listed together)	6	6	D	1,343	D	261	A	12
Health Care & Social Assistance (Taxable & Exempt listed together)	79	85	114,862	110,808	44,248	44,543	1,333	1,415
Arts, Entertainment & Recreation (Taxable & Exempt listed together)	N	12	N	8,487	N	2,633	N	134
Accomodation & Food Services	52	61	D	D	D	D	G	G
Other Services (except public administration)	59	67	39,375	50,249	11,836	13,366	405	501

Sources: 2007 and 2012 U.S. Economic Census  
A – 0 to 19 employees  
D – Withheld to avoid disclosing data of individual companies; data are included in higher level totals  
E – 250 to 499 employees  
G – 1,000 to 2,499 employees  
N – Not Available

## **AGRICULTURE**

Table 5.10 presents farmland statistics for Shelby County. According to the U.S. Census of Agriculture, there were a total of 1,518 Shelby County farms in 2012, a decrease of 8% since 2007, 2.5% since 2002 and 1% since 1997. Over this same fifteen year period, the number of farm acres decreased by 2.4%, but the number of acres of harvested cropland has increased 19.3%. These numbers can be attributed to the fact that many farm operations are consolidating as farmers sell out to other farmers or developers. Therefore, active agricultural operations are declining in number but harvesting more crops.

The 2012 Census of Agricultural reports the average size of a farm in Shelby County is 131 acres with the median size being 49 acres. In 2012, the average estimated value of all land and buildings per farm was \$640,994 with an estimated market value of \$4,881 per acre. The estimated average value of all machinery and equipment was \$68,175 per farm. The total market value of agricultural products sold in 2012 was \$76,804,000 with a \$50,595

average per farm. Table 5.11 shows Shelby County farms by farm size, and Table 5.12 shows the number of farms by the value of sales.

**Table 5.10**  
**Shelby County, KY Farmland**

Year	# of Farms	Acres in Farms	Harvested Cropland
1997	1,533	204,292	79,705
2002	1,557	201,667	89,373
2007	1,651	205,286	93,994
2012	1,518	199,341	98,726

Source: USDA, National Agricultural Statistics Service

**Table 5.11**  
**Shelby County, KY Farms**  
**By Size**  
**2012**

Acreage	Number
1-9	108
10-49	657
50-179	511
180-499	181
500-999	30
1,000 +	31

Source: USDA, National Agricultural Statistics Service

**Table 5.12**  
**Shelby County, KY Farms**  
**By Value of Sales**  
**2012**

Value	Number
Less than \$2,500	656
\$2,500 - \$4,999	152
\$5,000 - \$9,999	192
\$10,000 - \$24,999	223
\$25,000 - \$49,999	115
\$50,000 - \$99,999	65
\$100,000 or more	115

Source: USDA, National Agricultural Statistics Service

According to the 2012 Census of Agricultural reports, Shelby County ranked 2<sup>nd</sup> in the state out of 120 counties for production of tobacco. There were 3,370 acres of harvested tobacco. This compares to 2,485 harvested acres in 2007. Shelby County ranked 8<sup>th</sup> in the state out of 120 counties for the production of forage-land used for all hay and haylage, grass silage, and greenchop. The lowest production crop for Shelby County in 2012 was wheat for grain which the county ranked 27 out of 120 counties. Overall Shelby County ranked 20<sup>th</sup> out of 120 counties in 2012 for crop and livestock cash receipts which totaled \$76,804,000.

Shelby County is the Saddlebred Horse Capital of the World as well as the Hackney Pony Capital of the World. The market value of these animals is \$2,083,000 per the Ag Census. Their contribution to tourism is not reflected in the Ag Census.

Corn and soybean sales were the largest revenue maker for Shelby County in the 2012 Ag Census. The sales of cattle were the number 2 revenue maker with tobacco sales at number 3. The value of corn and soybeans sold were 2.6 times that of tobacco.

**Table 5.13**  
**Shelby County, KY Agricultural Production**  
**2012**

<b>Crops</b>	<b>Acres Harvested</b>	<b>Rank in State</b>
Forage-land (hay, haylage, grass silage, greenchop)	38,007	8
Soybeans for beans	27,124	20
Corn for grain	25,877	22
Tobacco	3,370	2
Wheat for grain, all	3,267	27
<b>Livestock</b>	<b>Number</b>	<b>Rank in State</b>
All Cattle & Calves	32,737	28
Layers	6,057	28
Horses & ponies	4,694	4
Sheep & lambs	1,134	12
Goats, all	724	23
<b>Cash Receipts</b>	<b>Dollars (\$1,000)</b>	<b>Rank in State</b>
Crops	54,844	12
Livestock, poultry, etc.	21,960	42
<b>Total</b>	<b>76,804</b>	<b>20</b>

Source: USDA, National Agricultural Statistics Service

## **TOURISM**

Shelby County has several key attractions for tourism. Like every county in Kentucky, tourism plays an important role in the local economy. Shelby County and the two cities that comprise the County have several events that bring in tourists. Shelbyville offers the annual Shelbyville Horse Show as well as the summer Street Party Concerts in downtown, Jephtha Creed Distillery, and other various events. Horse Farm Tours of the American Saddlebred Farms, Wakefield-Scearce Galleries, and the abundance of antique shops are a large part of tourism in Shelby County. Shelby County has various recreation areas from Guist Creek Lake, Lake Shelby, the Clear Creek Park Family Activity Center, Shelby Trails, and Red Orchard Park to name a few. The Outlet Shoppes of the Bluegrass in Simpsonville attracts a large number of visitors to the County. In the future Bulleit Bourbon Distillery is anticipated to be a big tourist destination with their proposed visitor center and being a stop on the Kentucky Bourbon Trail.

## **EDUCATION LEVELS**

The educational level of an area’s population must be considered when analyzing the ability of those in the local workforce to obtain and sustain meaningful and well-paying employment in the future. In today’s economy the fastest growing professional occupations require at least a bachelor’s degree and are concentrated heavily on professional specialty groups or technology oriented. The following table, Table 5.14, compares the educational level of the U.S., Kentucky, Shelby County, and the cities of Shelbyville and Simpsonville.

At the time of the 2015 Census, 86.2% of Shelby County’s population 25 years and over were high school graduates or higher. This compares to 84.2% for Kentucky and 86.7% for the United States overall. In 2015, 23.8% of Shelby County’s population 25 years and older had a Bachelor’s degree or higher. Again, these educational levels are higher than the State of Kentucky (22.3%), but lower than the U.S. (29.8%).

**Table 5.14**  
**Education Level**  
**2010 & 2015**

	<b>2010 High School Graduates %</b>	<b>2015 High School Graduates %</b>	<b>2010 Bachelor’s Degree or Above %</b>	<b>2015 Bachelor’s Degree or Above %</b>
Shelbyville	77.1	81.8	23.3	17.8
Simpsonville	88.2	92.6	33.3	33.6
Shelby County	83.1	86.2	23.2	23.8
Kentucky	81.0	84.2	20.3	22.3
USA	85.0	86.7	27.9	29.8

Source: U.S. Census Bureau

## MONETARY INCOME

There are two methods of determining per capita income. The first is on the basis of monetary income alone. This is the method used by the U.S. Census Bureau. Total monetary income includes wages and salaries, net farm and non-farm self-employment, interest dividends, net rental income, social security and all other regularly received income such as pensions, unemployment compensation and alimony. Receipts not counted include various “lump sum” payments such as capital gains and inheritance. The total represents the amount of income received before deductions. Table 5.15 shows the per capita and median household incomes for Kentucky, Shelby County, and the cities of Shelbyville and Simpsonville according to the U.S. Census Bureau based on monetary income.

**Table 5.15**  
**Census Income Data**  
**2010 & 2015**

	<b>PER CAPITA INCOME</b>		
	<b>2010</b>	<b>2015</b>	<b>% Change</b>
Shelbyville	\$23,962	\$20,397	-14.88%
Simpsonville	\$23,833	\$26,967	11.6%
Shelby County	\$27,593	\$27,631	0.14%
Kentucky	\$22,515	\$24,063	6.4%
	<b>MEDIAN HOUSEHOLD INCOME</b>		
	<b>2010</b>	<b>2015</b>	<b>% Change</b>
Shelbyville	\$46,186	\$45,398	-1.7%
Simpsonville	\$54,167	\$62,708	13.6%
Shelby County	\$55,296	\$60,324	8.3%
Kentucky	\$41,576	\$43,740	4.9%

Source: U.S. Census Bureau

## PERSONAL INCOME

The second method of calculating per capita income is more inclusive and is termed personal per capita income. Personal per capita income includes income received from all sources such as wages and salaries, other labor income (employer contributions to private pension funds, jury and witness fee, etc.) proprietor’s income, rental income, dividend and interest earnings by individuals and transfer payments not for services rendered (such as

food stamps and welfare payments). Personal contributions for social security are deducted. Table 5.16 shows that the personal per capita income for Shelby County has increased at a slower rate than the state overall between 2000 and 2005.

**Table 5.16**  
**Personal Per Capita Income**  
**2000, 2007 & 2008**

	PER CAPITA INCOME			
	2000	2007	2008	% Change 2000 - 2008
Shelby County	\$28,616	\$31,320	\$30,578	6.4%
Kentucky	\$24,413	\$30,824	\$31,826	23.3%

Source: KY Cabinet for Economic Development 2009 Deskbook of Economic Statistics

## POVERTY RATE

The poverty rate is considered to be the minimum level of monetary income adequate for families of different sizes in consideration of American consumption patterns. These levels are determined by comparing individual family income with annual income thresholds. The income thresholds are adjusted annually. The poverty rate is the percentage of individuals or families with incomes below the poverty level. Table 5.17 shows the percentage of persons, children, and seniors in poverty for the US, Kentucky, Shelby County, and the cities of Shelbyville and Simpsonville for all persons, those aged 17 and under, and seniors aged 65 or older.

**Table 5.17**  
**Poverty Rates for Persons, Children & Seniors**  
**2012 & 2015**

	PERSONS IN POVERTY			
	2012		2015	
	Number	Rate	Number	Rate
Shelbyville	2,684	19.5%	2,346	16%
Simpsonville	290	13.7%	341	13%
Shelby County	5,073	12.4%	5,566	13%
Kentucky	781,785	18.6%	805,841	18.9%
USA	44,852,527	14.9%	47,749,043	15.5%
	RELATED CHILDREN IN POVERTY			
	2012		2015	
	Number	Rate	Number	Rate
Shelbyville	1,001	25.9%	846	20.1%
Simpsonville	124	17.8%	169	21.8%
Shelby County	1,602	15.7%	1,750	16.6%
Kentucky	251,793	25.3%	254,088	25.7%
USA	14,882,336	20.5%	15,456,370	21.4%
	SENIORS (65+) IN POVERTY			
	2012		2015	
	Number	Rate	Number	Rate
Shelbyville	140	9.6%	188	11.5%
Simpsonville	17	17%	5	2.4%
Shelby County	285	5.7%	448	7.8%
Kentucky	68,375	12.2%	70,574	11.6%
USA	3,702,237	9.4%	4,058,359	9.4%

Source: U.S. Census Bureau

Poverty rates decreased for the cities of Shelbyville and Simpsonville, but increased for Shelby County, Kentucky and the United States for “persons in poverty” from 2012 to 2015. Shelbyville is the only jurisdiction that saw a

decrease (5.8%) in the rate of impoverished children during this same time period. The greatest increase in children in poverty was Simpsonville at 4%. The poverty rates for individuals 65 and older also decreased markedly during this period for Simpsonville at 14.6% or 12 persons. The only other jurisdiction that saw a rate decrease was Kentucky at 0.6%. The greatest increase was Shelby County at 2.2% or 163 persons.

## **LOCAL COMMUNITY ECONOMIC DEVELOPMENT ACTIVITIES**

A component to the overall economic condition of an area or region is the extent to which the community engages in economic development activities in order to promote the area and maintain a diversified economy. The following organizations are dedicated to assisting Shelby County in local economic development activities.

### **Shelby County Industrial & Development Foundation**

The Shelby County Industrial & Development Foundation works towards recruiting new industries to Shelby County. While it is better if existing businesses expand to create new jobs, it is still important to attract new businesses and industries. This allows the economy to grow and support expanding populations. The Industrial Foundation attempts to accommodate the needs of small industries and distributors and to support new industrial developments.

Currently four industrial sites in Shelby County are maintained in the Kentucky Cabinet for Economic Development's Database for new industries that are shovel ready. The Cabinet lists sites for manufacturing or warehouse/distribution if certain criteria for listing are met. Hi-Point Industrial Park (26 acres) and Midland Trail Industrial Park (43 acres) are located in the city limits of Shelbyville and are 2.8 miles and 2.2 miles north of Interstate 64. Windhurst Commerce Park (56 acres) is located in Shelby County and is 0.2 miles from Interstate 64. Kingbrook Commerce Park (30 acres) is located in the city limits of Simpsonville and is 0.34 miles from Interstate 64.

The Cabinet also lists sites that are not shovel ready, but have the potential for industrial development. In Shelby County there are four sites, Norfolk Southern Site, Shelbyville Site 211-010, Shelbyville – Gordon Lane and Old Seven Mile Pike – Secondary. The Norfolk Southern Site (400 acres) is located west of the Windhurst Commerce Park in Shelby County and is 2.1 miles from Interstate 64. The Shelbyville Site 211-010 (303 acres) is located in Shelby County and is 0.6 miles from Interstate 64. The Shelbyville – Gordon Lane Site (150 acres) is located in Shelby County and is 1.3 miles from Interstate 64. The Old Seven Mile Pike – Secondary (125 acres) is located in Shelby County and is 1.3 miles from Interstate 64.

The Cabinet lists industrial buildings, which are heavily constructed, free standing buildings suitable for manufacturing or warehouse/distribution in the primary listing. Certain criteria must be met to be included in the listing. Currently one industrial building is available for new industries in Shelby County according to the Kentucky Cabinet for Economic Development's Database. The Lusk building consists of 202,500 square feet on 25.7 acres and is located 1.4 miles from Interstate 64 in Shelby County off Isaac Shelby Drive.

The best industrial sites require large parcels of land that are not too steep or have other environmental restrictions. They are near transportation facilities including major highways, airports, rail and river ports. Utilities are available including public sewer service. The sites should not have a negative impact on other land uses especially residential areas. As sites meeting all of these requirements are difficult to locate, it is important to determine the best sites in the community for industrial use first when preparing future land use maps. These sites should be protected from other types of development in order to insure available land for industrial growth. In addition the need for future industrial sites, the greatest local economic development need is for a skilled work force including engineers and those with technical training.



### **Shelby County Chamber of Commerce**

The Shelby County Chamber of Commerce was formed in 1926 by a group of business and professional people to find ways to advance and enhance Shelby County. Since that time the Chamber has been working to improve the economic well-being of Shelby County by coordinating ideas, energy, and financial resources to accomplish collectively what no one could accomplish individually.

### **Shelbyville/Shelby County Visitors Bureau**

The Shelbyville/Shelby County Visitors Bureau promotes tourism in Shelby County.

### **Shelby Main Street**

Founded in 1984, the Shelby Main Street is a nonprofit organization that is dedicated to the preservation and enhancement of the central business district of downtown Shelbyville. A long-term member of the Kentucky Main Street Program, Shelby Main Streets mission is *“Promoting the responsible development and retention of our downtown communities.”* They concentrate their efforts on business development, planning, promotion, historic preservation and economic restructuring.

## **INTRODUCTION**

The physical geography of an area affects the amount, type, and direction of development. Natural factors such as climate, topography, geology, hydrology and soils are important because they influence the costs of construction and are determining factors in assessing an area’s suitability for a given type of development or use. The purpose of this comprehensive plan element is the identification of environmental resources and the assessment of developmental impacts on these resources.

Rapid growth and development can have dramatic and long-term adverse effects on the physical and social environment. As Shelby County continues to grow, many environmental issues will continue to arise. Issues such as water quality, air quality, noise and light pollution, increased storm water runoff, and decreased open space can combine to affect the overall quality of life for residents. The depletion of natural features such as wooded hillsides, scenic valleys, rivers, creeks, and open fields will become increasingly important as residents realize that these elements contribute to the unique character of an area and are unrecoverable once a parcel of land is developed. In addition, these types of amenities also provide less visible qualities, such as cleaner air, recreational areas and wildlife habitat, all of which are equally important to the community.

## **LOCATION**

Shelby County, located in north-central Kentucky in the Outer Bluegrass Physiographic region, has an area of 384 square miles and is ranked 38<sup>th</sup> out of 120 counties in terms of land area. The City of Shelbyville is the county seat and is located on U.S. 60.

## **CLIMATE**

Shelby County typically has hot summers and moderately cold winters. July and August are the warmest months of the year with mean temperatures of 75.3 and 73.6 degrees, respectively, in Shelbyville. The mean daily maximum temperature in the summer is about 88.3 degrees. In contrast, the mean temperature in January, the coldest month is 30.4 degrees. The mean daily minimum temperature in January is 19.7 degrees.

Annual precipitation in Shelbyville varies from about 35-55 inches, with a mean of 47.33. Although precipitation is moderate throughout the year, there is a distinct “rainy” season from March to July. Thunderstorms occur on about 45 days a year, usually in summer.

On the average, Shelbyville receives about 11.6 inches of snowfall a year. Snowfalls are generally light, and the snow cover usually lasts only a few days. At least one inch of snow is on the ground about nine days a year.

The average relative humidity is about 80 percent at dawn and 60 percent in mid-afternoon. The sun

**Table 6.1 – Climatological Data for Shelbyville, KY  
1981-2010**

Month	Mean Temperature (Degrees)	Mean Precipitation (Inches)	Mean Snowfall (Inches)
Annual	53.6	47.33	11.6
January	30.4	3.58	3.9
February	34.5	3.65	4.0
March	42.9	4.49	1.3
April	52.8	4.10	0.1
May	62.6	5.66	0.0
June	71.3	4.22	0.0
July	75.3	4.28	0.0
August	73.6	3.08	0.0
September	65.9	3.12	0.0
October	54.5	3.28	0.0
November	44.2	3.60	0.2
December	33.9	4.27	2.1

Source: Western Kentucky University, Kentucky Climate Center

shines about 70 percent of the day in summer and 40 percent in winter. The prevailing wind is from the southwest. Average wind speed is highest at 10 miles per hour in the winter.

## **GEOLOGY**

An area's geology is important to planning efforts primarily because the geological characteristics affect the efficiency of septic systems. In addition, bedrock types and depths affect the construction costs of sewage facilities. Geological characteristics also have a bearing on the availability of ground water since the permeability and porosity of subsurface materials influence groundwater supplies.

Figure 6.1 is a Generalized Geologic Map of Kentucky. Figure 6.2 is a Generalized Geologic Map for Land-Use Planning: Shelby County, Kentucky prepared by the Kentucky Geological Survey. About 98 percent of Shelby County is underlain by the Ordovician geologic system. The bedrock in this system consists of interbedded limestone, shale and siltstone. Lowell and Shelbyville soils formed in parent material derived from these rocks. The lower part of the Ordovician is dominated by shale, which formed a more completely dissected landscape. Eden soils developed on this landscape.

A small area in the western most tip of Shelby County is underlain by the Silurian geologic system. The bedrock in this system consists of dolomite, shale and limestone. The parent material of Beasley soils and part of the parent material of Grider soils were derived from these rocks.

Solution caverns are common in both systems, except in the lower part of the Ordovician system. A thin loess mantle lies on the broader ridges.

The most unique geological feature in Shelby County is Jephtha Knob, located between I-64 and U.S. 60 near Clay Village. Jephtha Knob rises 200 to 300 feet above the surrounding uplands. It is the highest elevation in Shelby County, 1,163 feet above sea level. This uplifted area has many faults and folds and is believed to have been formed by crypto-volcanic or meteoric impact.

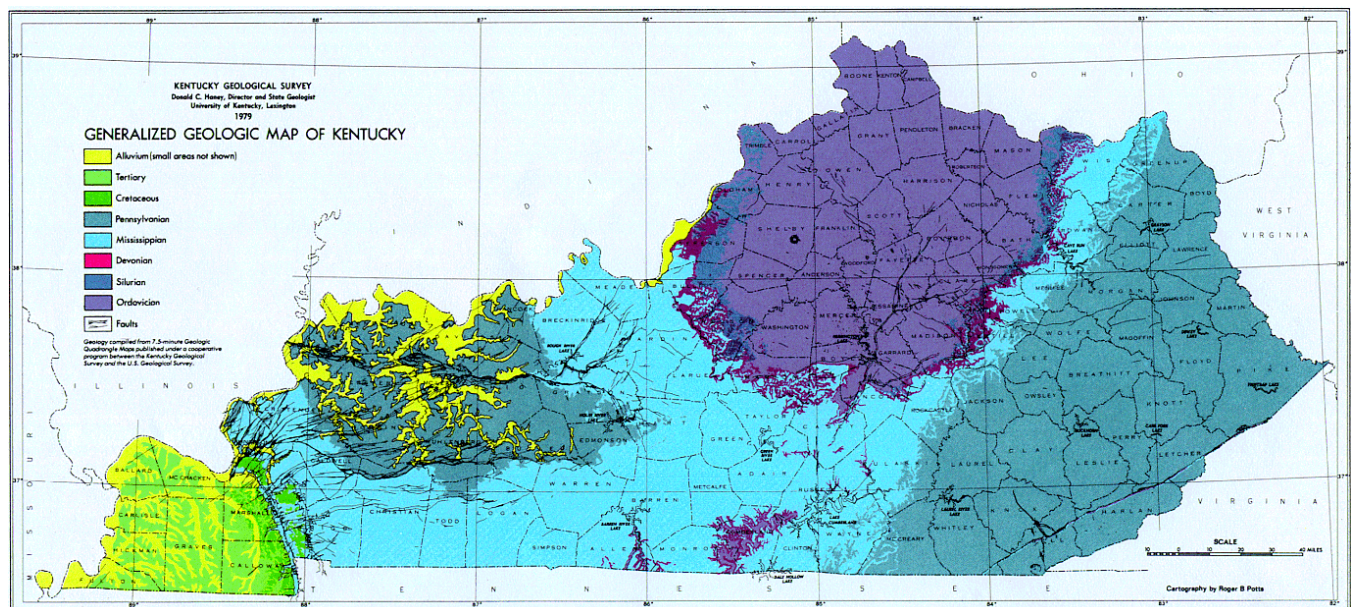


Figure 6.1  
Source: Kentucky Geological Survey



## PHYSIOGRAPHY

The Physiographic Regions of Kentucky are shown in Figure 6.3. There are five Physiographic Regions in Kentucky and Shelby County is located in the Bluegrass Region (Figure 6.4).

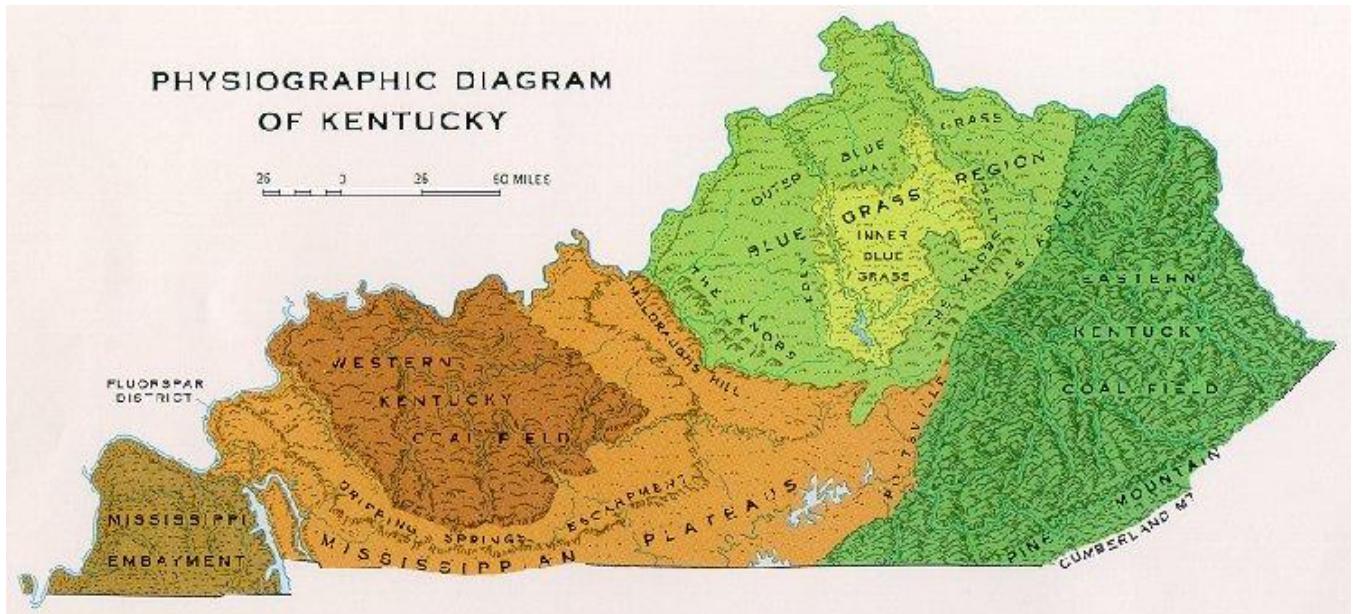


Figure 6.3  
Source: Kentucky Geological Survey

### The Bluegrass Region

The Bluegrass Region is a gently rolling lowland underlain by limestone and shale formed up to 450-500 million years ago. The region, about 8,000 square miles, covers approximately one-fifth of the state includes three distinct subregions: the Inner Bluegrass, centering around Lexington; the Outer Bluegrass, which lies adjacent to the Knobs; and Hills of the Bluegrass (Eden Shale), which separates the two. Soils of the Inner and Outer Bluegrass are rich while those of the Hills of the Bluegrass are less fertile. The Bluegrass Region is drained by the Kentucky, Licking, and Salt rivers, which empty into the Ohio River. Caves and sinking springs are found throughout the region. Areas of glacial outwash deposits from at least two glacial advances are found in extreme northern Kentucky.

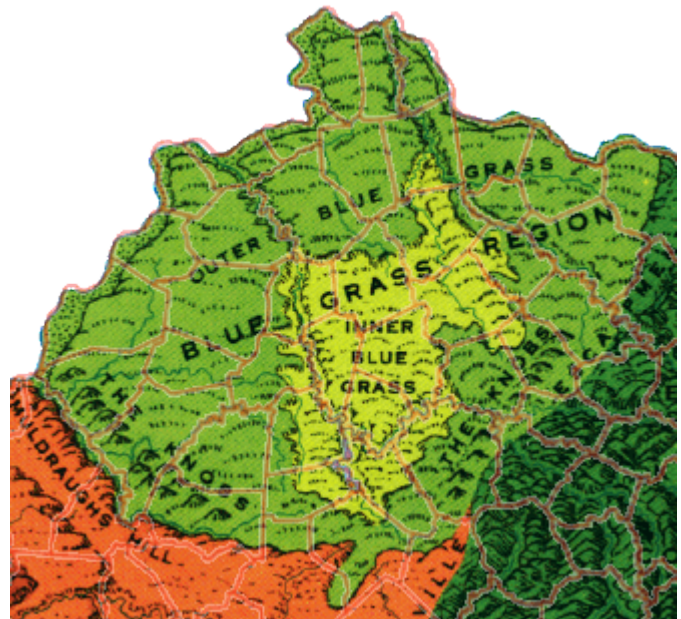


Figure 6.4  
Source: Kentucky Geological Survey

The Bluegrass Region is known for its rich deposits of limestone. The limestone contains phosphate materials which are natural fertilizers and are believed to be part of the reason the world's finest horses are raised in this area.

This section of the state was the most quickly settled when Europeans first came to Kentucky and now is home to half of the state's total population. The capital city of Frankfort, the city of Lexington, the urban area of northern Kentucky, and most of the city of Louisville are located in the region. Kentucky's oldest exposed

surface layers of earth can be seen in this region at the Kentucky River Palisades.

Figure 6.5 shows Shelby County lies in two subregions: the Outer Bluegrass in west and central Shelby County and the Hills of the Bluegrass in east and southeast Shelby County.

The Outer Bluegrass is characterized by rolling, undulating hills with moderate slopes. The broader ridges are in the central and north-central parts of

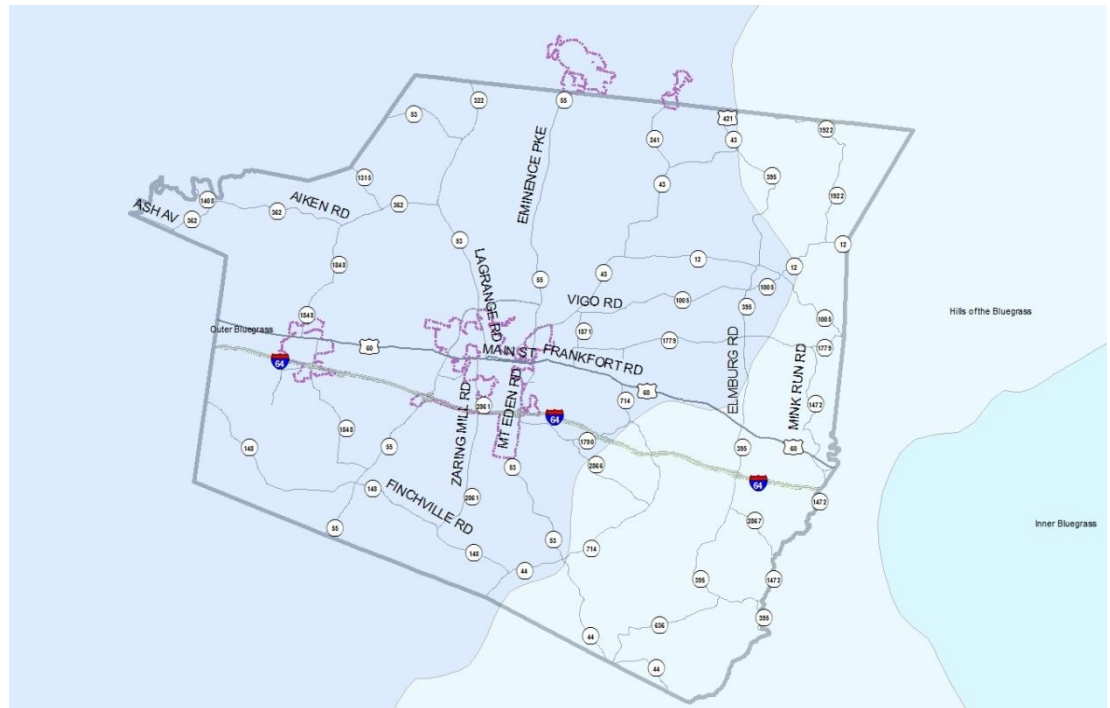


Figure 6.5  
Source: Kentucky Geological Survey

The Outer Bluegrass has medium to rapid surface runoff and medium internal drainage. In contrast, the Hills of the Bluegrass are characterized by rugged, hilly terrain with winding ridges and valleys, steep slopes and few level areas. These areas have very rapid surface runoff and slow internal drainage.

Shelby County is dissected by a dendritic stream pattern. Since most of Shelby County lies in the Salt River Basin, most major creeks flow south into Spencer County. A small area in the northeastern part of the County drains to the north.

## SOILS

Detailed soil information and soil maps can be found in the Soil Survey of Shelby County, Kentucky published by the U.S. Department of Agriculture, Natural Resource Conservation Service. The general soil map found in the Soil Survey shows that there are five major soil associations in Shelby County as described below and shown in Figure 6.6.

Soil associations are generalized groupings of similar soils with common relief and drainage patterns. While specific soil information must be consulted to determine the suitability of a particular site for various land uses, the associations can provide information for general planning purposes. The following paragraphs summarize the five associations found with the Soil Survey of Shelby County, Kentucky.

### *BEASLEY-CRIDER-NICHOLSON*

The Beasley-Crider-Nicholson soil association is found in the extremely western part of Shelby County. Found on ridges and side slopes, these soils are deep, well drained to moderately well drained, gently sloping to

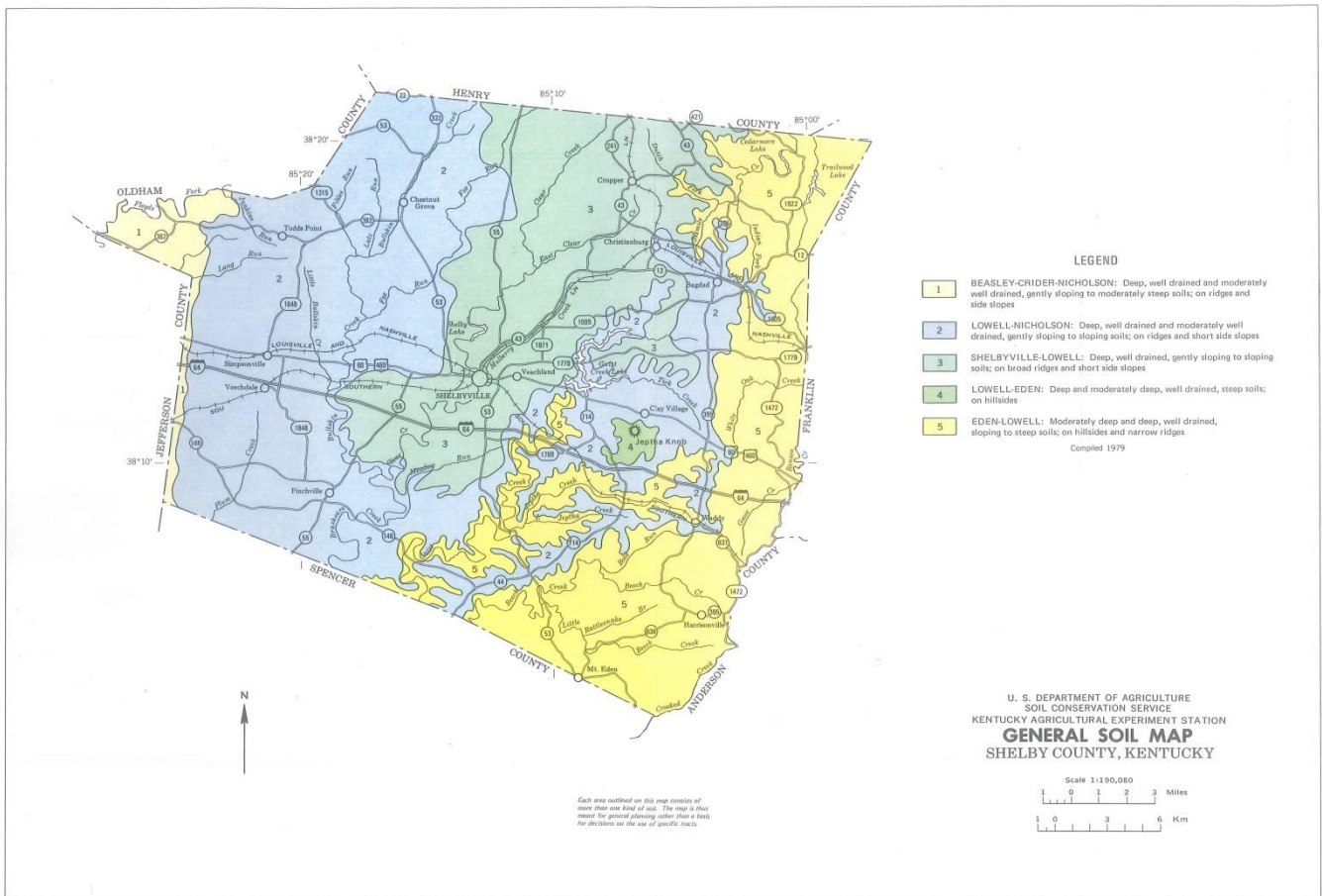


Figure 6.6

Source: U.S. Department of Agriculture Soil Conservation Service

moderately steep soils. Covering about 2 percent of Shelby County, this soil association is suitable for farming with the ridges being suited to cultivated crops and the sloping areas better suited to pasture and hay. This soil association is also suitable for woodlands and for wildlife habitats and most areas are suitable to urban uses. The well drained soils on ridges are well suited to most urban uses.

### LOWELL-NICHOLSON

The Lowell-Nicholson soil association contains gently sloping to sloping soils found on ridges and short side slopes. These deep, well drained and moderately drained soils have a loamy or clayey subsoil, and the landscape of this unit consists of long, winding, narrow to fairly broad ridgetops and short side slopes throughout the county. It occupies about 46 percent of the land area in Shelby County is suitable for farming. The ridges are suited to cultivated crops, and the sloping areas are better suited to pasture and hay. This soil type is suited for urban areas and well suited for woodlands and wildlife habitats.

### SHELBYVILLE-LOWELL

The Shelbyville-Lowell soil association occupies the smoother areas of the central and north-central parts of the county. This deep, well drained, gently sloping to sloping soils are on broad ridges and short side slopes and occupies about 24 percent of Shelby County. A few areas of this soil association are in woods or brush, but majority of it is cleared for corn, tobacco, soybeans, pasture, and hay. It is well suited for farming, woodlands and wildlife habitats, and most of the unit is suited to urban uses.

### LOWELL-EDEN

The Lowell-Eden soil association is found only in the vicinity of Jephtha Knob, an uplifted area located in central-east part of the county near Clay Village. This area has many faults and folds. The landscape consists of steep hillsides and convex ridgetops with slopes ranging from 20 to 40 percent. These soils are deep and moderately deep, well drained, steep soils on hillsides. This unit occupies less than 1 percent of the county’s land area. Most of the land area is in woods, but some of the smoother slopes are in pasture land. It is poorly suited for farming and urban areas due to the steep slopes and the clayey texture of the soil. It is suitable for growing trees and providing habitat for woodland wildlife.

**EDEN-LOWELL**

The Eden-Lowell soil association is found in the eastern and southeastern parts of the county and occupies about 28 percent of the county. Found on hillsides and narrow ridges, these soils are moderately deep to deep, well drained, and gently sloping to steep soils. The unit occupies about 28 percent of the county with slope ranges from 6 to 30 percent. Most of the unit is in woods or brush, but some areas are pasture. In some areas row crops and hay are grown on the wider ridges. It is poorly suited to farming and most urban uses because of the steep slopes and clayey texture of the soil, but is suited for woodlands and wildlife habitats.

**PRIME FARMLAND**

According to the U.S. Department of Agriculture, Natural Resource Conservation Service (NRCS), prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. Prime farmland can be cropland, pastureland, rangeland, forest land or land other than those used for urban purposes or covered with water. Prime farmland has the soil quality, growing season and moisture supply needed to economically produce sustained high yields of crops when treated and managed according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time. They either do not flood frequently or are protected from flooding. Table 6.2 lists the soils found in Shelby County that are considered to be potential prime farmland soils.

In addition to prime farmland, the Soil Conservation Service has also identified

**Table 6.2 – Prime Farmland in Shelby County**

Symbol	Soil Name	Percent Slope	Acres
BeB	Beasley Silt Loam	2 to 6	660
Bo	Boonesboro Silt Loam	n/a	720
CrB	Crider Silt Loam	2 to 6	1,900
EIA	Elk Silt Loam	0 to 2	670
EIB	Elk Silt Loam	2 to 6	1,780
LoB	Lowell Silt Loam	2 to 6	3,600
Ne	Newark Silt Loam	n/a	700
NhB	Nicholson Silt Loam	2 to 6	24,650
No	Nolin Silt Loam	n/a	8,130
OtB	Otwell Silt Loam	2 to 6	930
ShB	Shelbyville Silt Loam	2 to 6	37,990
WoB	Woolper Silty Clay Loam	2 to 6	240
<b>Total Acres</b>			<b>91,260</b>

Source: U.S. Soil Conservation Service, [Soil Survey of Shelby County, Kentucky](#)

**Table 6.3 – Farmland of Statewide Importance in Shelby County**

Symbol	Soil Name	Percent Slope	Acres
BeC	Beasley Silt Loam	6 to 12	2,120
FaC	Faywood Silt Loam	6 to 12	2,400
LoC	Lowell Silt Loam	6 to 12	82,320
Mc	McGary Silt Loam	n/a	270
NhC	Nicholson Silt Loam	6 to 12	1,080
ShC	Shelbyville Silt Loam	6 to 12	480
<b>Total Acres</b>			<b>87,710</b>

Source: U.S. Soil Conservation Service, [Soil Survey of Shelby County, Kentucky](#)



farmlands of statewide importance. Table 6.3 lists the following soils found in Shelby County may indicate farmland of statewide importance. This is land that is of statewide importance for the production of food, feed, fiber, forage and oilseed crops. Generally, farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high of a yield as prime farmlands when conditions are favorable.

The soils in Shelby County generally have good potential for row crops, which are usually grown on uplands because of the limited acreage on bottomland and terraces. The broader ridges and more level areas are suited for grain production, while deep, well drained soils, such as Shelbyville and Lowell, are preferred for tobacco and alfalfa. The more sloping Lowell, Faywood and Eden soils are commonly used for hay and pasture.

Considering the importance of agriculture to the economy of Shelby County, important farmland, as delineated on Figure 6.7, should be conserved as much as possible.

**SLOPES**

The ground slope can be of prime importance in determining the suitability of a site for certain types of development. Slopes under 1 percent generally do not drain well. On the other hand, steep slopes usually have soils that are shallow to bedrock. They may be subject to severe slippage or soil movement due to gravity or water erosion. It is also very costly to provide public utilities, such as water lines and sewers, to areas with rugged terrain. Finally, steep slopes may pose access problems ordinary loaded vehicles can't sustain. Similarly, emergency vehicles may have difficulty accessing a steep grade when roads are slick or icy.

For these reasons, development is not encouraged on steep slopes; especially those over 20 percent. However, some sites on steep hillsides may be suitable for development depending on the characteristics of the site and measures taken by the developer to control landslides, erosion and flooding of nearby lowlands. Hilly areas may also provide ideal sites for outdoor recreation.

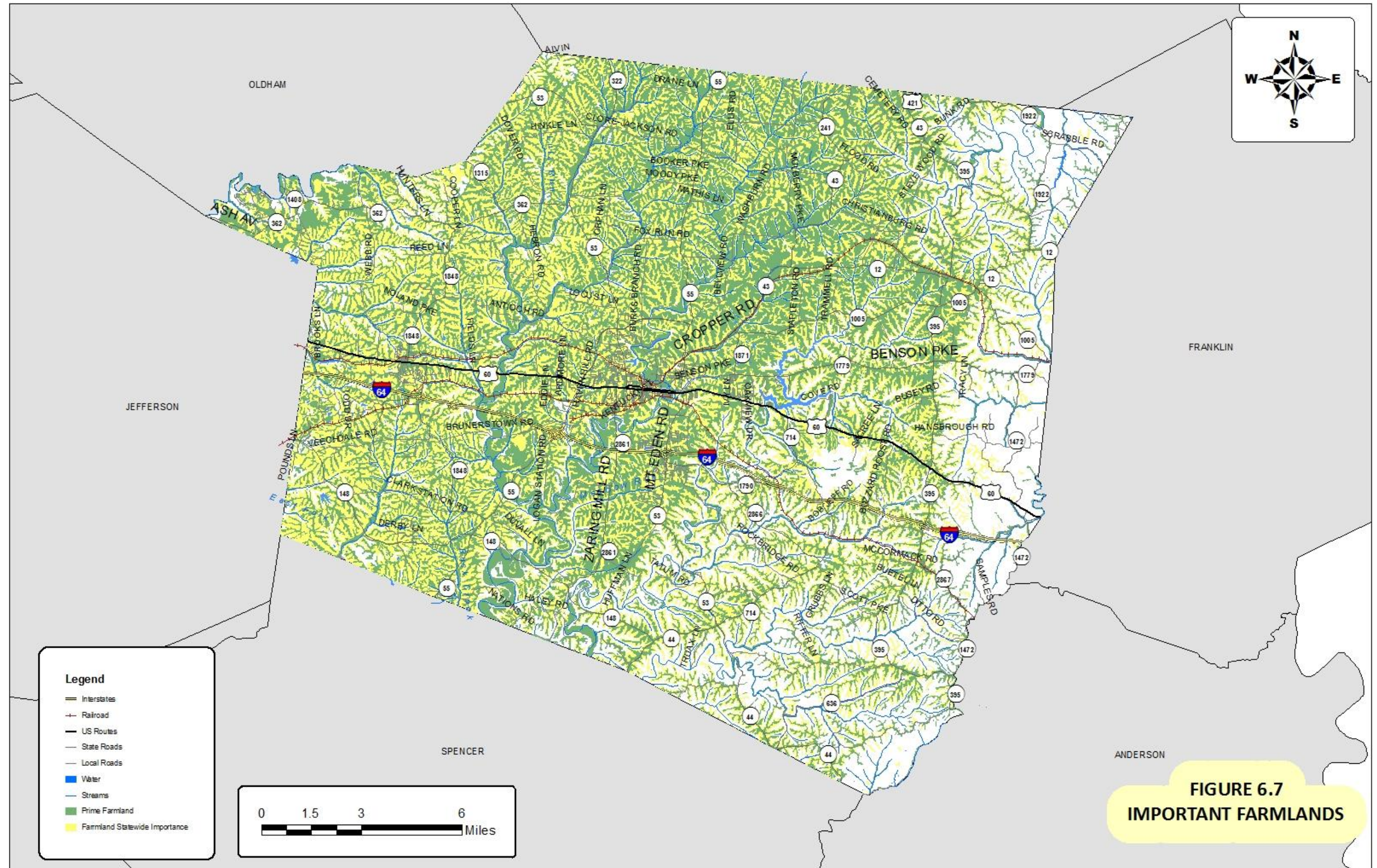
The best building sites are usually on well-drained ridge tops or gently sloping hillsides. These areas do not have the problems associated with steep slopes and generally have fewer problems with surface runoff and internal drainage.

**Table 6.4 – Slope Suitability for Urban Development**

Limitations	Suitability Rating	Residential	Commercial	Industrial
Slight	Optimum	0 to 6%	0-6%	0-2%
Moderate	Satisfactory	6-12%	6-12%	2-6%
Severe	Marginal	12-18%	12-18%	6-12%
Very Severe	Unsatisfactory	18%+	18%+	12%+

Source: Kiefer, Ralph W., "Terrain Analysis for Metropolitan Area Planning," Journal

Residential development can take place on small, scattered sites utilizing land that industrial development must forego. The suitability of different degrees of slope for development is shown in Table 6.4. Commercial and industrial development should be restricted on slopes steeper than 12 percent. Developers of residential property on such slopes should be required to prove that the construction techniques used can overcome a site's limitations. In certain instances, the planning commission should consider requiring the submittal of geotechnical reports prior to approving a site plan or subdivision plat.



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## WATER QUALITY

The water in rivers, creeks, lakes and circulating ground water in Shelby County, together with the water in the atmosphere, are a hydrologic system that can, in part, be developed and managed to provide maximum benefit to the community. As the urban population of Shelby County increases, a multiplication of water problems can develop. In order to prevent unnecessary problems, the public officials Shelby County need to be concerned with protecting existing water supplies in the streams and in the ground from pollution, and also making sure adequate water supplies exist.

### Groundwater

Ground water is an important subsurface feature of the land. The depth of the water table is of particular significance. The water table is the underground surface below which all area between soil grains is filled with water. A high water table can lead to flooded basements, flooded utilities, unstable building foundations, and difficulty in excavation work. The depth of the water table can vary due to the topography of the land. In general, the water table is deepest beneath hills and ridges and shallowest alongside lakes, ponds, streams, and seeps or springs where it intersects the ground surface. Its depth can also fluctuate seasonally or over longer periods. The depth of the seasonal high water table is important in the planning of development of Shelby County. For most soil types, the water table remains below a depth of 72 inches. However, the seasonal high water table is between 18 and 30 inches below the surface of Nicholson soils. These areas are often subject to wetness. This in turn adversely affects the absorption of the effluent from septic tank sewage systems.

There are no areas in Shelby County where wells produce over 500 gallons of water per day. Many areas along flood plains and streambeds produce between 100 and 499 gallons per day. Most wells in the remainder of the County produce less than 100 gallons of water per day.

### Regulated Dams

There are 33 dams (Table 6.5) in Shelby County regulated by The Department of Environmental Protection, Kentucky Division of Water, Water

Infrastructure Branch, Dam Safety & Floodplain Compliance Section. Twenty-eight of the dams are classified with a hazard class of “A” or “low hazard”, two are classified with a hazard class of “B” or “moderate hazard” and three have a “high hazard” or “C” classification.

**Table 6.5 – Regulated Dams in Shelby County**

Dam ID	Name	Hazard Class
40	Guist Creek Lake Dam	C
50	Cedarmore Lake Dam	A
87	Shelby Lake Dam	B
104	Mary Ross Lake Dam	A
124	Plum Creek FRS No 1	A
125	Plum Creek FRS No 4	A
126	Plum Creek FRS No 11	A
266	Simpsonville Dam	B
315	Trailwood Lake Dam	A
329	Plum Creek FRS No 2	A
330	Plum Creek FRS No 3	A
331	Plum Creek FRS No 7	A
376	Cedarmore Reservoir	A
377	Hallenburg & Associates Lake	A
427	Gallrein Lake Dam	A
639	Wilson Wyatt Dam	A
712	William Proctor Dam	A
734	Lake US 60	A
735	Newton Lake Dam	A
780	Huber Dam	A
783	Jim Saylor Dam	A
794	Chenoweth Farm Lake Dam	A
795	Bohn Farms Lake Dam	A
846	Maguire Brothers Dam	C
893	Condon Lake Dam	A
899	GK Eisonback Lake Dam	A
903	Hayden Lake Dam	A
1038	Norrenbrock Farm Lake	A
1085	Leonhardt Dam	A
1092	Lewis Dam	A
1104	Benningfield Farm	A
1145	Long Run Farm	A
1172	Hillerich Dam	C

## Stormwater Management

The Federal Water Pollution Control Act Amendments were enacted in 1972. This set of laws and additional amendments is known as the Clean Water Act. The Act gave the Environmental Protection Agency (EPA) authority to establish programs designed to clean U.S. waters and maintain water quality. The EPA delegates its authority to manage and regulate programs to the states. Stormwater Phase II is the latest component of the Clean Water Act. Stormwater Phase II regulations address stormwater discharges from small municipal separate storm sewer systems (MS4) and construction sites that disturb at least one acre.

Stormwater is any precipitation that collects in a natural or constructed storage or transport system following a storm event. For example, during construction of a new building or neighborhood, sites are often cleared and the soil is firmly compacted, which prevents rainfall or snowfall from soaking into the soil. As a result, the rainfall streams along the surface of the ground. This is stormwater runoff. After construction activities, impervious areas such as roads, roof tops, parking areas, and sidewalks prevent infiltration of moisture from rain and snowfall, thus increasing natural stormwater runoff. This runoff can be too much for the existing natural drainage systems to handle. As a result, natural drainage systems are often altered to rapidly collect runoff and convey it away (using curb and gutter, enclosed storm sewers, and lined channels). The stormwater runoff is then discharged to downstream waters such as streams, reservoirs, and lakes.

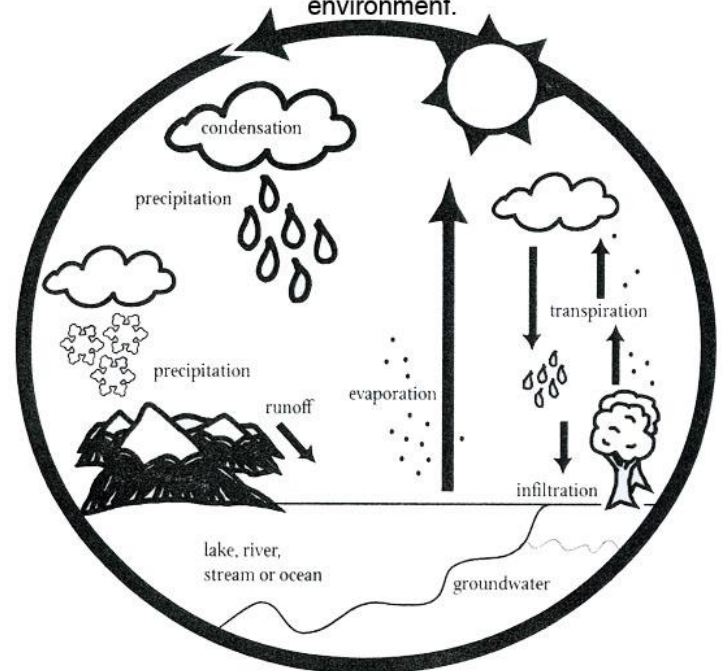
### NPDES Phase II

Based on total population and population density, Shelbyville was designated as being required to comply with the National Pollution Discharge Elimination System (NPDES) Phase II Storm Water Management Program. Therefore, the City of Shelbyville, a storm water management entity, was required to design a local program to reduce the discharge of pollutants, protect water quality, and satisfy the appropriate water quality requirements of the Clean Water Act for the entire city limits of Shelbyville. Shelby County Fiscal Courts MS4 permit is pending and will only be required for the northwest corner of the county in the Persimmon Ridge area. A local program must have: a comprehensive plan for regulating storm water discharges within their watershed; educate and involve the public in its administration; and produce evidence that storm water discharges are meeting the standards of the Clean Water Act. A local storm water management entity is provided a five-year cycle to develop, implement, and refine its program. The City of Shelbyville was required to apply with the Kentucky Division of Water for a Municipal Separate Storm Water Sewer System (MS4) Permit. The five-year permit was granted to the City of Shelbyville in March 2003. Under this permit the City of Shelbyville is mandated to improve water quality from their storm system or MS4.

The permit requires the stormwater management entity to address six areas, or control measures. The six control measures are:

## The Water Cycle

The water cycle is Nature's way of recycling water in our environment.



- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction Site Stormwater Runoff Control
- Post-Construction Stormwater Management, and Pollution Prevention
- Good Housekeeping for Municipal Operations

Several tasks and activities have been identified within each control measure. The ultimate goal of each control measure is to reduce the impact stormwater has on our local receiving streams.

## **FLOODPLAINS**

Floodplains are low lying areas that are susceptible to flooding. Shelby County has areas that have been officially designated by the Federal Emergency Management Agency (FEMA) as flood hazard areas. The Flood Insurance Rate Maps (FIRMs) have been in effect for Shelby County (FIRM#210209) since October 18, 1974 with an initial FIRM date of September 1, 2001. The Flood Insurance Rate Maps (FIRMs) have been in effect for the City of Shelbyville (FIRM#210376) and the City of Simpsonville (FIRM#210431) since 2009.

As part of FEMA's map modernization program, updated FIRM's for all jurisdictions became effective September 2, 2009. Figures 6.8 and 6.9 shows the location of flood hazard areas in Shelby County and the cities of Shelbyville and Simpsonville. This information was established from FEMA Digital Q3 Flood Data and shows the existing Flood Insurance Rate Map (FIRM) thematic overlay of flood risk.

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer-funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally backed flood insurance available in communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. The Federal Emergency Management Agency's (FEMA) Federal Insurance Administration and Mitigation Directorate manage the NFIP. The Federal Insurance Administration manages the insurance component of the NFIP and works closely with FEMA's Mitigation Directorate, which oversees the floodplain management aspect of the program. All of the jurisdictions in Shelby County have adopted ordinances relating to flood damage prevention and participation in the NFIP. Shelby County entered the NFIP program on June 8, 1996 (Court Order Book 1995, Page 127), the City of Shelbyville on May 15, 1997 (Ordinance #97-5-15A), and the City of Simpsonville on August 19, 2009 (Ordinance No. 2009-010).

The most hazardous flood danger conditions in Shelby County are prevalent immediately adjacent to major water bodies and streams. Primary areas of concern are: (1) the major permanent flowing water bodies; (2) areas identified by the Federal Emergency Management Administration (FEMA) as subject to a 100 Year Flood; and (3) other land subject to periodic flooding.

Subdivisions or other higher intensity uses can increase flooding if proper storm water management techniques are not implemented during the planning and development process. Water quality can also be impaired from improper sewage treatment and storm water run-off.

Damaging floods have occurred several times in and the around the Shelbyville area in 1928, 1937, 1943, 1948, 1957, 1961, 1964, 1970 and 1997. The most damaging event was on March 1, 1997. Development in floodplains should be severely limited due to the potential hazards involved. However, floodplains are often well suited for parks and open spaces.

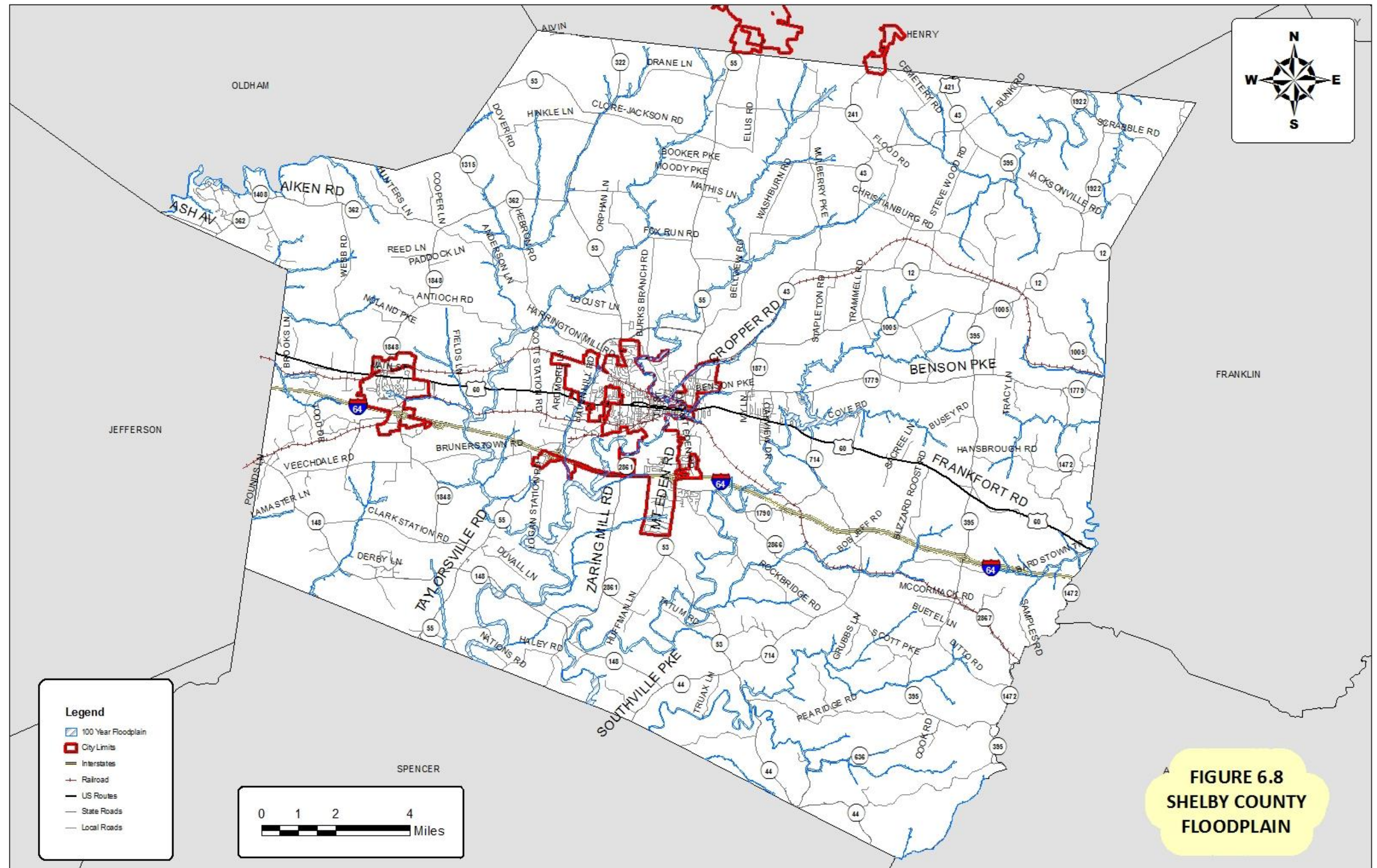
## **WETLANDS**

Wetlands are defined in the Army Corps of Engineer’s regulations [33 CFR, 328.3(b)] as *“areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.”*

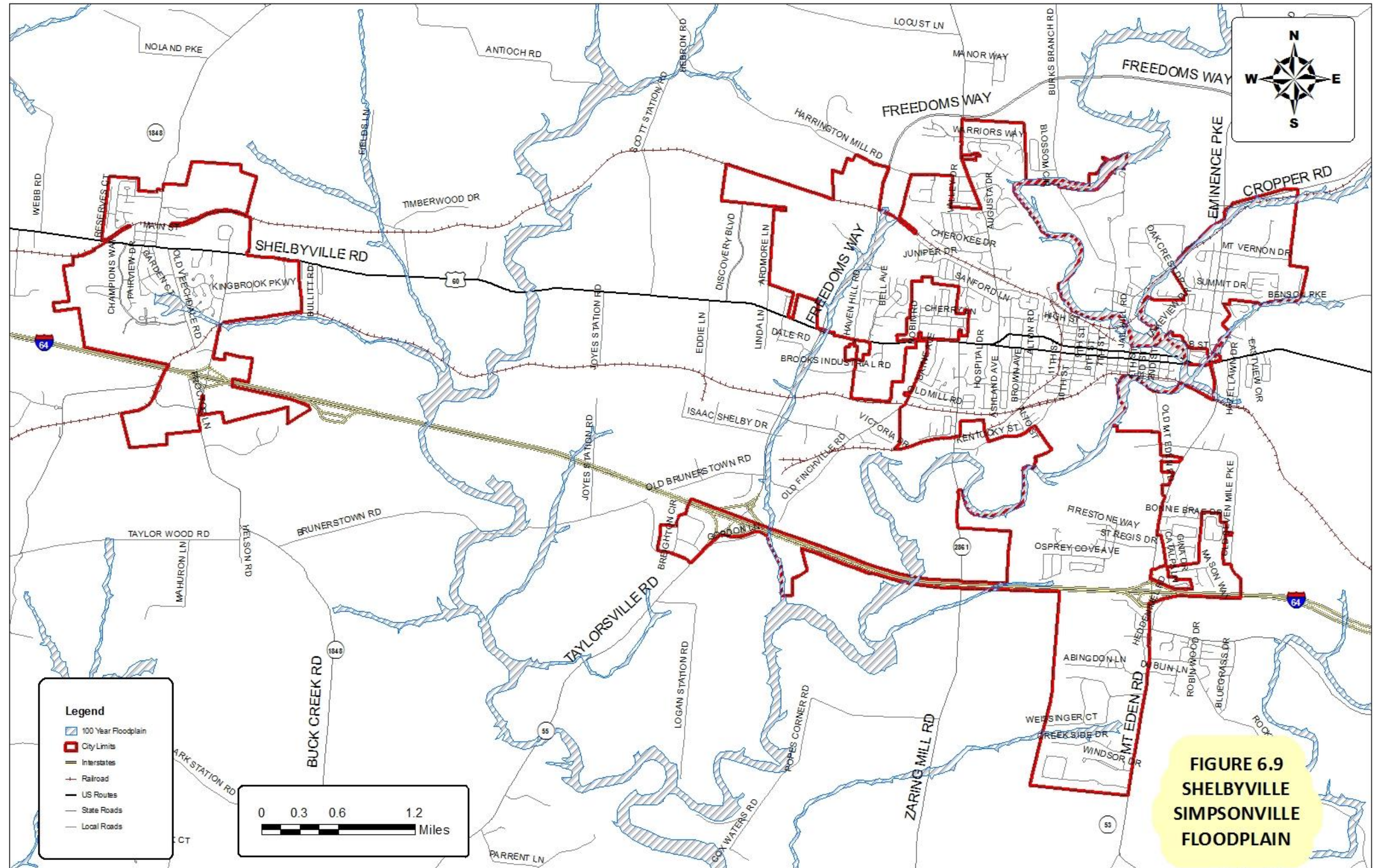
Hydric soils are those soils which are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper part. The presence of hydric soils is an indication that wetlands may exist in an area. Under currently accepted definitions, an area is considered a wetland if it has hydric soils, hydrophytic vegetation (plants that are adapted to growing in wet conditions) and wetlands hydrology. Wetlands as defined by the US Fish and Wildlife Service have been mapped as part of the National Wetland Inventory Program. The Kentucky Environmental and Public Protection Cabinet prepared maps of these wetland areas in Kentucky. Figures 6.10 and 6.11 show the mapped wetlands in Shelby County and the cities of Shelbyville and Simpsonville. Wetland hydrology means that the area is either permanently or periodically inundated or the soil is saturated to the surface at some time during the growing season.

During droughts, wetlands help maintain flow levels for fisheries and drinking water supplies, as well as providing critical habitat for wildlife, filtering out pollutants and helping to sustain watershed health.

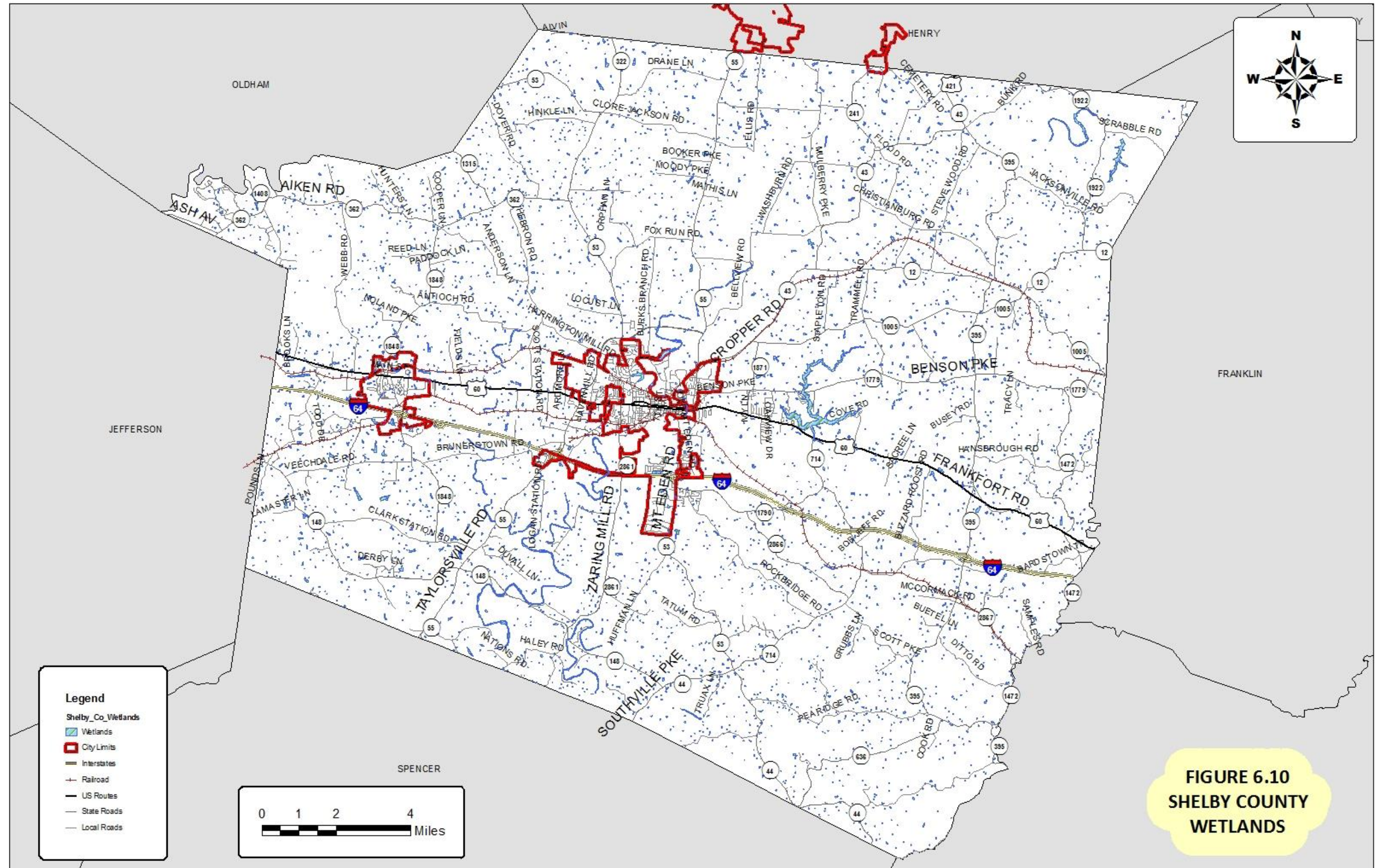
All applicants for federal permits for an activity which may result in the discharge of a pollutant into any regulated wetland must obtain a Section 401 water quality certification from the Kentucky Division of Water and 404 permit from the U.S. Army Corps of Engineers. The state must certify that the materials to be discharged comply with all effluent limitations, water quality standards, and other applicable laws and regulations. Types of discharges included under this requirement are dredged soil, solid waste, garbage rock, and soil but is not limited to those listed. General 404 permits can be issued to allow nationwide, state, or regional blanket authorization in instances where the adverse impacts would be minimal. Under a general permit, individual permits are not required unless the project exceeds the conditions set by the general permit, except in Kentucky where a Section 401 water quality permit is required if the activity involves discharging into an acre or more of wetland.



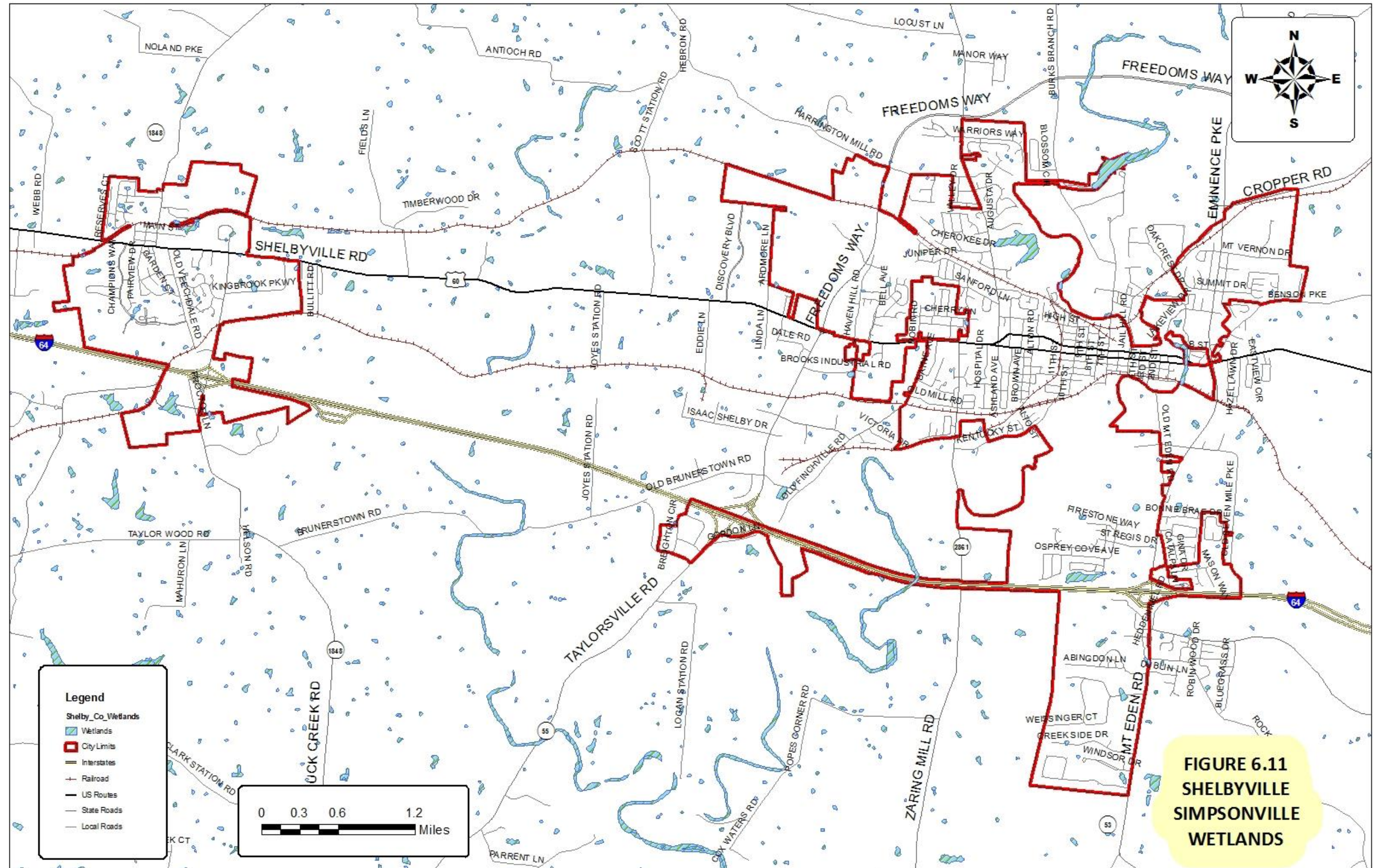




**FIGURE 6.9  
 SHELBYVILLE  
 SIMPSONVILLE  
 FLOODPLAIN**



**FIGURE 6.10  
 SHELBY COUNTY  
 WETLANDS**



## **WATERSHEDS**

Kentuckians enjoy the benefits of an estimated 92,000 miles of rivers and streams. The quality of these waterways varies from severely degraded to clean enough for swimming and fishing or use as a drinking water source. The Kentucky Division of Water maintains a network of ambient water quality stations throughout the state to monitor water quality.

Shelby County is located within the Salt River Basin and the Lower Kentucky Basin. The Salt River Basin has a 2,920 square mile drainage area and is the fifth largest watershed basin in Kentucky. The Lower Kentucky Basin has a 116 square mile drainage area.



Figure 6.12 – Salt River Basin

Shelby County has nine watersheds within its boundaries.

They are Floyds Fork, Bullskin, Plum Creek, Clear Creek, Six Mile, Guist Creek, Breshears Creek, Backbone Creek and Salt River.

## **AIR QUALITY**

Air quality is monitored by the Division of Air Quality Control of the Kentucky Natural Resources and Environmental Protection Cabinet, Department for Environmental Protection. The “Kentucky Ambient Air Quality Report,” which is produced by the Technical Services Branch of the Kentucky Division of Air Quality, is issued annually. The last report issued summarizes statistical results of monitoring conducted during the year 2004 to measure outdoor concentrations of air pollutants in the Commonwealth. The primary source of data for the report is the Air Quality Surveillance Network operated by the Kentucky Division for Air Quality which has operated an air quality monitoring network since July 1967. The 2013 network included 39 monitoring stations in 27 counties (this total includes monitors operated by the Louisville Metro Air Pollution Control District and the National Parks Service at Mammoth Cave). The monitoring station locations are selected with U.S. Environmental Protection Agency guidance and, in general, are placed in densely populated areas or near sources of pollution. Each year the sites are reviewed to ensure that adequate coverage is being provided and regulatory requirements are met. Overall, the division monitors compliance of five criteria pollutants including carbon monoxide, sulfur oxides, nitrogen dioxide, ozone, and particulate matter. In 2013, all Kentucky counties were in attainment for carbon monoxide, particulate matter, and nitrogen dioxide.

Shelby County is located within the North Central Kentucky Intrastate Air Quality Control Region which includes the 14 counties of Breckinridge, Bullitt, Grayson, Hardin, Henry, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble, and Washington. In 2014, this area of the Air Quality Surveillance Network had eight monitors as follows:

**LOCATION**

2<sup>nd</sup> & Carpenter Street - Shepherdsville, Bullitt County  
 1601 South Hwy 393 – LaGrange, Oldham County  
 7601 Bardstown Road - Louisville, Jefferson County  
 3621 Southern Avenue - Louisville, Jefferson County  
 7201 Watson Lane - Louisville, Jefferson County  
 2730 Cannons Lane - Louisville, Jefferson County  
 1517 Durrett Lane - Louisville, Jefferson County  
 4201 Algonquin Parkway - Louisville, Jefferson County

**AQS ID**

21-029-0006  
 21-185-0004  
 21-111-0027  
 21-111-0043  
 21-111-0051  
 21-111-0067  
 21-111-0075  
 21-111-1041

There is no air monitoring station located in Shelby County.

The Division of Air Quality has an Air Quality Index (AQI) used for reporting daily air quality for the five major air pollutants regulated by the Clean Air Act: ozone (O3), carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), and particulate matter. An AQI value of 50 represents good air quality with little potential to affect public health while an AQI value over 300 represents hazardous air quality. An AQI value of 100 generally corresponds to the national air quality standard. Therefore, AQI values of 100 are generally satisfactory while values above 100 are considered to be unhealthy at first for certain sensitive groups of people, then for everyone as AQI values get higher. The intervals and the terms describing the air (quality) levels are listed in the graphic below.

Air Quality Index Levels of Health Concern	Numerical Value	Meaning
Good	0-50	Air quality is considered satisfactory, and air pollution poses little or no risk.
Moderate	51-100	Air quality is acceptable; however, for some pollutants there may be a moderate health concern for a very small number of people who are unusually sensitive to air pollution.
Unhealthy for Sensitive Groups	101-150	Members of sensitive groups may experience health effects. The general public is not likely to be affected.
Unhealthy	151-200	Everyone may begin to experience health effects; members of sensitive groups may experience more serious health effects.
Very Unhealthy	201-300	Health alert: everyone may experience more serious health effects.
Hazardous	> 300	Health warnings of emergency conditions. The entire population is more likely to be affected.

**NOISE**

High noise levels can impact the health and safety of residents. Excess noise can cause impacts ranging from the nuisance of interrupting a conversation to causing physical and psychological harm. The primary consideration for noise in terms of new development is community noise level.

According to, “The Noise Guidebook”, issued by the Department of Housing and Urban Development, the main contributors to a community noise problem is transportation noises such as highways, railroads, and airports. These sources are the most pervasive and continuing of the noise sources. The main issues involved in any noise analysis are how much noise a site is exposed to, what types of activities are affected and what design or attenuation measures can be used to keep noise to an acceptable level. Outdoor noise levels are of greatest concern in residential areas especially at night when sleep is disrupted.

The easiest way to mitigate noise is to separate noise sources from noise receptors. This can be accomplished by requiring buffer zones or noise abatement around airports and greater minimum setbacks from railroads, highways and higher intensity commercial and industrial uses. For example, HUD recommends that no occupied building be constructed within 100 feet of a railroad due to the impact of noise and vibration. Noise levels can also be attenuated by noise barriers, site design, and soundproofing buildings. It is recommended that a noise analysis be conducted when noise sensitive uses such as residential development or hospitals are proposed near railroads, airports, or highways with considerable truck traffic. In Shelby County, the major facilities of concern are the Norfolk Southern Railroad, RJ Corman Railroad, I-64, industrial areas, and strip commercial areas. It is recommended that a noise analysis be required for any new residential or other noise sensitive uses within 1,000 feet of the Norfolk Southern Railroad, RJ Corman Railroad, I-64, and any existing industry's.

## **ENDANGERED SPECIES**

The primary concern for the impacts of development on plant and animal life is the effect on rare and endangered species. There are a total of twenty-three species of potential concern listed in Shelby County according to the Kentucky Department of Fish and Wildlife Resources. Of this number, seventeen are birds, one fish, one bat, one weasel, one salamander, and two are fresh water mussels. The species are listed as follows:

**American Coot** (*Fulica americana*) Class: Aves (Bird)

Status: No Federal Status  
State Endangered

**Bald Eagle** (*Haliaeetus leucocephalus*) Class: Aves (Bird)

Status: No Federal Status  
State Threatened

**Barn Owl** (*Tyto alba*) Class: Aves (Bird)

Status: No Federal Status  
State Special Concern

**Blue-winged Teal** (*Anas discors*) Class: Aves (Bird)

Status: No Federal Status  
State Threatened

**Bobolink** (*Dolichonyx oryzivorus*) Class: Aves (Bird)

Status: No Federal Status  
State Special Concern

**Dark-eyed Junco** (*Junco hyemalis*) Class: Aves (Bird)

Status: No Federal Status  
State Special Concern

**Double-crested Cormorant** (*Phalacrocorax auritus*) Class: Aves (Bird)

Status: No Federal Status  
State Threatened

**Gray Myotis** (*Myotis grisescens*) Class: Mammalia (Bat)

Status: Federal Listed Endangered  
State Threatened

**Henslow's Sparrow** (*Ammodramus*) Class: Aves (Bird)

Status: No Federal Status  
State Special Concern

**Lark Sparrow** (*Chondestes grammacus*) Class: Aves (Bird)

Status: No Federal Status  
State Threatened

**Least Weasel** (*Mustela nivalis*) Class: Mammalia (Mammal)

Status: No Federal Status  
State Special Concern

**Long-eared Owl** (*Asio otus*) Class: Aves (Bird)

Status: No Federal Status  
State Endangered

**Northern Shoveler** (*Anas clypeata*) Class: Aves (Bird)

Status: No Federal Status  
State Endangered

**Osprey** (*Pandion haliaetus*) Class: Aves (Bird)

Status: No Federal Status  
State Special Concern

**Pied-billed Grebe** (*Podilymbus podiceps*) Class: Aves (Bird)

Status: No Federal Status  
State Endangered

**Purple Lilliput** (*Toxolasma lividum*) Class: Bivalvia (Mussels)

Status: No Federal Status  
State Endangered

**Salamander Mussel** (*Simpsonias ambigua*) Class: Bivalvia (Mussels)

Status: No Federal Status  
State Threatened

**Savannah Sparrow** (*Passerculus sandwichensis*) Class: Aves (Bird)

Status: No Federal Status  
State Special Concern

**Sharp-shinned Hawk** (*Accipiter striatus*) Class: Aves (Bird)

Status: No Federal Status  
State Special Concern

**Short-eared Owl** (*Asio flammeus*) Class: Aves (Bird)

Status: No Federal Status  
State Endangered

**Spotted Sandpiper** (*Actitis macularius*) Class: Aves (Bird)

Status: No Federal Status  
State Endangered

**Three-toed Amphiuma** (*Amphiuma tridactylum*) Class: Amphibia (Salamander)

Status: No Federal Status  
State Endangered

**Trout-Perch** (*Percopsis omiscomaycus*) Class: Actinopterygii (Fish)

Status: No Federal Status  
State Special Concern

## **HISTORIC RESOURCES**

Shelby County and the cities of Shelbyville and Simpsonville have an abundance of historic resources. These resources document the early beginnings of the area and serve as reminders of the community's heritage and tradition.

The historic preservation movement and restoration activities did not begin in the United States until the early nineteenth century. In the movement's beginning, the primary objective of historic preservation was to establish a national identity for the American culture and was implemented to celebrate the accomplishments and deeds of the country's forefathers. However, at the end of the nineteenth century, the preservation movement began to shift its focus to the historical and architectural merit of the structures themselves. Today, the importance of maintaining historic resources focuses on the great accomplishments of individuals and a community's history as well as architectural style. Both are fundamental to retaining a community's local character and quality of life.

## **ARCHEOLOGICAL AND NATURAL RESOURCES**

In addition to significant architectural resources, Shelby County has natural and archeological resources. Although most damaged or aged architectural structures can be restored, archeological resources cannot be. Most resources of this type are fragile and irreplaceable. Since all are sensitive to the development that occurs around them, it is important to take precautionary measures when considering this type of preservation. Areas of concern should be identified during the development process. Due to the concern that archeological sites may be disturbed by those seeking artifacts, the locations of these sites are not identified in public documents. The Kentucky Heritage Council should be consulted to determine if known sites will be disturbed by new development.

There have been a total of 22 prehistoric and historic archaeological sites recorded in Shelby County. The relatively small number of sites does not reflect an absence of sites in the County, but merely the small amount of archaeological research that has been conducted. The County undoubtedly has a large number of unreported sites. About one-third of the sites have been reported from the Shelbyville vicinity. The specific locations of archaeological sites are not normally disclosed to the general public to protect them from vandalism.

Projects in the early planning stages should be reviewed in order to assess their potential impact on archaeological sites. In some cases it will be necessary to conduct an archaeological survey to determine the presence or absence of sites in a specific project area. In other cases, the type of construction or the fact that the land has been previously disturbed would make a survey unnecessary.



Projects involving federal funds or programs must be reviewed (as part of the A-95 review process) by the Kentucky Heritage Council and the Office of State archaeological sites. State law (KRS 164.705 - 164.735) prohibits persons from injuring, destroying or defacing any archaeological site or object of antiquity situated on lands owned or leased by state or local government. Persons who plan excavation or disturbance of such sites must obtain a permit from the Office of State Archaeology at the University of Kentucky. Any person who discovers an archaeological site or object of antiquity in the course of construction work shall report this discovery to the Office of State Archaeology. Notification is necessary so that appropriate actions can be taken. Such actions include archaeological surveys and the collection of artifacts.

## **HISTORIC PRESERVATION**

Much of Shelby County and the City of Shelbyville are defined by ties to local historic structures and events. The county and city's unique historic character contribute to the community's potential as a tourist destination and helps to supplement regional economic development efforts. The continued efforts to restore and promote historical, archeological and natural sites will enhance both the historic features of the county and city while at the same time encouraging new development. The challenge will be to balance the preservation of the community's character with new development without detriment to either. There are several ways to encourage preservation of historic sites at the local level. First, it is necessary to educate citizens about the community's resources and their significance. Other methods of encouraging preservation and methods of historic resource management are summarized in the following paragraphs.

## **HISTORIC RESOURCE MANAGEMENT**

One of the goals of Shelby County is to recognize and preserve unique historic and cultural resources. Objectives include the identification and maintenance of historic features while also informing residents and visitors of the unique resources that the county has to offer. To attain these goals in the future, the community has a variety of options. Each option is briefly described below.

## **NATIONAL REGISTER DISTRICTS AND DESIGNATIONS**

Historic properties and districts bring character and identity to a community. Once demolished or forgone in condition, these elements that define a community can never be replaced. The National Register is administered by the National Park Service under the Secretary of the Interior and includes districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology, engineering and culture. Owners of private property listed in the National Register have no obligation to open their properties to the public, to restore them or even to maintain them. Owners can do anything they wish with their property provided that no Federal license, permit or funding is involved. Local historic district ordinances can establish restrictions on these properties.

Since properties within Shelby County are listed on the National Register of Historic Places, additional funding opportunities are available to property owners, including tax incentives for rehabilitation, federal preservation grants, and state preservation grants and tax programs.

The first and most obvious part of historic resource management is to identify suitable sites. To date, identification and documentation of sites has been conducted by local citizens in conjunction with the Kentucky Heritage Council. Once a structure or area is locally identified, the State Historic Preservation Officer (SHPO) should be contacted. The SHPO ensures that the proper nomination forms, documentation and photographs are used in order to nominate a structure or district to the National Register of Historic Places. All structures within a potential district do not have to be historic. A limited amount of "noncontributing"

structures may also be included to give continuity to the boundaries of the district. It is recommended that local efforts to identify and nominate historic structures and districts to the National Register continue with the assistance of the SHPO. Currently, Shelby County has 129 structures and eleven sites listed on the National Register of Historic Places. The following properties and sites are listed on the National Register of Historic Places and Figure 6.13 shows the location of each of the National Register Districts in Shelbyville.

HISTORIC ITEM	DATE LISTED	LOCATION	CITY OR TOWN
<b>Allen Dale Farm</b>	November 17, 1983	Off U.S. 60	Shelbyville
<b>J. B. Allen House</b>	December 27, 1988	KY 53, 0.5 Miles North of Chestnut Grove	Chestnut Grove
<b>Ballard House, William H.</b>	December 27, 1988	KY 53, 0.5 Miles East of McMakin Rd.	Shelbyville
<b>Bank of Simpsonville</b>	December 27, 1988	3 <sup>rd</sup> Street	Simpsonville
<b>Basket Farm</b>	December 27, 1988	KY 395, 1 Mile South of KY 1779	Clay Village
<b>Bayne House</b>	September 28, 1984	37 Main Street	Shelbyville
<b>Bethel AME Church</b>	September 28, 1984	414 Henry Clay Street	Shelbyville
<b>Bethel Church</b>	December 27, 1988	U.S. 60, 1 Mile West of Clay Village	Clay Village
<b>Bird Octagonal Mule Barn</b>	December 27, 1988	KY 43, 3 Miles South of Cropper	Cropper
<b>Bird's Nest</b>	December 27, 1988	KY 43, 3 Miles South of Cropper	Cropper
<b>Bird House, Philomen</b>	December 27, 1988	KY 1005/Vigo Road, East of Beards Lane	Bagdad
<b>Blades House, William</b>	December 27, 1988	KY 1005, 0.5 Miles West of KY 395	Bagdad
<b>Bland Farm</b>	December 27, 1988	Vigo Road, 1 Mile West of KY 1005	Bagdad
<b>Blaydes House</b>	December 27, 1988	Blaydes Lane, 1 Mile North of KY 1779	Bagdad
<b>Booker House, Samuel</b>	December 27, 1988	Clore-Jackson Road, 1.5 Miles West of KY 55	Chestnut Grove
<b>Booker-Giltner House</b>	December 27, 1988	KY 322, 1.5 Miles South of Henry County Line	Chestnut Grove
<b>Brown Farm, Cameron</b>	December 27, 1988	KY 55 at Clear Creek	Shelbyville
<b>Brown House, John C.</b>	December 27, 1988	KY 43, 0.5 Miles North of KY 12	Mulberry
<b>Bryan House</b>	December 27, 1988	U.S. 60, 0.5 Miles West of Simpsonville	Simpsonville
<b>Buck Creek Rosenwald School</b>	March 27, 2013	6712 Taylorsville Road	Finchville
<b>Building at Jct. of KY 395 &amp; 1779</b>	December 27, 1988	KY 395 & KY 1779	Bagdad
<b>Burton House</b>	December 27, 1988	Burks Branch Road, 1 Mile South of Fox Run Road	Chestnut Grove
<b>Burton House, David</b>	December 27, 1988	Burks Branch Road, 3 Miles North of Shelbyville	Shelbyville
<b>Caldwell House</b>	December 27, 1988	U.S. 60 at KY 53	Shelbyville
<b>Calloway House</b>	December 27, 1988	Clear Creek Road, 2 Miles South of Henry County Line	Eminence
<b>Carnegie Public Library</b>	June 12, 1985	8 <sup>th</sup> & Washington Streets	Shelbyville
<b>Carpenter House</b>	December 27, 1988	KY 148, 1 Mile South of Clark Station	Clark Station
<b>Carriss's Feed Store</b>	December 27, 1988	KY 44 & KY 55	Southville
<b>Carriss's Store</b>	December 27, 1988	KY 53 & KY 714	Southville

<b>Chiles-Bailey House</b>	December 27, 1988	KY 395, 0.5 Miles North of Benson Pike	Bagdad
<b>Church of the Annunciation</b>	September 28, 1984	105 Main Street	Shelbyville
<b>Clay School, Henry</b>	December 27, 1988	U.S. 60	Clay Village
<b>Coca-Cola Plant</b>	December 27, 1988	U.S. 60 at Clear Creek	Shelbyville
<b>Collins House</b>	December 27, 1988	KY 362, 0.5 Miles West of Webb Road	Todds Point
<b>Courtney House</b>	December 27, 1988	Southern End of Popes Corner Road	Finchville
<b>Crockett House, John Edward</b>	December 27, 1988	Logan Road, 0.5 Miles South of KY 12	Mulberry
<b>Cross Keys Tavern Kitchen and Quarters</b>	January 8, 1987	U.S. 60	Shelbyville
<b>Dale House, John</b>	December 27, 1988	Webb Road, 1.5 Miles North of U.S. 60	Simpsonville
<b>Davis Farm, E. M.</b>	December 27, 1988	KY 43/Christianburg Pike, 0.75 Miles East of KY 55	Shelbyville
<b>Dependency on Mulberry Creek</b>	January 8, 1987	Off KY 1871	Shelbyville
<b>Duvall House, Marene</b>	December 27, 1988	Simpsonville-Buck Creek Road at Bullsken Creek	Finchville
<b>East Shelbyville District</b>	June 12, 1985	Roughly E. 3 <sup>rd</sup> Stret from Washington to Bradshaw Street	Shelbyville
<b>Ellis House, Samuel</b>	December 27, 1988	KY 53, 2 Miles West of KY 322	Chestnut Grove
<b>Figg House, Bushrod</b>	December 27, 1988	Zaring Mill Road, 0.7 Miles Northwest of KY 148	Olive Branch
<b>Fry Farm, Froman</b>	December 27, 1988	KY 714, 1.5 Miles East of Southville	Southville
<b>Fry Farm, L.C.</b>	December 27, 1988	KY 53, North of Harrington Mill Road	Shelbyville
<b>Frye Farm, C.E.</b>	December 27, 1988	KY 714 & Rockbridge Road	Southville
<b>Fullenwider House</b>	December 27, 1988	Anderson Lane, 1 Mile West of Hebron Road	Todds Point
<b>Fullenwielder House, Peter</b>	January 8, 1987	Off Aikens-Anderson Lane West of Hebron-Scotts Station Road	Shelbyville
<b>Glass House, S.D.</b>	December 27, 1988	KY 55, 0.5 Miles North of Fox Run Road	Shelbyville
<b>Goodman House, J.W.</b>	December 27, 1988	KY 55, 1 Mile North of KY 43	Shelbyville
<b>Graham House</b>	December 27, 1988	KY 1779, 1.5 Miles West of KY 395	Clay Village
<b>Grasslands</b>	August 12, 1977	4 Miles West of Finchville	Finchville
<b>Gray House</b>	December 27, 1988	Zaring Mill Road, 0.3 Miles South of Locust Grove Road	Shelbyville
<b>Grove Hill Cemetery Chapel</b>	December 27, 1988	South of Shelbyville at Clear Creek	Shelbyville
<b>Hansbrough House, John G. and William</b>	December 27, 1988	Burks Branch Road, 1.5 Miles North of Shelbyville	Shelbyville
<b>Harbison House</b>	December 27, 1988	Harrington Mill Pike, 1.5 Miles West of KY 53	Scotts Station
<b>Harbison House</b>	December 27, 1988	Zaring Mill Road, 0.25 miles south of I-64	Shelbyville
<b>Hedden House</b>	December 27, 1988	KY 637 and Ditto Road	Harrisonville
<b>Helmwood Hall</b>	March 20, 1986	KY 55 at Moody Pike	Shelbyville

<b>Hinton-Scearce House</b>	July 24, 2009	212 Adams Pike	Shelbyville
<b>Hornsby Bridge</b>	December 27, 1988	Clore-Jackson Road over Fox Run, 0.5 Miles West of KY 55	Eminence
<b>Hornsby House, John A.</b>	December 27, 1988	Clore-Jackson Road, 0.5 Miles West of KY 55	Eminence
<b>Hornsby House, Johan A (Boundary Increase)</b>	January 27, 1989	Clore-Jackson Road	Eminence
<b>Huss House, M.W.</b>	December 27, 1988	U.S. 60, 0.5 Miles East of Clay Village	Clay Village
<b>Jackson House, Eli</b>	December 27, 1988	KY 55 near the Junction with Clore-Jackson Road	Eminence
<b>Johnston House</b>	December 27, 1988	KY 714 & KY 1790	Clay Village
<b>King House, M.J.</b>	December 27, 1988	Bellview-Clear Creek Road, 0.3 Miles West of Bellview Road	Shelbyville
<b>Knight-Stout House</b>	August 19, 1975	1 Mile North of Finchville on KY 55	Finchville
<b>Lincoln Institute Complex</b>	December 27, 1988	U.S. 60 West of Simpsonville	Simpsonville
<b>Logan House</b>	December 27, 1988	Brunerstown Road at Bullsken Creek	Finchville
<b>Long House, D.T.</b>	December 27, 1988	U.S. 60 and Joyes Station Road	Scotts Station
<b>Martin House</b>	December 27, 1988	KY 53, 1 Mile South of Rockbridge Road	Shelbyville
<b>McMicken House</b>	December 27, 1988	KY 53, 2.5 Miles West of KY 322	Chestnut Grove
<b>Middleton House, Henri</b>	December 27, 1988	Old U.S. 60, 0.75 Miles East of Peytona	Peytona
<b>Money Farm</b>	December 27, 1988	Finchville Road, 0.6 Miles South of Brunerstown Road	Finchville
<b>Montgomery House</b>	December 27, 1988	Buzzard Roost Road, 1.5 Miles South of U.S. 60	Clay Village
<b>Morris Office and House, Dr. William</b>	December 27, 1988	KY 53	Southville
<b>Moxley Farm</b>	December 27, 1988	Zaring Mill Road South of I-64	Shelbyville
<b>Muir House</b>	December 27, 1988	Montana Street at Clear Creek	Shelbyville
<b>Nash House, Dr.</b>	December 27, 1988	U.S. 60	Clay Village
<b>Neal-Hamblen House</b>	December 27, 1988	Hinkle Lane, 2 Miles West of KY 53	Chestnut Grove
<b>Newton House</b>	December 27, 1988	U.S. 60	Clay Village
<b>Old Stone Inn</b>	October 8, 1976	East of Simpsonville on U.S. 60	Simpsonville
<b>Olive Branch Methodist Episcopal Church</b>	December 27, 1988	Zaring Mill Road & KY 148	Finchville
<b>Owen House, Brackett</b>	December 27, 1988	Hooper Station Road, 0.25 Miles East of KY 53	Shelbyville
<b>Payne House</b>	December 27, 1988	KY 44/53, 1.5 Miles North of Mt. Eden	Mt. Eden
<b>Pemberton Farm</b>	December 27, 1988	Finchville-Clark Station Road, 0.5 Miles East of KY 148	Clark
<b>Pickett House, James A.</b>	December 27, 1988	KY 55, 0.75 Miles South of KY 148	Finchville
<b>Pugh House</b>	December 27, 1988	KY 44, 1 Mile West of KY 53	Southville
<b>Radcliffe-Duvall Farm</b>	December 27, 1988	Finchville-Buck Creek Road, 0.5 Miles South of Brunnerstown Road	Finchville
<b>Ramsey House</b>	December 27, 1988	KY 148, 1.5 miles west of KY 44	Southville

<b>Redmon House</b>	December 27, 1988	KY 395, 2 miles north of Bagdad	Bagdad
<b>Rice House</b>	December 27, 1988	U.S. 60, 0.5 Miles North of Clay Village	Clay Village
<b>Robertson House</b>	December 27, 1988	Buzzard Roost Road, 1.5 Miles East of Hempridge	Hempridge
<b>Rodgers House</b>	December 27, 1988	Zaring Mill Road, 1.5 Miles South of Popes Corner Road	Shelbyville
<b>Royalty-Smith Farm</b>	December 27, 1988	Burks Branch Road North of Clear Creek	Shelbyville
<b>Saffell Funeral Home</b>	September 28, 1984	4 <sup>th</sup> & Clay Streets	Shelbyville
<b>St. John United Methodist Church</b>	September 28, 1984	College Street	Shelbyville
<b>Salem Baptist Church</b>	December 27, 1988	KY 44/53, 0.5 Miles South of Southville	Southville
<b>Science Hill School</b>	September 18, 1975	Washington Street	Shelbyville
<b>Seventh Street Historic District</b>	June 12, 1985	Main & 7 <sup>th</sup> Streets	Shelbyville
<b>Shady Rest</b>	December 27, 1988	U.S. 60, 0.5 Miles East of Clay Village	Clay Village
<b>Shelby Academy</b>	September 18, 1975	KY 55 & KY 148	Finchville
<b>Shelby County Courthouse and Main Street Commercial District</b>	March 21, 1978	Roughly bounded by Washington, Clay, 4 <sup>th</sup> , & 6 <sup>th</sup> Streets	Shelbyville
<b>Shelby County Courthouse and Main Street Commercial District (Boundary Increase)</b>	April 12, 1985	6 <sup>th</sup> Street from Washington Street to Main Street	Shelbyville
<b>Shelbyville L&amp;N Railroad Depot</b>	June 20, 1975	220 North 7 <sup>th</sup> Street	Shelbyville
<b>Shropshire Farm</b>	December 27, 1988	KY 714/Hempridge Road, 1 mile south of I-64	Hempridge
<b>Simpsonville Christian Church</b>	December 27, 1988	U.S. 60	Simpsonville
<b>Simpsonville Methodist Church</b>	December 27, 1988	1 <sup>st</sup> Street	Simpsonville
<b>Sleadd Farm, William</b>	December 27, 1988	KY 1790, 0.5 miles east of Hooper Station	Hooper Station
<b>Snook House</b>	December 27, 1988	KY 12 & KY 43	Mulberry
<b>Snook House, Van B.</b>	December 27, 1988	Mulberry-Eminence Pike, 1 mile north of Stony Point Road	Cropper
<b>Stapleton Farm</b>	December 27, 1988	KY 1005/Vigo Road, 0.5 miles east of Logan Road	Bagdad
<b>Stewart House, G.W.</b>	December 27, 1988	KY 55	Shelbyville
<b>Stone House on Clear Creek</b>	January 8, 1987	Off KY 55 west of Bellview Road	Shelbyville
<b>Sturgeon-Gregg House</b>	November 29, 1984	U.S. 60	Simpsonville
<b>Swindler House</b>	December 27, 1988	Mulberry-Eminence Pike, 0.5 miles north of Stony Point Road	Cropper
<b>Tevis Cottage</b>	September 28, 1984	607 Washington Street	Shelbyville
<b>Thomas House</b>	December 27, 1988	KY 43, 0.25 miles east of Mulberry-Eminence Pike	Mulberry
<b>Thomas House, William J.</b>	December 27, 1988	Off KY 12, near the junction with KY 43	Mulberry
<b>Threlkeld House, Thomas</b>	May 14, 1984	Benson Pike	Shelbyville

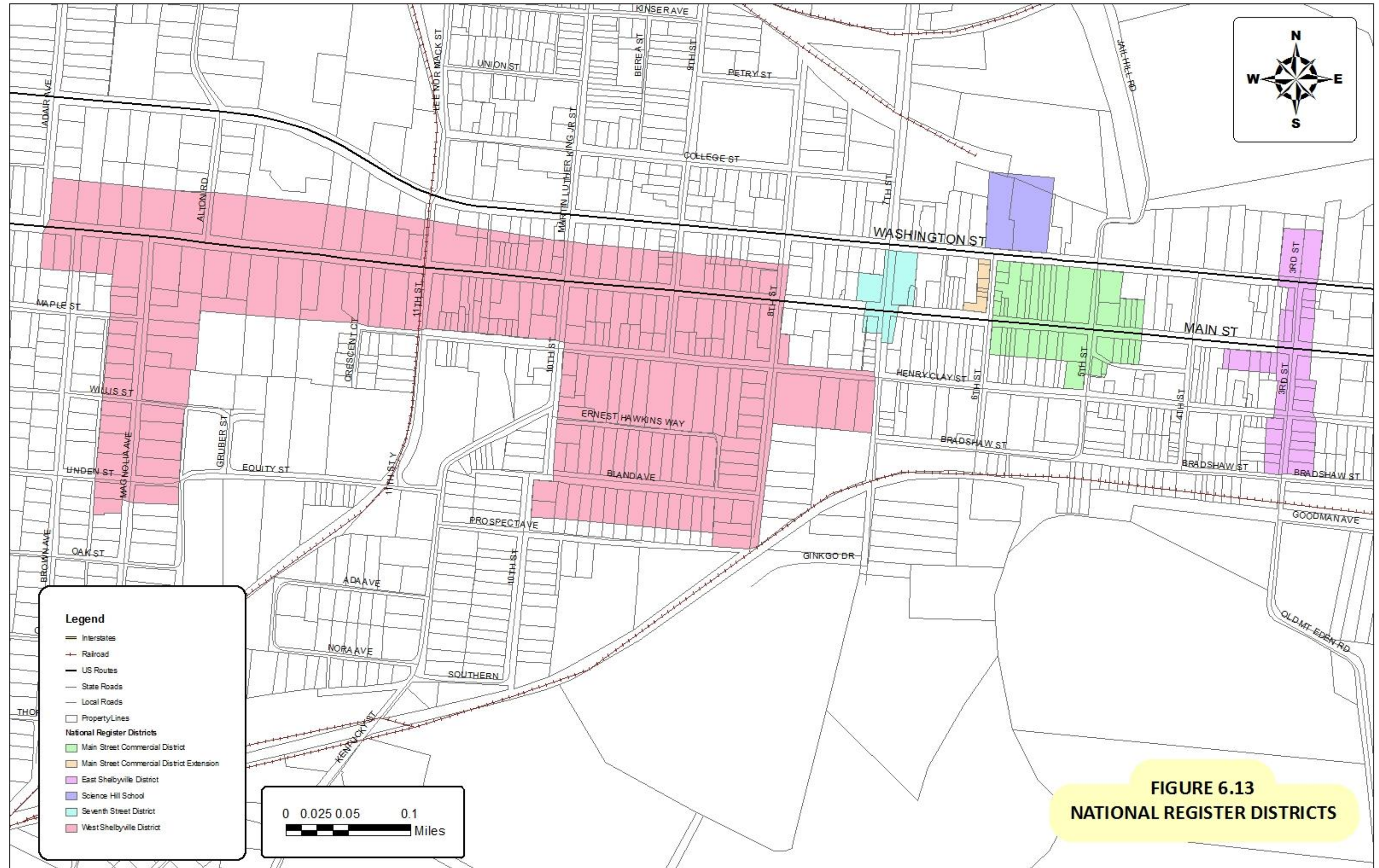
<b>Tindall House</b>	December 27, 1988	U.S. 60	Clay Village
<b>Todd House, Charles and Letitia Shelby</b>	June 5, 1975	5 miles north of Shelbyville on KY 55	Shelbyville
<b>Undulata</b>	June 22, 1980	South of Shelbyville on Old Zaring Mill Road	Shelbyville
<b>Vanatta House</b>	December 27, 1988	U.S. 60	Clay Village
<b>Venable-Chase House</b>	December 27, 1988	KY 43, 2.5 miles northeast of Shelbyville	Shelbyville
<b>Waddy Bank Building</b>	February 14, 1978	KY 395	Waddy
<b>Waddy Historic District</b>	December 27, 1988	Roughly KY 395/Main Street south of the Southern Railroad Tracks	Waddy
<b>Ware House, Charles</b>	December 27, 1988	Pea Ridge Road, 0.5 miles west of KY 395	Harrisonville
<b>Ware House, Shelby D.</b>	December 27, 1988	KY 714, 0.5 miles south of Hempridge	Hempridge
<b>Washburn House, Benjamin</b>	August 12, 1977	Bellevue Pike, 8 miles north of Shelbyville	Shelbyville
<b>Weakley House, Thomas</b>	December 27, 1988	KY 1779 & Beard Road	Clay Village
<b>Weissinger Mule Barn</b>	December 27, 1988	KY 53, 0.25 miles south of I-64	Shelbyville
<b>West Shelbyville District</b>	June 12, 1985	Roughly Main from Adair to 8 <sup>th</sup> , Magnolia to Linden, 7 <sup>th</sup> , 8 <sup>th</sup> , 9 <sup>th</sup> , 10 <sup>th</sup> , and Bland Streets	Shelbyville
<b>White House</b>	December 27, 1988	Cropper Road, 0.75 miles south of Christianburg	Christianburg
<b>Wickland</b>	September 28, 1984	169 Kentucky Street	Shelbyville
<b>Wise House</b>	December 27, 1988	KY 44/53, 0.5 miles north of Mt. Eden	Mt. Eden
<b>Wright House</b>	December 27, 1988	KY 1848, 1.5 miles south of Simpsonville	Simpsonville
<b>Whitney M. Young, Jr. Birthplace</b>	October 18, 1972	Southwest of Simpsonville off U.S. 60	Simpsonville

## **LOCAL HISTORIC DISTRICT**

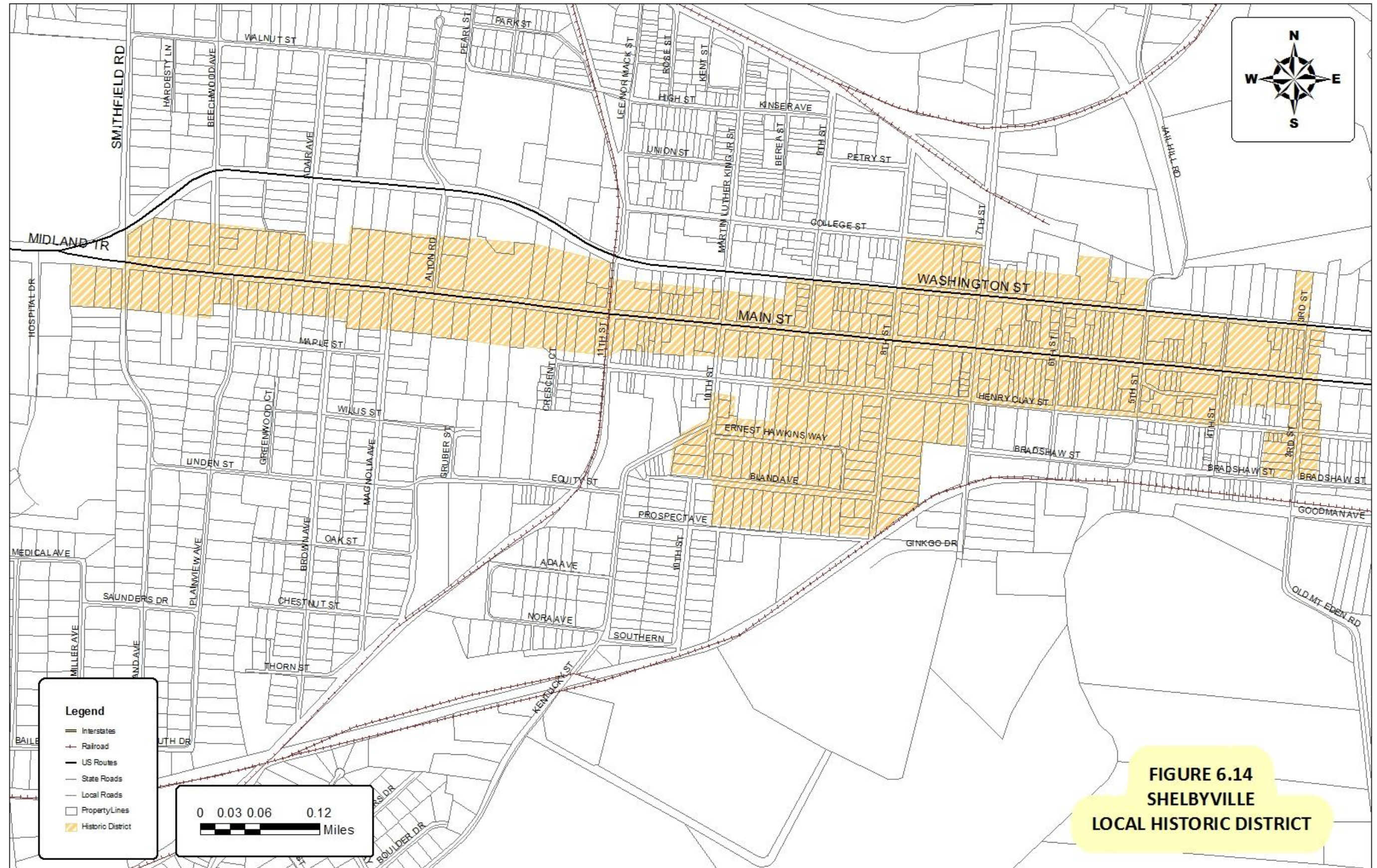
Regardless of whether an area is listed as a National Register Historic District, one can be established locally. These locally identified districts are usually designated because a specific neighborhood or city block has unique historic characteristics, architecture or significance to the community. The districts can include special zoning provisions governing existing structures, infill development, and design. These zones are typically referred to as “overlay” districts because they consist of requirements in addition to those regulated by the underlying zoning requirements (commercial or residential for example). An overlay district must be specifically tailored to the area of concern and can include a variety of provisions to encourage or regulate the preservation of neighborhood character. These provisions can include setback requirements so that new or infill structures conform with existing buildings, special sign regulations, restrictions on the demolition or modifications of buildings, and specifications concerning appropriate land uses. In addition, these regulations can include specific design standards for areas with important historic resources.

The City of Shelbyville has a local Historic District as shown on Figure 6.14. The City of Shelbyville adopted the original boundary of the historic district on December 19, 1985. In October 2007 the City increased the district boundary by adding Bland Avenue, 8<sup>th</sup> Street from Henry Clay Street to its end, and 10<sup>th</sup> Street from Henry Clay Street to Bland Avenue. The Shelbyville Historic District Commission’s office is located at 627 Main Street in the 1872 Italianate Presbyterian Manse Building and is now known as the Shelbyville Welcome/Heritage

Center. The Shelbyville Historic District Commission reviews all exterior changes to property within the district boundaries, and provides help with grant information, federal and state historic tax credits, genealogy, historical research questions, and building information for those interested in their properties.







**FIGURE 6.14**  
**SHELBYVILLE**  
**LOCAL HISTORIC DISTRICT**

## **INTRODUCTION**

Community facilities and services are an important element in the growth and development of a community and are therefore an important part of the comprehensive plan. Community facilities provide many services in the county, including: fire and police protection, recreational opportunities, educational institutions, healthcare facilities, and utilities. While many services are provided by the state, county or city government, some services, such as health care, might also be provided by private entities within the community.

Without a clear view of what a community has in the way of services, there can be no set goal of what future growth plans need. By understanding the needs of the community, governmental agencies and private developers are better able to focus on current services and they encourage the growth of these services to fulfill the community's needs. As per KRS 100.187, a comprehensive plan shall include "proposals for the most desirable, appropriate, economic and feasible pattern for the general location, character, and the extent of public and semi-public buildings, land and facilities. Such facilities may include, without being limited to, parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire stations, police stations, jails, or other public office or administrative facilities."

This plan examines existing and planned community facilities. This evaluation of current and future facilities exposes issues that these facilities face, and at what level of service they are currently operating. This evaluation will also help determine how problems can be solved; how current facilities can be improved; and if new facilities shall be built to better serve the community's needs.

This chapter addresses the following community facilities within the Shelby County planning area; educational, government, healthcare and social services, jails, libraries, parks and recreation, public safety, and public utilities.

## **EDUCATIONAL FACILITIES**

Two education systems serve Shelby County – Shelby County Public Schools, and two local private schools, Cornerstone Christian Academy and Corpus Christi Academy. Shelby County is also home to the Whitney M. Young, Jr. Job Corps Center and Jefferson Community and Technical College.

### **Elementary and Secondary Education**

#### **Shelby County Public Schools**

Shelby County Public Schools district currently has six elementary schools, two middle schools, and two high schools. The district has one alternative school which serves students who are not performing well in a traditional school setting, an area technology center, and a preschool program. The following represents each school's current capacity as provided by Shelby County Public Schools on October 10, 2011:

#### Elementary:

- Clear Creek Elementary: 663 students at 98% capacity
- Heritage Elementary: 485 students at 84% capacity
- Painted Stone Elementary: 545 students at 91% capacity
- Simpsonville Elementary: 636 students at 102% capacity
- Southside Elementary: 324 students at 76% capacity

- Wright Elementary: 476 students at 79% capacity

Middle:

- Shelby East Middle: 514 students at 82% capacity
- Shelby West Middle: 498 students at 64% capacity

Secondary:

- Martha L. Collins High School: 1160 students at 77% capacity
- Shelby County High School: 1207 students at 82% capacity
- Cropper Alternative School: 90 students
- Shelby County Area Technology Center: Varies

The Shelby County Public Schools District Facilities Plan was last approved in August 2010 by the Kentucky Department of Education. That Plan identified the following improvements to the facilities:

Scheduled improvements during the 2010-2012 Biennium included the following facilities:

- New elementary school with 600 student capacity on the Discovery Boulevard Campus
- New elementary school with 600 student capacity to replace existing Southside Elementary
- New preschool with 150 student capacity at the former Northside Elementary
- New construction planned at Heritage Elementary, Shelby County Area Technology Center, and Wright Elementary to meet schools needs
- Major renovations/additions of educational facilities at Shelby County High School

Scheduled after the 2012 Biennium, improvements include the following:

- New middle school with 800 student capacity on the Discovery Boulevard Campus
- New elementary with 450 student capacity with preschool at a site to be determined
- New 75 student alternative school or explore alternative program in existing MS and HS
- New construction planned at Wright Elementary, and Shelby East Middle School
- Major renovation/additions of education facilities at Heritage Elementary, Shelby County Area Technology Center, and Simpsonville Elementary

The Shelby County Area Technology Center is located at 230 Rocket Lane (Shelbyville). It provides services to about 500 students (grades 10-12) from Shelby County and other school districts in the areas of eleven academic and 10 vocational classrooms.

#### Cornerstone Christian Academy

Cornerstone Christian Academy, founded in 1984, is located at 3850 Frankfort Road in a 35, 000 square foot building on approximately 35 acres. Cornerstone is an interdenominational discipleship school providing college preparatory Christian education for students from Pre-K through 12<sup>th</sup> grade. In March 2006, Cornerstone received full accreditation by the Association of Christian Schools International (ACSI). Cornerstone's enrollment for the 2011-2012 school year:

- Early Education: 25
- Elementary: 85

- Middle School: 30
- High School: 30
- Total: 170

#### Corpus Christi Academy

Corpus Christi Academy, founded in 1999, is located at 7010 Shelbyville Road (Simpsonville) in the old Simpsonville School building. Corpus Christi provides an alternative to modern education and recognizes the need for independent schools faithful to the Magisterial teaching authority of the Roman Catholic Church that follow superior, traditional academic model for students from K through 12<sup>th</sup> grade. Corpus Christi's enrollment for the 2011-2012 school year:

- Elementary: 34
- High School: 8
- Total: 42

#### Whitney M. Young, Jr. Job Corps Center

The Whitney M. Young, Jr. Job Corps Center is located at 8460 Shelbyville Road (Simpsonville) on approximately 400 acres west of the City of Simpsonville. The Center is administered and funded by the U.S. Department of Labor that helps young people ages 16 through 24 improve the quality of their lives through career technical and academic training. Career training is provided in several vocational trades, such as, brick masonry, carpentry, cement masonry, certified medical assistant, certified nurse assistant, culinary arts, facilities maintenance, medical office support, pharmacy technician, and welding.

### **Post-Secondary Education**

#### Jefferson Community & Technical College (Shelby Campus)

The Kentucky Community and Technical College System (KCTCS) is comprised of sixteen community and technical colleges across the state. Of these, Jefferson Community & Technical College has a Shelby County Campus which opened in 2003. The JCTCS is the largest of the sixteen with an enrollment of 15,259 in the fall of 2010.

The JCTCS Shelby campus is a single campus on 60 acres located at 1361 Frankfort Road. The Shelby campus has programs in Industrial Maintenance Technology, Machine Tool Technology, Office Systems Technology, Practical Nursing, as well as an Associate in Arts and Associate in Science transfer degrees.

## **GOVERNMENT FACILITIES**

#### Shelby County Judicial Center

The Shelby County Judicial Center is located at 601 Main Street in downtown Shelbyville with a parking lot for the Judicial Center at the corner of Main and Second Streets. The Judicial Center houses Shelby County Circuit Court, District Court, Family Court and the Circuit Court Clerk's offices.

The Kentucky General Assembly authorized building a new Shelby County Judicial Center in 2005 and approved its funding in 2006. The total project budget was \$22.03 million. The building is approximately 58,000 square

feet and was completed in late 2011. The Judicial Center was constructed to provide citizens with safe, efficient, cost-effective building in which to exercise their legal and constitutional rights.

#### Shelby County Courthouse

The Shelby County Courthouse was built in 1913 and is located at 501 Main Street in downtown Shelbyville. The Courthouse provides administrative offices for the Shelby County Sheriff's Department, Shelby County Attorney, Shelby County Clean Community, Shelby County E911 Dispatch Center (Old Jail Building), and the Triple S Planning Commission.

#### Shelby County Courthouse Annex

The Shelby County Courthouse Annex building is located at 501 Washington Street across the street from the Courthouse. The Annex houses the offices of the Shelby County Clerk and Property Valuation Administrator (PVA). The County Clerk and PVA offices were relocated to the Annex building in September 1993.

#### Shelby County Judge Executive Office

The Shelby County Judge-Executive's Office is located at 419 Washington Street and has been in this location since 2006. It is the central administrative office for Shelby County Fiscal Court government agencies. The Deputy Judge-Executive, Treasurer, Finance Officer, Human Resource Director, Building Inspector, and the Emergency Medical Services Billing Specialist are located in this building.

#### Shelbyville City Hall

The City of Shelbyville City Hall is located at 315 Washington Street. City Hall contains the offices of the Mayor, City Clerk/Treasurer, Building Inspector/Code Enforcement, Personnel Administrator, and Business Licenses. The building contains the Council Chambers and meeting space for city functions. City Hall was opened in 1996 and is approximately 10,000 square feet.

#### Simpsonville City Hall

Simpsonville City Hall is located at 104 Old Veechdale Road and contains the offices of City Administrator, City Clerk/Treasurer, Police Department, Public Works/Sewer Superintendent, and the Parks and Recreation Department.

#### Shelby County Road Department

The Shelby County Road Department is located at 406 Kentucky Street and is responsible for more than 300 miles of roads within the county. With a budget of \$2.9 million dollars, the department has a goal of maintaining and building public pathways in Shelby County for better and safer roadway travel. All projects are usually funded through county funds along with State and Federal transportation grants. Currently the County Road Department has all widening projects engineered by Certified Engineers before the project is put forward for grants or funding.

The County Road Department has several goals for the next several years which include maintaining current roads and a long term goal of widening one County road per year.

#### Shelbyville Department of Public Works

Shelbyville Department of Public Works is located at 787 Kentucky Street. Their goal is to serve the public by executing proper planning techniques to improve and maintain the city's infrastructure and facilities. To achieve this goal, the office has a budget of \$720,000 dollars that provides a number of services for residents, including, but not limited to: leaf pick-up, snow removal, limb pick up (due to storm damage), as well as pothole repair cleaning, repairing or replacing of drain grates as necessary and the weekly mowing of mini-parks and lots owned by the city. The Public Works Department is also responsible for keeping city streets clean, and free of debris, which includes trash collection in the downtown area weekly.

#### Shelby County Animal Shelter

The Shelby County Animal Shelter is located at 266 Kentucky Street and opened in 2005. The Shelter has a total of 5,000 square feet and has the capacity to hold 60 dogs and 90 cats.

#### Stratton Community Center

The Stratton Community Center is located at 215 Washington Street and was last remodeled in 2011. The Shelby County Occupational License Fee Administrator's office is located within the Center. The Center is used as a community center and for Shelby County Government meetings as well as private and civic organization meetings.

#### U.S. Post Offices

The U.S. Postal Service operates five post offices in Shelby County. The Shelbyville Post office is the largest post office in the County and is located at 401 Main Street in downtown Shelbyville. The building was constructed in 1982 and consists of 8,300 square feet. The four other post offices are:

- Bagdad Post Office – 5811 Elmburg Road
- Finchville Post Office – 5655 Taylorsville Road
- Simpsonville Post Office – 6990 Shelbyville Road
- Waddy Post Office – 3100 Waddy Road

In 2011 the Mt. Eden Post Office located at 232 Van Buren Road was closed.

## **HEALTHCARE & SOCIAL SERVICES**

### **Hospitals**

#### Jewish Hospital Shelbyville

Jewish Hospital Shelbyville (JHS), located on the Colonel Harland D. Sanders Medical Campus at 727 Hospital Road, is a vital community resource to residents of Shelby, Henry and Spencer counties. Located just 30 minutes east of downtown Louisville, the 70-bed community hospital is a wholly-owned entity of Jewish Hospital & St. Mary's HealthCare (JHSMH). The Shelbyville hospital, founded in 1906 by the King's Daughters & Sons Organization was purchased in 1992 by Jewish Hospital and provides a full range of comprehensive services including:

- 24/7 Emergency Care
- Critical Care

- Diagnostic Imaging, including: state-of-the-art MRI, CT, PET/CT, Nuclear Cardiology, Ultrasound, Digital Mammography & Bone Density
- Cardiac & Pulmonary Rehabilitation
- General Surgery, including Laser and Laparoscopy
- Endoscopy
- Gastroenterology
- Comprehensive Gynecology
- Spine Surgery
- Orthopedic Care, including Total Hip and Knee Replacements, and Arthroscopy
- Pain Management
- Sleep Medicine
- Wound Healing Center
- Frazier Rehab Institute (Physical, Occupational & Speech Therapies)
- Occupational Medicine
- Clinical Laboratory and Pharmacy

In 2009, the hospital completed a \$2 million dollar expansion of its Emergency Department, doubling the size of the space to accommodate growing community need. The hospital now boasts a modern Emergency Department, including 13 private treatment rooms, a state-of-the art trauma room, bedside registration and other new equipment.

### **Skilled Nursing Facilities**

#### Crestview Care and Rehabilitation Center

Crestview Care and Rehabilitation Center is located at 1871 Midland Trail in Shelbyville. The Center has 58 skilled care beds provided with skilled and intermediate nursing care. Private and semi-private rooms are provided with 24 hour nursing care, physical, speech and occupational therapy are also provided.

#### Masonic Homes of Kentucky Shelbyville Campus

The Masonic Homes of Kentucky Shelbyville Campus is located at 711 Frankfort Road east of downtown Shelbyville. The facility has 150 primary care beds with 94 being personal care beds and 56 being skilled care beds. Both private and semi-private rooms are available.

### **Assisted Living Facilities**

#### Amber Oaks Assisted Living

Amber Oaks Assisted Living is located at 156 Haven Hill Road. Amber Oaks has 42 private apartments with 38 being single rooms and 4 being double rooms.

#### Crescent Place Assisted Living

Crescent Place Assisted Living is located at 148 Allen Drive and is associated with the Crestview Care and Rehabilitation Center. Crescent Place has 43 private apartments.

#### Hometown Manor Assisted Living

Hometown Manor Assisted Living is located at 74 Mack Walters Road. Hometown Manor has 11 rooms with eight having full baths and three having half baths.

#### The Pillars Assisted Living

The Pillars Assisted Living is located at 711 Frankfort Road and is part of the Masonic Homes of Kentucky Shelbyville Campus Skilled Nursing Facility. The Pillars has 21 private apartments from studio units to two bedroom deluxe units.

## **JAILS**

#### Kentucky Correctional Institute for Women

The Kentucky Correctional Institution for Women (KCIW) opened in 1938 is located at 2401 Ash Avenue in northwest Shelby County on 270 acres. The multi-custody facility houses nearly 700 female inmates from all 120 counties in Kentucky and has a staff of over 220 employees in programs, administration and security. The institution is a campus style setting with multiple housing units, double and single bunked. The facility is required to meet the needs of female offenders serving one year to life, death row, maximum, medium, minimum, community custody, first offenders, persistent offenders, disabled and special needs inmates. It is estimated that the annual cost per inmate is \$28,923.75 or \$79.24 per day.

#### Shelby County Detention Center

The Shelby County Detention Center is located at 1000 Detention Road and was opened in 2001 with 118 beds. The facility had an expansion in 2008 that increased the capacity to 300 beds. Prisoners from other counties are housed to provide extra revenue for the County as well as state prisoners for community services. The new modern detention center provides indoor and outdoor recreation, a drive-thru garage for security, monitoring security system for each cell, and prisoner arraignment is through closed circuit TV from the detention center. The prisoner is brought to the Judicial Center only for sentencing.

## **LIBRARY**

#### Shelby County Public Library

The Shelby County Public Library is located at 309 Eighth Street, Shelbyville, Kentucky. According to the Library's website, the first library in Shelbyville was organized by the Woman's Club which was located at the corner of Fifth and Main Streets in the old fire station at Fountain Square. At this time, there were only a few book shelves and 200 books available. The current library is a historic Carnegie Library, constructed in 1903 with a \$10,000 grant from philanthropist Andrew Carnegie. This Library was one of 1,419 communities to receive funding to build a public library. Eligibility for the grant was based on public need, available land and continued financial support for services and maintenance. An old graveyard was chosen as the library site as the land had reverted back to the city after a church had relocated. The sum of \$1,000 was pledged for the library's yearly support.

There have been four additions to the original building with the most recent expansion project completed in 2008. This project added a two-story addition with 5,500 square feet to the east side of the building, which brings the total space of the building to 22,000 square feet. The 2008 addition has been utilized for public use. The upper level allowed for the expansion of computers, additional shelving space for the book and audio visual collection plus separate areas for teens, reference, the genealogy collection and a quiet study room. The lower



level provided for a large meeting room for 150 people and is used for adult and youth services programming.

Library service is also provided to the county through the bookmobile. The bookmobile makes scheduled community stops, visits nursing homes, day cares and delivers books to home bound patrons. Book deposits are also left at designated sites.

The library has an automated circulation system including online public access computers for patrons. Research materials are also available through technology.

The Shelby County Public Library is a taxing district receiving the majority of its funding from property, motor vehicle and watercraft tax. The Library Board of Trustees follows the Kentucky Revised Statutes set for public library taxing districts.

## **PARKS & RECREATION**

Leisure and recreational activities are increasingly important elements contributing to the overall quality of life in a community. Unlike other community facilities discussed in this chapter, the provision of recreational facilities and programs is not always viewed as essential. Therefore, securing public funds can often be difficult. However, the citizens of Shelby County have a variety of opportunities for recreation as shown on Figure 7.1. In addition, the county is rich in natural resources that have recreational potential, including but not limited Guist Creek Lake.

### **Shelbyville – Shelby County Parks and Recreation**

Shelbyville – Shelby County Parks and Recreation Board was established as a joint board of city-county government in February of 1970. The Board consists of nine members of which four are county representatives, four are city representatives and the ninth is a joint representative. The board oversees and operates twelve park properties consisting of over 818 acres. Board meetings are held the second Tuesday of each month.

#### **Clear Creek Park**

The main park is Clear Creek Park at 717 Burks Branch Road which is over 130 acres and offers a wide range of activities from athletics to outdoor activities such as camping, canoeing, nine hole executive golf course, baseball and softball fields, soccer fields, and tennis courts. A great asset to Clear Creek Park is the five million dollar Family Activity Center. The FAC offers indoor and outdoor swimming, a dry sauna, fitness area and fitness classes, basketball gym, indoor walking/running track, adult and youth sport programs, after school care, summer camps and an administrative area.

#### **Lake Shelby**

Lake Shelby is the oldest of the park facilities and is connected to Clear Creek Park at 361 Don Cubert Road. Lake Shelby offers 20 acres of pristine waters stocked with bluegill, crappie, bass, catfish, and more. This facility offers RV and primitive camping, natural trails, a boat themed playhouse, fishing, canoeing, paddle boats, and row boats which offer recreation for all ages. Weekend programs are also offered for our overnight camping guests.

#### **Red Orchard Park**

Red Orchard Park was donated by Clarence Miller in March 2007 to the Parks Department. Red Orchard is located at 704 Kentucky Street and got its name from the orchard which was planted around 1792 by Aquilla

Whitaker, who settled in what is now Shelby County, Kentucky at Whitaker Station, an important refuge for early settlers in the region. She and her husband John helped to establish the town of Shelbyville. The orchard was said to turn a brilliant red in the fall; thus the name "Red Orchard". The park consists of 131 acres of beautiful rolling land with lush pasture and gorgeous mature trees such as walnut, blue ash, and sycamore. Red Orchard offers hiking and horseback riding trails, Miller Outdoor Education Center, barn themed playground, gazebo for wildlife viewing, horse ring, Michael Kay's Bark Park, canoeing, fishing and many outdoor programs. A Master Plan for Red Orchard Park is presented in Figure 7.1 on page 7-11.

#### Shelby Trails Park

Shelby Trails Park, located at 5063 Aiken Road, was donated to the Parks Department by Dr. Roger & Diane Shott on July 13, 2010. This property consists of approximately 400 acres with about 80-85% being forested. Trails have already been established by Mrs. Shott throughout the property. There is an indoor riding arena and a 7-8 stall stable on the property. Several other buildings exist on the property that will be used for storage and other future uses.

The Shott's have requested that the property be left as natural as possible and utilized for an equestrian/nature preserve. Guidelines have been established by the Shotts, Park Department, and River Fields, a conservation group that helps protect and preserve natural resources, on how the property can and will be utilized. River Fields will make periodic inspections of the property to insure that Shelby Trails Park is being utilized in accordance with the Shott's wishes.

Shelby Trails Park has areas which can be built on and areas which cannot be disturbed. Future plans for this park include: primitive camping, wrangler camp, various special events, nature classes/outings, and leasing the stables/riding arena to companies that specialize in riding lessons and trail rides.

#### Finchville Park

Finchville Park is an 11 acre park located at 5311 Taylorsville Road in the small community of Finchville. There is a shelter and meeting room available for rent, walking trail around the perimeter of the park, playing field, fishing pond and playground. The shelter was dedicated May 31, 2009. A Master Plan for Finchville Park is presented in Figure 7.2 on page 7-12.

#### Skate Park

The Skate Park is located at 1145 Washington Street in Shelbyville and opened in May 2008. The park is unsupervised and skaters assume all risks inherent in use of the facility. The outdoor, steel park, which was built over the old city swimming pool, has over 10,000 square feet of skating surface. The street oriented layout incorporates an old three feet concrete ledge with a euro gap, fun box, quarter pipe, picnic tables, rails, and a highway barrier in a smooth flowing design. A four feet half pipe challenges skaters.

#### Elmo Head Mini Park

Elmo Head Park is located at 800 3<sup>rd</sup> Street in downtown Shelbyville. The park consists of 3.5 acres and offers a playground, basketball court, canoe launch and fishing access to Clear Creek.

#### Greenway Mini Park

Greenway Park is located at 10 East Main Street in downtown Shelbyville. The park consists of 4 acres and has a shelter and picnic area, green space, fishing access and canoe launch to Clear Creek.

James Burnett Mini Park

James Burnett Mini Park is located at 1310 Thorn Avenue in Shelbyville. The park consists of 3 acres and has a playground and picnic area.

Moses Dale Mini Park

Moses Dale Mini Park is located at 212 Lee Nor Mack Street in Shelbyville. The park consists of 1.5 acres and has a playground.

Stratton Bottom Mini Park

Stratton Bottom Park is located at 131 Washington Street in downtown Shelbyville. The park consists of 5.57 acres and offers practice fields for baseball, softball and soccer, and a canoe launch and fishing access to Clear Creek. A primitive trail also runs from Stratton Bottom along Clear Creek to 7<sup>th</sup> Street.

**Simpsonville Parks and Recreation**

The Simpsonville Parks and Recreation Department is located in Simpsonville City Hall and maintains two park facilities, Simpsonville Park and Wiche Park. In January 2012 the City hired the first full-time Parks Director.

Simpsonville Park

Simpsonville Park is located at 108 Old Veechdale Road behind City Hall. The park consists of 4 acres and offers a shelter, a playground, a half-court basketball court, four ball fields (2 baseball/softball and 2 soccer) and a gymnasium.

Wiche Park

Wiche Park is located on Shelbyville Road in front of the Old Simpsonville School. The park consists of 1 acre and offers a gazebo and one ball field. The park is used for the fall festival and Light-Up Simpsonville.



Figure 7.1



Figure 7.2

## **PUBLIC SAFETY**

### **Emergency Services**

Emergency services in Shelby County are dispatched through the Shelby County E911 dispatch center located at 501 Main Street in the Old Jail Building behind the historic Shelby County Courthouse. The Old Jail Building was remodeled to accommodate the dispatch center. It is an enhanced 911 system which uses a fully automated center computer aided dispatch. The dispatch center is staffed 24 hours per day by dispatchers. They provide dispatch services for the following agencies: Shelbyville Police Department, Simpsonville Police Department, Shelby County Sheriff's Department, Shelbyville Fire Department, Shelby County EMS, and all county volunteer fire departments. The dispatch center also activates the outdoor warning sirens for severe weather. Outdoor warning sirens are shown on Figure 7-2.

Shelby County Emergency alert system in Shelby County consists of outdoor warning sirens, local emergency alert radios and NOAA weather radios. With all the growth in Shelby County it is imperative that the County have an emergency notification system in place to protect county residents. Any development over fifteen lots, tracts, dwelling units, any commercial or industrial development with fifty or more persons should be required to install an outdoor warning siren to provide adequate warning to these citizens. Furthermore, mobile home/manufactured home communities should be required to provide not only an outdoor warning siren, but provide a place for the residents to take shelter from severe storms or tornados. It should also be noted that gold courses or recreational facilities where large numbers of people gather should be equipped with a siren to warn them of inclement weather conditions.

### **Emergency Medical Service**

Emergency and non-emergency ambulance service for all of Shelby County is provided by the Shelby County Emergency Medical Service. EMS is operated by Shelby County Fiscal Court and has done so since 1973. There are four units per shift 24 hours a day seven days a week. Station #1 is located at 522 Hospital Road, Station #2 is located at 75 Peytona Beach Road, and Station #3 is located at 121 Citizens Boulevard in the Simpsonville Rural Fire Department Station #1. Shelby County EMS also operates a Special Response Team (SRT) to provide medical expertise in areas beyond the limits of normal medical response. EMS is equipped with eight ambulances and approximately 40 personnel including 16 full-time paramedics, 10 part-time paramedics, 8 full-time emergency medical technicians, and 7 part-time emergency medical technicians. A new EMS headquarters will be located at 101 Old Seven Mile Pike in the former Schwann's facility.

### **Police Protection**

Police protection within the City of Shelbyville is provided by the Shelbyville Police Department and for the City of Simpsonville by the Simpsonville Police Department. The Shelby County Sheriff's Department provides protective services in the remainder of Shelby County. Shelby County is served by Kentucky State Police Post 12 which is located in Frankfort. Post 12 serves the following counties: Anderson, Fayette, Franklin, Scott, Shelby, Spencer and Woodford.

The City of Shelbyville Police Department is located at 303 Main Street. The police station is in excellent condition and meets the needs of the department. The City of Simpsonville Police Department is located within Simpsonville City Hall at 108 Old Veechdale Road and currently meets the needs of the department. The Shelby County Sheriff's Office is located in the historic Shelby County Courthouse at 501 Main Street, Shelbyville and is in need of additional and upgraded space.

## Fire Protection

Fire protection in Shelby County is provided by eleven fire departments, three in Oldham County (South Oldham, Ballardsville, Peewee Valley), one in Jefferson County (Long Run), and seven individual fire districts in Shelby County (Bagdad, Mount Eden, Shelby County, Simpsonville, East US 60, Waddy and the City of Shelbyville). All of the Shelby County departments belong to the Shelby County Firefighters Association. Figure 7.3 shows the individual fire districts in Shelby County.

### City of Shelbyville Fire Department

The City of Shelbyville Fire Department employs seventeen full time firefighters and approximately 22 volunteer firefighters. The department's main station is located at 1040 Main Street, Station #2 is located at 99 Clubhouse Drive, and Station #3 is located at 120 Warriors Way.

### Shelby County Fire District

The Shelby County Fire District has five stations at this time. Station #1 is located at 200 Alpine Drive, Station #2 is located at 1000 Taylorsville Road, Station #3 is located at 7027 Eminence Pike, Station #4 is located at 980 Finchville Road, and Station #5 is located at 7370 LaGrange Road. The District has two full-time employees, the Fire Chief and his Administrative Assistant. The department has more than sixty volunteer firefighters. They must meet training requirements set forth by the department, state and federal agencies. The department has a training bureau, which keeps the members up to date on training requirements and conducts excellent training sessions. These training sessions include specialized areas such as Confined Space Rescue, Trench Rescue, Hazardous Materials and Auto Extrications. Additional firefighters, equipment and facilities will be needed to meet the expected growth in the County. The department responded to 773 runs in 2010 and 760 runs in 2011. Their ISO rating is 4 in areas with fire hydrants and an ISO rating of 9 in non-hydrant areas.

It is recommended that the City and County jointly expand the training facilities for the firefighters. The current location of the training facilities is located at 98 Seventh Street. The property belongs to the City of Shelbyville and has been leased to the Shelby County Firefighters Association. This facility has plenty of room for expansion.

The Shelby County Fire District recommends working closely with the Planning Commission and the water districts to ensure that adequate fire protection is provided to existing and future developments by placing hydrants in areas where there are no hydrants or too few hydrants. Fire hydrants must be connected to six-inch water lines or larger and adequate water flows must be considered in the evaluation of fire protection capabilities in all developments.

Whenever possible, new development should be in areas with water lines of size and flow necessary to provide adequate fire protection. Standards should be developed that differentiate between levels of fire protection necessary for various types of development and incorporated into the subdivision regulations of Shelby County. It is recommended that these regulations specify that it is the developer's responsibility to provide and show compliance with these standards prior to submission of a final subdivision plat or prior to a zoning permit for major commercial or residential projects when there is no actual subdivision.

All county fire districts are expected to be in a position to improve their facilities and equipment due to the taxing districts that all fire departments have instituted. These districts are authorized a tax to directly support each fire district. It is recommended that the government and fire districts employ a full time professional director/coordinator who would also serve as director of the Shelby County Firefighter's Association and would promote overall City and County coordination.

### Simpsonville Rural Fire Protection District

The Simpsonville Rural Fire Protection District provides fire protection to the western third of Shelby County from three (3) stations. The business office is located in the main station at 121 Citizens Boulevard, Station #2 is located at 3140 Anderson Lane and Station #3 is located 44 First Day Lane in the Equestrian Lakes Subdivision. The Department has one (1) full time administrative assistant, two (2) full time firefighters, and approximately 25 volunteer firefighters. The Department is currently preparing for a Training/Fire Prevention Bureau to keep volunteers updated on training requirements and to start a Fire Prevention Inspection program in the Community. Also, quicker medical service is also provided in the area with the recent incorporation of the Shelby County EMS at Station 1. Additional firefighters, equipment and facilities will be required in the future as the area continues to show continued rapid growth.

### Bagdad Fire Protection District

The Bagdad Fire Protection District provides fire protection to approximately 68 square miles in northeast Shelby County from two (2) stations. Station #1 is located at 4741 Bagdad Road, and Station #2 is located at 8435 Cropper Road. The Department has 31 volunteer firefighters.

### Mt. Eden Fire Protection District

The Mt. Eden Fire Protection District provides fire protection in the Mt. Eden area in southeast Shelby County from two (2) stations. Station #1 is located at 260 Van Buren Road in Spencer County and Station #2 is located at 450 Southville Pike.

### East US 60 Volunteer Fire Department

The East US 60 Volunteer Fire Department provides fire protection to eastern Shelby County between I-64 to the south, Vigo Road to the north, Franklin county line to the east and just east of Hempridge Road to the east from one (1) station. The station is located at 9221 Frankfort Road.

### Waddy Volunteer Fire Department

The Waddy Volunteer Fire Department provides fire protection to approximately 49 square miles in southeast Shelby County from one (1) station. The station is located at 135 Chester Dare Road. The Department has 17 volunteer firefighters.

## **PUBLIC UTILITIES**

All new developments must provide for an adequate and sustained supply of potable water and sanitary sewage disposal system. New development of an urban nature should also meet minimum requirements for fire protection. Whenever possible, development should utilize existing facilities because of the great cost of constructing new facilities and extending service to new areas. New development must have water and sewage systems that are in compliance with the current City and County ordinances, Comprehensive Plan, Subdivision Regulations, Fire Department and Health Department regulations.

### **Public Water Systems**

Shelby County is served by six water districts: the Shelbyville Municipal Water & Sewer Commission, North Shelby Water Company, West Shelby Water District, Henry County Water District No. 2, US 60 Water District and Taylorsville Water System. The service areas of the six water districts are shown on Figure 7.4.



Shelbyville Municipal Water & Sewer Commission is the only public water system that operates a water treatment plant in Shelby County. North Shelby Water Company, West Shelby and US 60 Water Districts purchase treated water and do not operate their own treatment plants.

As of April 2018, the number of residential customers for each water service was as follows:

Shelbyville Municipal Water	8,271
North Shelby Water Company	4,992
US 60 Water District	2,947
<u>West Shelby Water District</u>	<u>1,962</u>
<b>TOTAL</b>	<b>18,172</b>

#### Shelbyville Municipal Water & Sewer Commission

The Shelbyville Municipal Water System serves about 8,812 customers (a population of approximately 23,660) in the Shelbyville area and along KY 55 and KY 53 south of Shelbyville and I-64. The Shelbyville Municipal Water System water source is Guist Creek Lake which is a surface water source supply. Guist Creek Lake has a 29 square mile watershed which consists of predominately agricultural acreage, with some residential around the lake. Guist Creek Lake is located about 2.5 miles east of Shelbyville on the north side of US 60. The water treatment plant utilizes the “*Conventional*” treatment process. The Guist Creek Lake Water Treatment Plant is capable of treating and is permitted to withdraw 6.0 million gallons per day (MGD). The Shelbyville Municipal Water and Sewer Commission office is located at 1059 Washington Street in Shelbyville. As of April 2018, they provide water service to 8,271 residential customers, 492 commercial customers and 44 industrial customers in and near the City of Shelbyville. They also sell treated water to North Shelby Water Company, West Shelby Water District and US 60 Water District. The water districts purchase approximately 850,000 GPD from Shelbyville. Shelbyville Municipal Water System has five storage tanks (3.0 million gallons total) and two clear wells (750,000 and 1.0 million gallons) for a total system storage capacity of 4.95 million gallons. Current plans for upgrades or expansion of the water system include building a new elevated storage tank in the Finchville area and constructing an 18 inch water main along I-64 from Taylorsville Road to Mt. Eden Road. To increase the capacity of the system and to have emergency connection with the Louisville Water Company the Commission has entered into a long term contract with Louisville Water to bring an additional 7.5 MGD to Shelbyville.

#### North Shelby Water Company

The North Shelby Water Company’s office is located at 4596 Bagdad Road in Bagdad. The North Shelby Water Company provides water service to north Shelby County from the Jefferson County line to the Franklin County line north of Simpsonville and Shelbyville. They also serve customers in small portions of Jefferson, Oldham, Henry and Franklin Counties. All of North Shelby Water Company’s treated water is purchased from the Louisville Water Company, Frankfort Plant Board and Shelbyville Municipal Water & Sewer Commission. They purchase an average of 32,200,000 gallons per month. As of May 2018, the North Shelby Water Company serves 4,992 residential and 6 commercial customers. Their highest demand customer is the Kentucky Correctional Institution for Women. The North Shelby Water Company has a total storage capacity of 2.25 million gallons.

#### US 60 Water District

US 60 Water District is run by the North Shelby Water Company. The US 60 Water District provides water service to the Waddy area and along US 60 in eastern Shelby County. They purchase treated water from the Frankfort Plant Board. They purchase an average of 12,500,000 gallons per month. As of May 2018, the US 60 Water

District serves 2,947 residential and 5 commercial customers. Their highest demand customer is the Love's Travel Center. The US 60 Water District has two water storage tanks with a total system storage capacity of 1.2 million gallons.

#### West Shelby Water District

The West Shelby Water District office is located at 137 Citizens Blvd in Simpsonville. The West Shelby Water District provides water service to portions of southwest Shelby County and a small portion of Jefferson County between KY 55 south to the Jefferson County line. They purchase treated water from the Louisville Water Company and Shelbyville Municipal Water & Sewer Commission. As of May 2018, the West Shelby Water District serves 1,962 residential, 135 commercial and 28 industrial customers. Their highest demand customer is F. B. Purnell Sausage Company who uses 70,375 gallons per day. The West Shelby Water District has three water storage tanks with a total storage capacity of 1.95 million gallons. West Shelby Water District has purchased property on the north side of Simpsonville on Todd's Point Road for a future water storage tank and is installing new pump stations to better serve their customers.

#### Henry County Water District No. 2

The Henry County Water District No. 2 office is located at 8955 Main Street in Campbellsburg. The Henry County Water District No. 2 provides water service to a small portion of Shelby County along the Henry/Shelby County line. They receive their water from the Ohio River Alluvium Aquifer. The water is pumped from six wells to the Morton Ridge Road Treatment Plant.

#### Taylorsville City Water Works

The Taylorsville City Water Works office is located in Taylorsville City Hall. The Taylorsville City Water Works serves about 315 customers in southeast Shelby County in and near the Mt. Eden Road community. Each water meter in the system is considered a customer.

#### Summary

The public water system in Shelby County provides service to all major cities and village areas in the County. Therefore, most commercial, industrial, and public buildings are connected to the systems. However, there are still some rural residences that have other means of water supply.

The *Shelby County Subdivision Regulations* state that where a public system is available to a proposed subdivision, the developer shall connect that subdivision to the system.

The City of Shelbyville and its environs enjoys a Class 3 Fire Protection rating. Subdivisions with minimal side setbacks shall install water lines and fire hydrants sized for the increased fire flow requirements.

The capacity of the Shelbyville Municipal Water Treatment Plant at Guist Creek Lake, which serves three of the County's six (6) water suppliers, can treat and withdraw 6.0 million gallons per day. Average daily treatment in 2011 was 2.58 million gallons per day.

The other water suppliers in Shelby County have done an excellent job in planning by designing/improving their systems, placing more reliance on the Louisville and Frankfort Water Companies. This has effectively reduced the demand of the Shelbyville Water System, with more interconnections between suppliers that will improve the ability to deal with emergency situations, as well as to keep up with projected growth in this area.

### Water Service Needs

As public water service is available in most of Shelby County, the primary need in the future is to maintain and upgrade existing facilities. To keep costs down, the public water providers should work together to achieve economies of scale, especially for expensive projects such as water treatment plant upgrades. In high density areas, water mains should be upgraded to a minimum of six inch lines with fire hydrants to provide fire protection. The *Shelby County Subdivision Regulations* state that where a public water system is available or within a reasonable distance to the proposed subdivision, as determined by the Planning Commission, the developer shall construct a complete distribution system within the subdivision and connect this subdivision system to the public system. Private water systems within Shelby County should be prohibited to protect the public health, safety and welfare.

### **Sanitary Sewage Disposal Systems**

Shelby County is served by two public wastewater collection systems. These are the Shelbyville Municipal Water & Sewer Commission and the City of Simpsonville Sewer Department. Both Shelbyville and Simpsonville systems operate wastewater treatments plants in Shelby County.

The service areas of the two sewer districts are shown on Figure 7.5.

#### Shelbyville Municipal Water & Sewer Commission

The Shelbyville Municipal Water & Sewer Commission operates a wastewater treatment plant located on Kentucky Street. The plant has a treatment capacity of 2.7 million gallons per day. In 2017, the average flow was 2.280 million gallons per day during wet weather and 1.842 million gallons per day in dry weather. As of April 2018, the Shelbyville Municipal Water & Sewer Commission provides wastewater collection service to 7,072 residential, 420 commercial and 41 industrial customers in Shelby County. The Commission maintains approximately 200 to 250 miles of sewer lines and 27 pump stations. The Commission is currently evaluating the trunk line sewer capacity coming into the plant and will increase capacity if necessary.

#### City of Simpsonville Sewer Department

The City of Simpsonville Sewer Department operates a wastewater treatment plant east of the city limits and north of Shelbyville Road and south of the RJ Corman Railroad. The plant has a treatment capacity of 750,000 gallons per day. The plant currently has an average daily flow of 250,000 gallons per day, or 33% of treatment capacity. As of December 2012, the Sewer Department provides wastewater collection service to 813 residential and 74 commercial/industrial customers in Shelby County. The plant disinfects with ultra-violet light in lieu of chlorine which is cheaper, safer and environmentally friendly.

#### Sewage Package Treatment Plants

A sewage package treatment plant is a relatively small treatment facility providing secondary or tertiary wastewater treatment for specific site. They generally serve sites where public sewage disposal systems are inaccessible and where septic tank systems are not adequate to treat the waste produced by the site.

In 1980, there were about 30 sewage package treatment plants in Shelby County, with design capacities ranging from 1,000 to 4,000 gallons per day. They served a variety of sites: residential, commercial, industrial, public, semi-public, parks and recreation. In 1990 there were only two (2) residential package treatment plants and 15 systems serving other land uses. In the last 10 years, 15 private sewage treatment plants have been incorporated into municipal facilities.

Residential package treatment plants are prohibited in Shelby County.

### Septic Tank Systems

A septic tank is an onsite sewage treatment system consisting of two parts; the septic tank, where sewage is retained and digested by organic matter, and the drain field where the resulting effluent is distributed into the ground. Septic tanks are utilized by residential lots and farmhouses outside the Urban Service Area where public sewers are not available. Existing soils, rocks, trees or topographic conditions as well as an adequate replacement area for the system necessitate tracts larger than one (1) acre in size for septic tanks. With all conditions favorably met, the minimum lot size is two (2) acres for such installation excluding areas within the Guist Creek Lake watershed and Residential Estates. Major subdivisions utilizing septic tanks on lots less than five (5) acres in size are not permitted around the cities of Simpsonville and Shelbyville or the Guist Creek Lake watershed or the Lake Shelby 201 Plan Conservancy area.

In the late 1980's Shelby County and the EPA, through Sanitation District #1 spent in excess of \$6 million to install sewer collection systems to existing properties being served principally by septic tanks, and others by package treatment plants. The City and County have spent millions to abandon septic systems in Meadowbrook Subdivision and in the Ardmore Lane vicinity. These large amounts of public expenditures were a result of failed/failing septic tanks and poor soil conditions.

Regulations now limit the use of septic tank systems to lots of at least two (2) acres in size, unless zoned Residential Estates that allows for one (1) acre tracts and within the Guist Creek Lake watershed, which requires a minimum of five (5) acres.

It is important to note that these are alternative types of on-site waste treatment that may be allowed by the local health Department and by the Commonwealth. A builder should consult with the Health Department and State prior to planning traditional on-site treatment systems. However, the minimum lot sizes as described previously for septic tanks shall apply to alternative on-site treatment systems.

### Summary

Shelbyville and Simpsonville are the only cities now served by public sewage disposal systems.

The subdivision regulations, as well as City and County ordinances state that, where a public sewer system is available to a proposed subdivision, the developer shall connect that subdivision to the public sewer system.

The Health Department and other County ordinances restrict septic tanks to lots with at least two (2) acres in size, except for one (1) acre lots in Residential Estates zoning district, provided the soil passes an evaluation. The regulation is necessary because the soils in Shelby County are not generally suitable for septic use.

However, subdivisions within the Guist Creek Lake Watershed shall be limited to a minimum of five (5) acres, as the lake is a vital natural resource and major source of water supply for Shelbyville and a large part of Shelby County. Subdivisions within the Lake Shelby 201 Plan Conservancy area shall also be limited to a minimum of five (5) acres as well.

The disposal of animal waste is a concern in Shelby County because of the large inventory of livestock. The U. S. Soil Conservation Service and the Agricultural Stabilization Conservation Service assists farmers in dealing with this problem.

The Shelby County Convenience Center has been sufficient, but in the near future additional capacity will need addressing in the solid waste management plan.

#### Sanitary Sewage Disposal Systems Needs

The establishment of subdivisions within the Urban Service Area of Shelbyville and Simpsonville that are not connected to a government wastewater treatment and collection system and that are on tracts of less than five (5) acres in size shall be prohibited except for minor subdivision in the Agricultural zoning district, which are not located within the Guist Creek Lake Watershed, Shelbyville 201 Planning Area, or the Lake Shelby 201 Plan Conservancy Area. Within the Guist Creek Lake Watershed all newly subdivided lots/tracts shall be a minimum of no less than 5 acres.

Guist Creek Lake is an environmentally sensitive area, and the source of drinking water for the majority of Shelby County residents. Neither privately owned nor publicly owned wastewater collection/treatment systems shall be installed in the Guist Creek Watershed. Any development in this watershed shall be very low density (minimum 5 acres lots/tracts) and provisions shall be made for erosion and sediment control for any construction in this watershed. The use of “Best Management Practices for Construction Activities” shall be required in accordance with the Division of Water NRPEC, U.S. Natural Resources Conservation Service.

Pesticides and Herbicides for residential use shall not be allowed within the Guist Creek Lake Watershed, with the exception that termite treatment for residential homes shall be allowed with application only by a licensed and bonded firm for this specialty.

The establishment of subdivisions that are not connected to publicly owned systems, but are within the 201 Planning Area of the Shelbyville Municipal Water and Sewer Commission or the Simpsonville Sewer Department shall not be permitted, regardless of lot sizes. This is necessary for the continuity of the collection system infrastructure, and shall be considered premature for development.

For any proposed development within the 201 Planning Area, a signature of the authorized representative of the Shelbyville Municipal Water and Sewer Commission or the Simpsonville Sewer Department shall be required to be on the preliminary and final plat, or planned unit development plan, confirming that the property is not within the 201 Planning Area, if the property is not proposed to be served by a publicly owned wastewater system.

A zoning regulation provision has been adopted for minor subdivisions that addresses specific circumstances or provisions wherein this prohibition shall not apply. Development on septic systems shall abide by the ordinances that require connection to a governmental wastewater treatment and collection system as such becomes available.

Residential zoning should not be granted in areas outside the growth areas of the rural villages and the Urban Service Area and/or the 201 Planning Areas of Shelbyville and Simpsonville and the rural village growth areas should meet the development provisions of the Agricultural zone.

Most commercial, industrial and public buildings in the Shelbyville area are connected to the wastewater collection system. In March 2000 the Sanitation District #1 of Shelby County was consolidated into the Shelbyville Municipal Water and Sewer Commission.

Existing Shelby County Subdivision Regulations state that, were a public sanitary sewer system is available or reasonably accessible to the proposed subdivision, as determined by the Planning Commission, the developer will construct a collection system within the subdivision and connect this subdivision system to the public

system. Where a public sanitary system is not accessible, each builder will develop individual subsurface disposal on each lot (typically a septic tank system).

It is the policy of this Plan to discourage the establishment of private residential sewage treatment plants and none shall be approved until the conditions under which private treatment plants can be established or developed and specified in zoning and subdivision regulations.

Septic tank systems can be installed only on single parcels of land that are at least two (2) acres in size, but not within the 29.5 square miles of Guist Creek Lake Watershed. Before such a lot is developed, the soil must pass a soil evaluation test to measure its suitability for the septic tank system. These regulations were adopted because most soils in Shelby County are not suitable for septic tank systems.

### **Disposal of Animal Waste**

Shelby County has a large inventory of livestock, including dairy farms and horse farms, which generate a large volume of animal waste. The disposal of this waste has been a problem in the County. The problem is most acute where the livestock are confined in barns or small areas, where the waste is accumulated. Several farms have built lagoons for the disposal of this waste. In some cases, the animal waste is dispersed from the lagoon into surrounding fields. The U. S. Soil Conservation Service and the Agricultural Stabilization Conservation Service are assisting farmers on an individual basis in dealing with this disposal.

### **Solid Waste Disposal**

There is only one county-owned convenience center for the disposal of solid waste in Shelby County. The City of Shelbyville landfill that was located on Kentucky Street near the Shelbyville Sewage Treatment Plant has been closed for several years. The Shelby County Convenience Center located on Kings Highway, about 1.7 miles east of Waddy was closed December 2014 when a new state of the art facility was opened at 170 Windhurst Way. A recycling center still exists, although not manned, at 86 Seventh Street in Shelbyville where paper, cardboard, plastics, glass, metal cans and aluminum cans are accepted. In addition to the Seventh Street location, two additional locations are provided at Masonic Home of Shelbyville and in downtown Bagdad. 4.5 and 9.5 cubic yard containers along with two 40 yard boxes have been placed at businesses throughout Shelby County for cardboard recycling.

Shelby County has prepared and follows a solid waste management plan as required by State Law and found on the Shelby County website at <https://shelbycounty.ky.gov/Departments/Pages/Solid-Waste-and-Recycling.aspx>.

Privately owned/operated solid waste facilities are prohibited in Shelby County.

### **Electric Service**

Electric service in Shelby County is provided by Kentucky Utilities Company, Shelby Energy Cooperative, Salt River Electric Cooperative, Louisville Gas and Electric Company, and the Frankfort Plant Board. The approximate service areas are shown on Figure 7-6. The information for Figure 7-6 was obtained from the Kentucky Public Service Commission. It should be noted that the service areas are approximate and overlap in some areas.

### **Natural Gas Service**

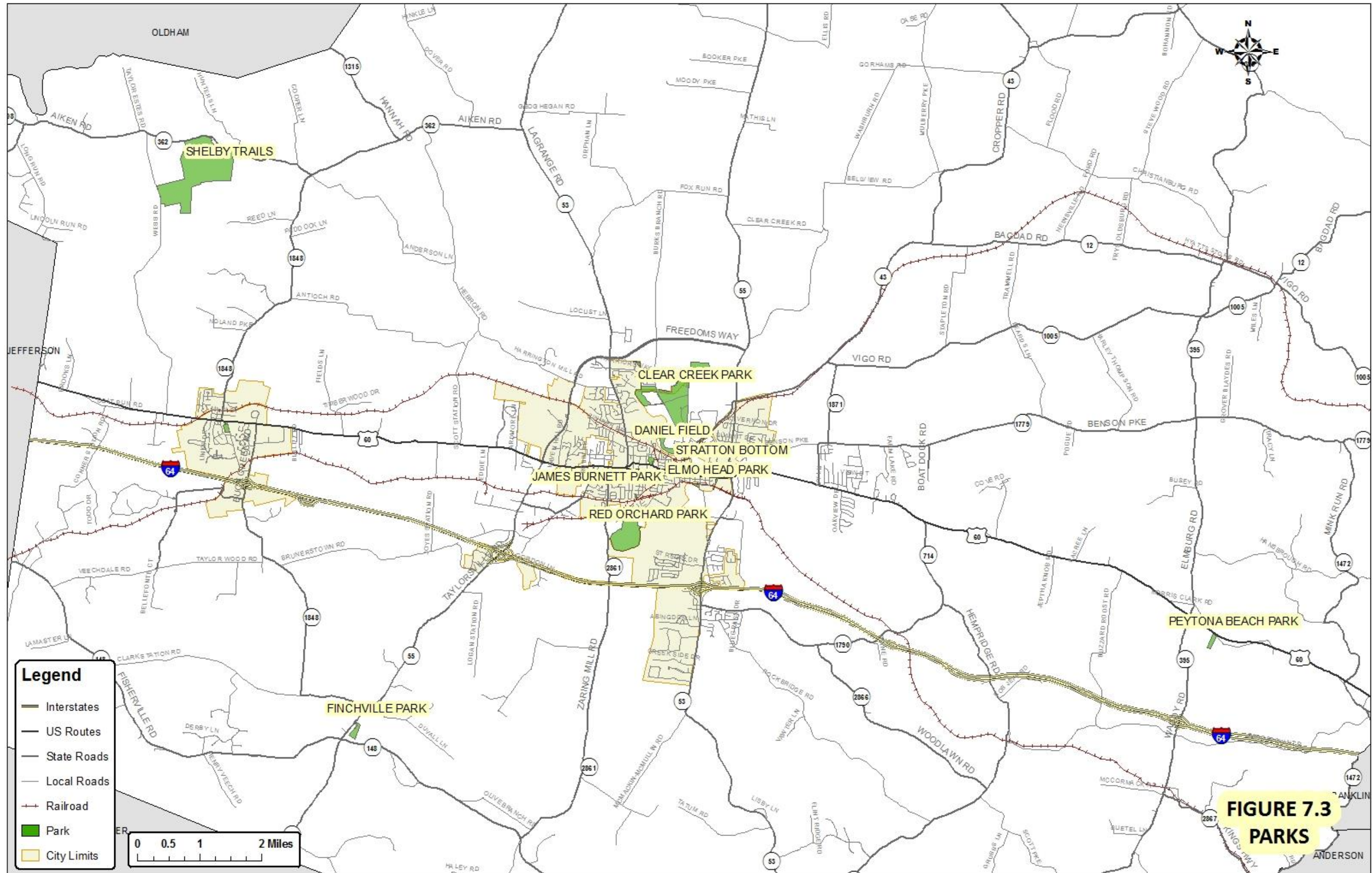
Natural gas service in Shelby County is provided by Atmos Energy Corporation and Louisville Gas & Electric Company.

## **Recommendations**

It is recommended that public water systems be expanded to serve all residents in the County when it is feasible to extend such services. It is also recommended that public sewer facilities be extended to the boundaries of the Urban Service Areas when feasible.

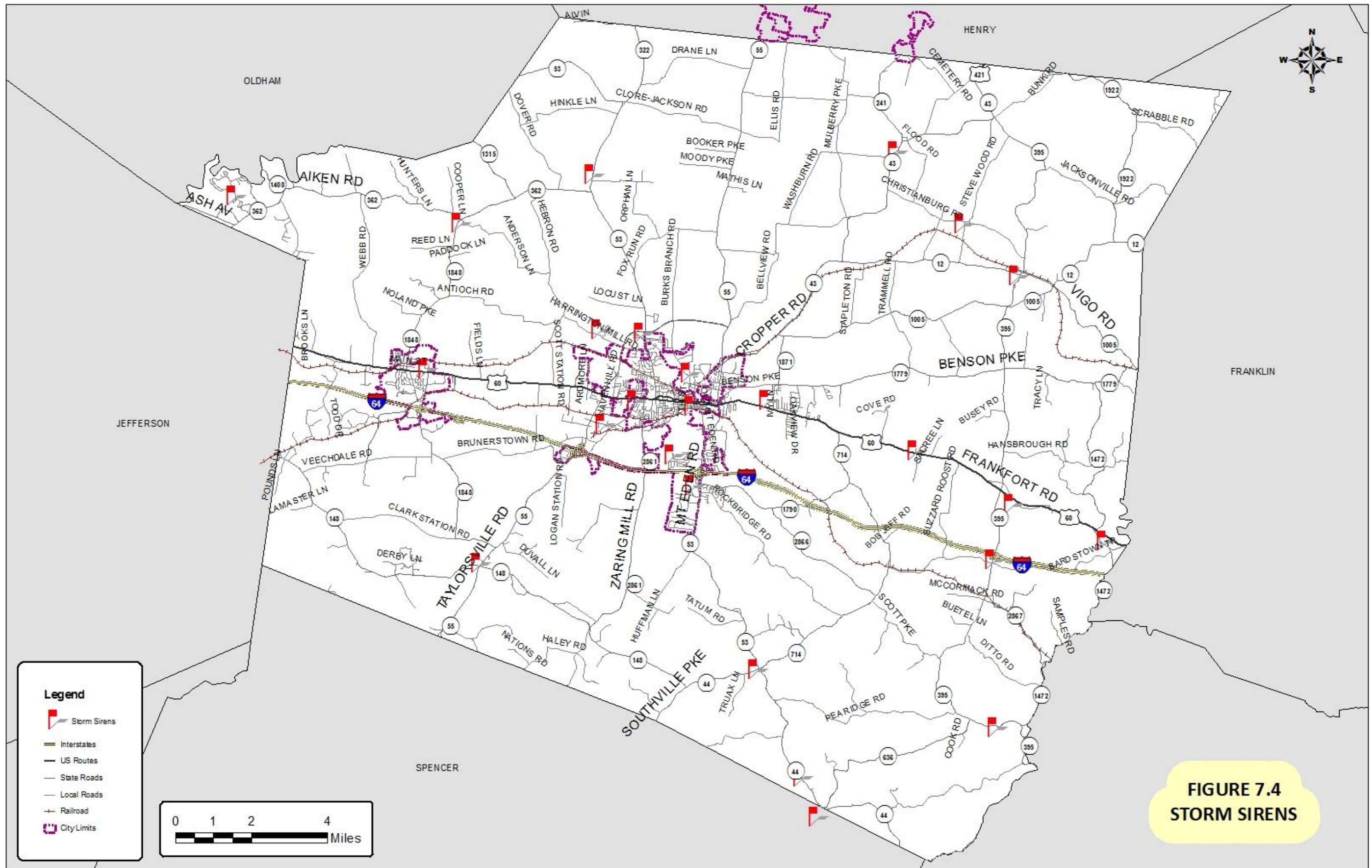
Subdivisions inside the proposed Urban Service Areas of Shelbyville and Simpsonville should be served by the appropriate government and its water, sewer, street maintenance, streetlights and signage, police and fire protection of the appropriate governmental agency. Development proposals in the Urban Service Areas should have full review and general acceptance of all appropriate government agencies prior to their approval by the Planning Commission. In the rural communities, developments in the proposed growth area of small communities and villages should have at least the same level of service that exists for inhabitants or establishments in that particular community.

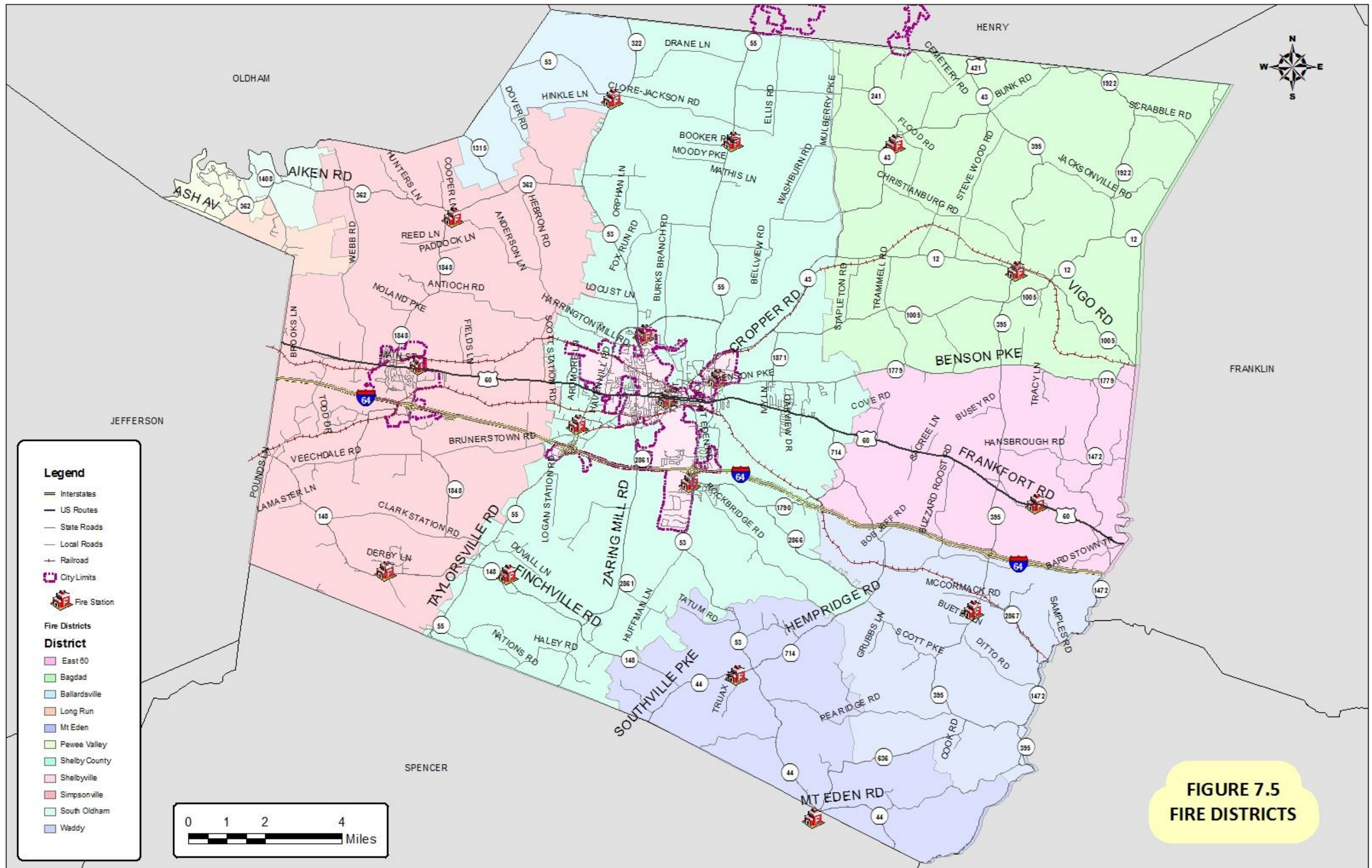
The recommendations and considerations herein also apply to the Land Use and Implementation sections of the Plan and should be taken into consideration in the development of the Subdivision Regulations and other pertinent review processes.



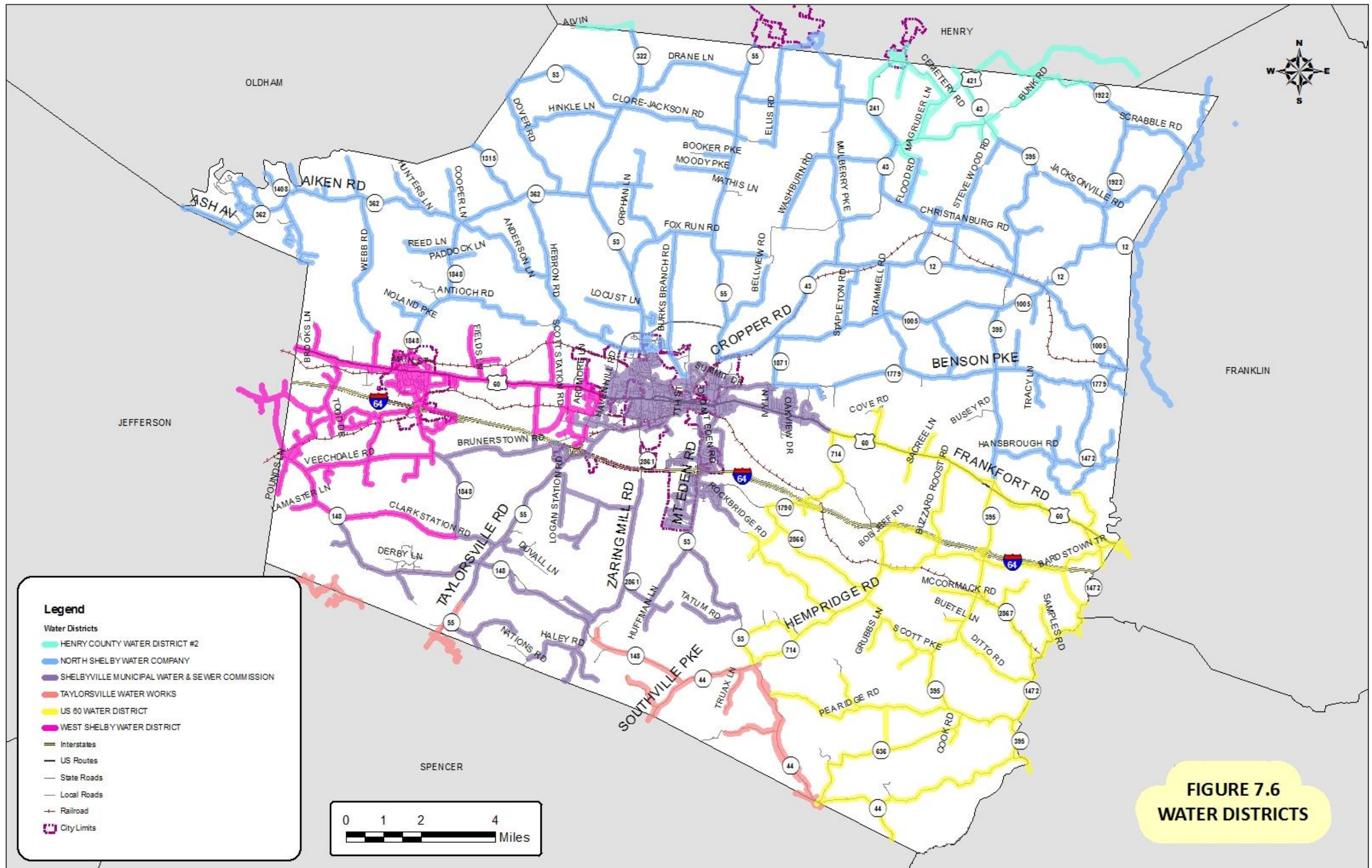
**FIGURE 7.3  
 PARKS**

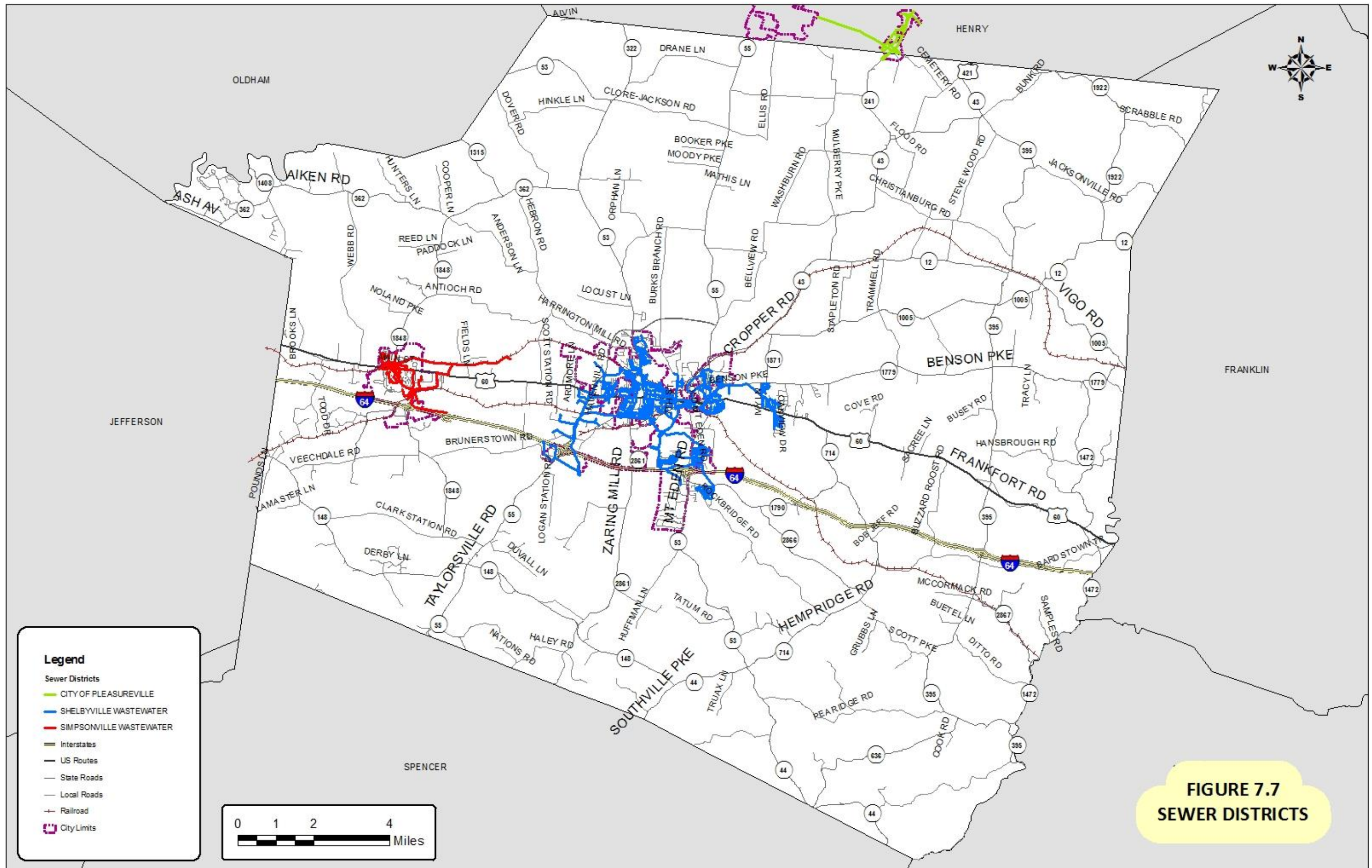


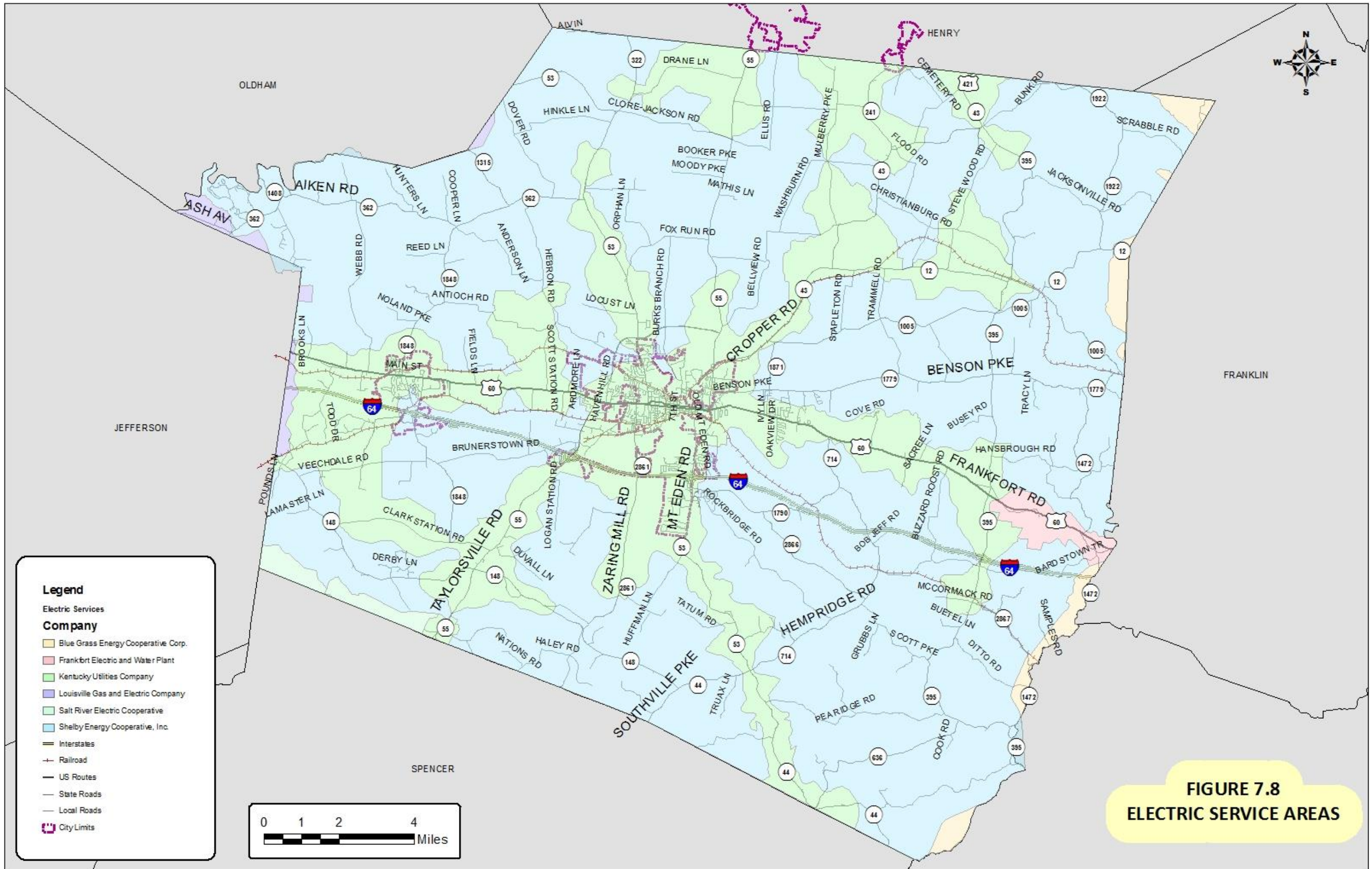




**FIGURE 7.5  
 FIRE DISTRICTS**







**FIGURE 7.8**  
**ELECTRIC SERVICE AREAS**

## **INTRODUCTION**

Increased mobility, accessibility, and efficiency of a region’s transportation system can be a stimulant to population growth, residential development, and have a pronounced effect on the location of industrial and commercial land uses. For this reason, it is important that a study of the county’s transportation system be included in the Shelby County Comprehensive Plan. As roadways are the predominate means of transportation in Shelby County, roads will be discussed first, followed by bicycle, pedestrian, bus and rail facilities.

## **SHELBY COUNTY ROADS**

There are 14 major highways in Shelby County which are part of the State primary or secondary road system and provide access to and through Shelby County. These highways are: Interstate 64, US 60, US 421 and Kentucky Highways 12, 43, 44, 53, 55, 55X, 241, 395, 1005, 1848, and 1871. Shelbyville lies just north of Interstate 64 and is bisected by US 60 from east to west. KY 43, 53, and 55 provide ingress and egress to points within Shelby County and to adjoining counties from the City of Shelbyville. KY 55X, known as Freedom’s Way or the Shelbyville Bypass, moves traffic around the City of Shelbyville from US 60 to KY 55 North, reducing congestion within the city limits. Simpsonville lies north of Interstate 64 and is also bisected by US 60 from east to west. KY 1848 provides ingress and egress primarily from the City of Simpsonville to points within Shelby County.

## **NATIONAL HIGHWAY SYSTEM**

The Kentucky Transportation Cabinet (KYTC) has developed the National Highway System (NHS) routes within Shelby County. The significance of being designated as a NHS roadway is that improvements qualify for specific NHS funding. NHS routes for Shelby County only include Interstate 64 from the Jefferson County line to the Franklin County line.

## **TRUCKING CLASSIFICATIONS**

Shelby County’s road system consists of federal and state roads maintained by the State of Kentucky, county roads maintained by the Shelby County Road Department, and city streets maintained by the cities of Shelbyville and Simpsonville Public Works Departments. State maintained roads are classified by truck weight capacity. Kentucky Revised Statute (KRS) 189.222 requires the KYTC to establish weight limits on the state maintained highway system. To implement this statute, Kentucky Administrative Regulations (KAR) designating these weight limits are promulgated and updated frequently. Designated “AAA” trucking highways have an 80,000 pound permitted gross load limit, while “AA” highways have a 62,000 pound gross load limit. All other state maintained roads are designated as Class “A” trucking highways with a 44,000 pound gross load limit. Figure 8.1 shows the AAA, AA, and A rated highways in Kentucky.

## **FUNCTIONAL CLASSIFICATION SYSTEM**

The analysis of existing roadway systems includes the assessment of the function performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. The functional classification system for Shelby County (Figure 8.2) as established by the KYTC is as follows:

*Rural Principal Arterial* - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1) Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; 2) Serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over; 3) Provide an

integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

*Rural Minor Arterial* - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following characteristics: 1) Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service; 2) Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; 3) Provide (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

*Rural Collector Roads*-Rural collector roads generally serve intracounty traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two types of rural collector routes, characterized as follows:

*Major Collector* - These routes typically: 1) provide service to the county seat not on an arterial route and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, etc. ; 2) link these places with nearby larger towns or cities, or with routes of higher classification; and 3) serve the more important intracounty travel corridors.

*Minor Collector* - These routes are; 1) spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road; 2) provide service to the remaining smaller communities; and 3) link the locally important traffic generators with rural areas.

*Rural Local Roads* - Roads within this classification have the following characteristics: 1) Serve primarily to provide access to adjacent land; and 2) provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

The KYTC uses a separate classification system for incorporated or urban areas. Therefore, the classification for streets within the City of Shelbyville (Figure 8.3) and Simpsonville differ slightly from those in the County.

Classifications for urban areas are as follows:

*Urban Principal Arterial* - This system of streets and highways serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, the longest trips, and should carry a high proportion of the total urban area travel on a minimum of mileage. These roads should be integrated both internally and externally between major rural connections.

*Urban Minor Arterial* - These roadways interconnect with and augment the urban arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterial routes.

*Urban Collector Streets* - The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. These roads differ from arterials as they penetrate residential neighborhoods distributing trips from arterials to the ultimate destination. The collector street also collects traffic from local streets in residential areas and channels it to the arterial road system. In the central business district, the collector system includes the street grid to facilitate traffic circulation.

*Urban Local Streets* - The local street system comprises all roads not placed in higher classifications. These streets primarily provide direct access to abutting land and access to the higher street classifications. These streets offer the lowest level of mobility. Service to through traffic movement is typically discouraged.

The functional classification of a road should be considered when approving development proposals. The classification will be an indicator of road capacity. For example if a major subdivision is proposed along a rural local road, it is unlikely that the road will be able to handle the increased traffic in a safe and efficient manner. Therefore, the road may need to be upgraded or the proposal not approved. The factors which determine the capacity and safety of a specific road are numerous and include lane width, shoulder width, current traffic counts etc. Therefore, when the capacity of a road to handle the additional traffic from a development is in doubt, a traffic impact study using computer modeling should be required. New streets in subdivisions or developments should be designed to meet future as well as current transportation needs. Developers should be required to provide collector or arterial streets or the right-of-way for future extensions as appropriate considering long term traffic patterns.

Acquisition of necessary rights-of-way for the construction of new streets and the widening of existing major streets occur in many ways such as purchase, donations, and required dedications when land is subdivided, developed or redeveloped. Subdivision regulations require that the subdivider shall dedicate for public use the rights-of-way for widening existing streets or roads. Greater setbacks will be required along major existing streets and roads to provide this additional right-of way.

When portions of rights-of-way are not required to be dedicated by the subdivider, the property owner may still choose to provide them by voluntary dedication as a public service. Such dedication may encourage the construction or upgrading of roads which will provide better access to the developer's property. In cases where the necessary rights-of-way are not available through dedication for constructing or upgrading streets or roads, it will be necessary for the appropriate jurisdiction to purchase the required rights-of-way. Purchases may be made by negotiation with the property owner, or if necessary, the rights-of-way may be condemned through the jurisdiction's power of eminent domain.

## **PLANNED ROAD IMPROVEMENTS**

The Kentucky Transportation Cabinet follows a six year highway plan for all 120 counties approved by the Kentucky State Legislature every two years. The current plan is for the period from Fiscal Year (FY) 2016 through FY 2022. This plan shows road improvement, bridge, weigh station, rest area rehab, interchange, and other highway related planned projects for the period. Figure 8.4 is the Shelby County Six Year Plan Project Map. It shows all of the current six year projects. The projects included in the six year plan and their anticipated funding year and cost are as follows:

1. 05-1060.00 – Replace bridge over Fox Run Creek 3.0 miles north of US 60 on KY 53. Construction completed in 2016. Project cost \$1,360,000.
2. 05-1063.00 – Replace bridge over Bullskin Creek 0.18 miles north of Heritage Lane on KY 55 South. Construction completed in 2016. Project cost \$2,580,000.
3. 05-1069.00 – Replace bridge over Backbone Creek 0.47 miles east of Cedarmore Road on CR-1036 (Scrabble Road). Construction completed in 2016. Project cost \$450,000.



4. 05-8511.00 – Widening of KY 53 from I-64 to US 60. Construction in 2019. Project cost \$11,290,000.
5. 05-8713.00 – Widening of US 60 from Masonic Home to Rocket Lane with a center turn lane. Construction in 2017. Project cost \$2,170,000.
6. 05-8958.00 – Widening of KY 55X (Boone Station Road) from US 60 to KY 43 to five lanes. Design 2020, ROW and utilities in 2021, and construction in 2022. Project cost \$13,101,000.
7. 05-8959.00 – New north-south route between KY 53 (Mt. Eden Road) and Benson Pike west of and parallel to Rocket Lane (KY 1871). Design in 2022. Project cost \$770,000.

## **TRAFFIC COUNTS**

The following average annual daily traffic (AADT) counts were calculated by Kentucky Transportation Cabinet (KYTC) or the Kentuckiana Regional Planning and Development Agency (KIPDA). Table 8.1 should be used in conjunction with Figure 8.5. Annual traffic count information is available online at the KYTC website, [www.transportation.ky.gov](http://www.transportation.ky.gov), or at the KIPDA website, [www.kipda.org](http://www.kipda.org).

<b>Table 8.1 – Annual Average Daily Traffic Counts in Shelby County</b>				
Source: Kentucky Transportation Cabinet				
<b>Station ID</b>	<b>Location</b>	<b>Past Count (YR)</b>	<b>Recent Count (YR)</b>	<b>Percent Increase</b>
019	I-64 @ Shelby County/Jefferson County Line	58,438 (2010)	64,900 (2015)	11.06%
520	I-64 between Exit 28 & Exit 32	51,800 (2002)	50,887 (2011)	-1.76%
509	I-64 between Exit 32 & Exit 35	47,379 (2011)	55,100 (2015)	16.30%
P22	I-64 one mile east of Exit 35	37,541 (2009)	41,300 (2015)	10.01%
254	I-64 @ Shelby County/Franklin County Line	41,556 (2011)	46,700 (2015)	12.38%
522	KY 1848 between I-64 & US 60	6,190 (2002)	7,509 (2009)	21.31%
596	US 60 between Jefferson County Line & KY 1848	7,519 (2010)	10,000 (2013)	33.0%
589	US 60 between KY 1848 & Scott Station Road	7,108 (2008)	8,200 (2014)	15.36%
A54	US 60 between Scott Station Road & KY 55	9,507 (2011)	10,000 (2014)	5.19%
A48	US 60 @ Hospital Road	25,548 (2002)	23,500 (2015)	-8.72%
A60	US 60 between KY 53/KY 55 & Johnsonville Road	15,132 (2009)	13,200 (2015)	-12.77%
A51	KY 53 N @ Warriors Way	6,337 (2009)	4,400 (2015)	-30.57%
A57	KY 53 N between US 60 & Railroad Tracks	10,321 (2009)	6,200 (2012)	-39.93%
A55	KY 53 S between US 60 & Old Seven Mile Pike	15,300 (2002)	16,600 (2011)	8.5%
A67	KY 53 S between Old Mt Eden Road & I-64	16,392 (2010)	15,900 (2013)	-3.0%
530	KY 53 S @ Plantation Drive	4,336 (2011)	5,100 (2014)	17.62%
A77	Boone Station Road between US 60 & KY 43	11,949 (2009)	13,400 (2015)	12.14%
514	Eminence Pike between KY 43 & Freedom's Way	5,512 (2009)	7,900 (2012)	43.32%
800	Freedom's Way between Eminence Pike & KY 53 N	5,777 (2011)	7,800 (2015)	35.02%
A79	Freedom's Way between KY 53 N & Harrington Mill	6,400 (2011)	8,600 (2015)	34.38%
A78	Freedom's Way between Harrington Mill & US 60	8,075 (2011)	10,700 (2015)	32.51%
A65	KY 55 S between US 60 & I-64	17,809 (2010)	19,100 (2013)	7.25%
569	KY 55 S between I-64 & KY 1848	5,483 (2011)	5,600 (2014)	2.13%
A23	Seventh Street @ College Street	8,046 (2010)	3,600 (2013)	-55.26%
A73	Old Eminence Pike between Seventh Street & Eminence Pike	3,163 (2011)	2,800 (2014)	-11.48%

## RECOMMENDED ROAD IMPROVEMENTS

A number of improvements to the roadway system in the area have been identified to address the goals and objectives set forth in the comprehensive plan. Figure 8.6 illustrates the proposed location of improvements and Table 8.2 summarizes the recommended road improvements.

**Table 8.2 – Summary of Recommended Road Improvements**

No.	Project Name	Description
1.	<b>Seventh Street Streetscape Improvement</b>	Widen & improve road; add curb, gutter, sidewalks, street lights, and street trees along Seventh Street from Washington Street to the entrance of Clear Creek Park. Install a roundabout at the Park Entrance.  <i>Seventh Street connects downtown Shelbyville at Washington Street to Clear Creek Park. The streetscape project will greatly improve the appearance of the thoroughfare for citizens and visitors visiting the park by automobile or pedestrians and bicyclists. A more in-depth study and recommendations of this corridor can be found in the Shelbyville 7<sup>th</sup> Street Corridor Plan.</i>
2.	<b>Shelbyville East End Streetscape Improvement</b>	Improve road, sidewalk, street lighting, street furniture, pedestrian amenities, foliage, and signage along Main & Washington Street from 3 <sup>rd</sup> Street to the Mt. Eden Road/Boone Station Road intersection.  <i>Main Street &amp; Washington Street are the eastern entrances into downtown Shelbyville. The streetscape project will greatly improve the appearance of the thoroughfare for residents and visitors. A more in-depth study and recommendations of this area can be found in the Shelbyville East End Study.</i>
3.	<b>Northeast Bypass</b>	Bypass east of KY 55 connecting Freedom’s Way to US 60 in the vicinity of Shelby County High School/JCTC.  <i>Will provide an alternative route around downtown Shelbyville and will provide much relief to the Frankfort Road Corridor especially at the KY 53/Boone Station Road &amp; US 60 intersection. Should be a 4-lane raised median road with designated access points, but a 2-lane section would suffice in the short-term.</i>
4.	<b>Southeast Bypass</b>	Bypass south of US 60 linking US 60 in the vicinity of Shelby County High School/JCTC to Mt. Eden Road.  <i>Will provide congestion mitigation immediately to the Mt. Eden Road/Boone Station &amp; US 60 intersection. The roadway should connect to KY 53 at the newly aligned intersection of Old Mt. Eden Road and KY 53. Should be a 4-lane raised median road with designated access points. This project is part of the KYTC Six-Year Plan.</i>
5.	<b>Rocket Lane Extension</b>	Extend Rocket Lane to the south to intersect with the Southeast Bypass and connect Meadowbrook Subdivision, Section 3 to Rocket Lane Extension.  <i>Traffic on Rocket Lane will increase if the northeast and southeast bypass projects tie into Rocket Lane. The current 2-lane cross-section will not be sufficient for future traffic volumes.</i>
6.	<b>KY 53/KY 55 East-West Connector</b>	Construction of connector road between KY 53 (Mt. Eden Road) & KY 55 (Taylorsville Road).  <i>Will provide an alternative east-west corridor between KY 53 &amp; KY 55, lessening traffic on US 60 and I-64 during I-64 closures due to accidents. Should be a 4-lane raised median curb &amp; gutter road with designated access points.</i>
7.	<b>KY 53 (Mt. Eden Road) Widening</b>	Widen KY 53 (Mt. Eden Road) from US 60 to Interstate 64 to a 4-lane raised median cross-section.  <i>Congestion on Mt. Eden Road continues to be a problem due to the number of lanes are insufficient to handle the current traffic volumes and the poor planning of intersections and development along the road. This project is part of the KYTC Six-Year Plan.</i>
8.	<b>Boone Station Road Widening</b>	Widen Boone Station Road from US 60 to KY 43 (Cropper Road).  <i>With continued development and future development along this section of roadway additional travel lanes will need to be constructed to handle the anticipated traffic. This project is part of the KYTC Six-Year Plan.</i>
9.	<b>Old Brunerstown Road Widening</b>	Widen Old Brunerstown Road from KY 55 (Taylorsville Road) to Old Finchville Road to handle industrial development traffic.  <i>Widening of Old Brunerstown Road to Old Finchville Road will provide better access to approximately 350 acres zoned light industrial and an area identified on the Future Land Use Map for industrial land use.</i>

<b>10</b>	<b>KY 53 South Widening</b>	<p>Improve and widen KY 53 South from KY 1790 (Hooper Station Road) to the Shelbyville city limits.</p> <p><i>Widen KY 53 South by two feet on both sides and improve horizontal and vertical curves.</i></p>
<b>11.</b>	<b>Frankfort Road Widening</b>	<p>Widen Frankfort Road from the Masonic Home to Rocket Lane to a three-lane cross section.</p> <p><i>Construct a third lane on US 60 to improve safety and congestion mitigation. This project is part of the KYTC Six-Year Plan.</i></p>
<b>12.</b>	<b>Benson Pike Widening</b>	<p>Improve and widen Benson Pike from Boone Station Road to Rocket Lane. Possibly add curb, gutter, and sidewalks.</p> <p><i>Boone Station Road is a heavily traveled road to East Middle, Wright Elementary, Shelby County Technical School, and Shelby County High School by parents, school buses and students.</i></p>
<b>13.</b>	<b>Smithfield/LaGrange Road Widening</b>	<p>Improve and widen Smithfield Road/LaGrange Road from US 60 to Warriors Way. Possibly add curb, gutter, and sidewalks.</p> <p><i>One of the most heavily traveled north-south routes and heavily developed with residential development in the City of Shelbyville. Sidewalks would allow residents in the area to walk to services, schools, and the park system reducing the amount of vehicular traffic. A more in-depth study and recommendations of this area can be found in the Shelbyville Bypass Corridor Land Use Management Plan and the Shelby County Bike &amp; Pedestrian Plan.</i></p>
<b>14.</b>	<b>Harrington Mill Road Widening</b>	<p>Improve and widen Harrington Mill Road from KY 53 to Freedom’s Way. Possibly add curb, gutter, and sidewalks.</p> <p><i>Harrington Mill Road has seen an increase in cut-through traffic as a result of Freedom’s Way opening to traffic in late 2010 and the Old Mill Village Subdivision development. Harrington Mill Road will continue to see increased traffic with Old Mill Village Subdivision opening future phases and with the proposed Northridge Development tying into Harrington Mill Road. A more in-depth study and recommendations of this area can be found in the Shelbyville Bypass Corridor Land Use Management Plan.</i></p>
<b>15.</b>	<b>Robin Road Widening</b>	<p>Widen Robin Road from US 60 to Blackwell Road. Possibly add, curb, gutter, and sidewalks.</p> <p><i>Robin Road has seen increased traffic with the addition of Robin Place, Madie Lane, and Farming Meadows subdivisions. With additional land to the north of these developments zoned residential, the potential for future residential development is inevitable the improvement of Robin Road will be necessary.</i></p>
<b>16.</b>	<b>Old Mt. Eden Road Extension</b>	<p>Extend Old Mt. Eden Road to St. Regis Drive.</p> <p><i>Extending Old Mt. Eden Road to St. Regis Drive will allow connectivity to the KY 53/KY 55 East-West Connector (No. 6 Above) and an alternative route to Clear Creek Elementary and downtown Shelbyville instead of using Mt. Eden Road.</i></p>
<b>17.</b>	<b>Chapel Hill Road Extension</b>	<p>Extend Chapel Hill Road to Gingko Drive and Southside Elementary.</p> <p><i>Extending Chapel Hill Road to Gingko Drive will provide connectivity and improved access to the residents, county and city road departments, Southside Elementary, Red Orchard Park especially when trains stop and block the Kentucky Street railroad crossing. With the new Southside Elementary, this connection will provide safe access to the school so buses and parents don’t have to cross street grade railroad crossings and in emergency situations access won’t be impeded by trains stopped.</i></p>
<b>18.</b>	<b>Kentucky Street Extension</b>	<p>Extend Kentucky Street west from Zaring Mill Road to the KY 53/KY 55 East-West Connector.</p> <p><i>Extending Kentucky Street to the west will continue the objective to create connectivity and east-west connections. Would also allow for the current truck traffic on Kentucky Street to have a more direct route to Interstate 64 and eliminate the use of Mack Walters Road and US 60.</i></p>
<b>19.</b>	<b>Mt. Tabor Court/Doyle Court Extension</b>	<p>Extend either or both Mt. Tabor Court and Doyle Court east to Benson Pike.</p> <p><i>Extending Mt. Tabor Court and Doyle Court to Benson Pike will allow the current Benson Pike intersection with Boone Station Road to be turned into a right-in/right-out intersection. Traffic currently trying to make left turns at that intersection onto Boone Station Road and heading south on KY 53 will now have access to a signalized intersection at Mt. Tabor Court and Williamsburg Road. This improves safety and improves full access intersection spacing.</i></p>
<b>20.</b>	<b>Midland Industrial Extension</b>	<p>Extend Midland Industrial west to Discovery Boulevard.</p> <p><i>Extending Midland Industrial Drive to Discovery Boulevard provides for connectivity from Martha Layne Collins High School and the future elementary and middle school to Freedom’s Way. This second connection will relieve congestion at the US 60 &amp; Discovery Boulevard intersection and the Midland Industrial Drive &amp; Freedom’s Way intersection for both school, future residential, and industrial development traffic. Residential driveways shall not be</i></p>

	<i>allowed to have access to this road and all lots shall access interior roadways.</i>
21.	<b>Amanda Drive Extension</b> Extend Amanda Drive to Freedom’s Way. <i>Extend Amanda Drive to Freedom’s Way for interconnectivity so residents can reduce trip lengths. Amanda Drive was approved during the development stage to be extended otherwise it would have terminated with a cul-de-sac.</i>
22.	<b>Dobson Lane Extension</b> Extend Dobson Lane to Midland Boulevard. <i>Extend Dobson Lane to Midland Boulevard for interconnectivity and safety. Dobson Lane was approved during the development stage to be extended and a 50 foot strip of land was reserved for said extension.</i>
23.	<b>Discovery Boulevard/Scott Station Road East-West Connector</b> Construction of connector road between Discovery Boulevard and Scott Station Road. <i>Connector road between Discovery Boulevard and Scott Station Road. Will provide a third connection to Martha Layne Collins High School and the future elementary and middle school. This third connection will allow traffic to disperse from the residential development and school campus in all directions. Residential driveways shall not be allowed to have access to this road and all lots shall access interior roadways.</i>
24.	<b>KY 1848/KY 55 East-West Connector</b> Construction of connector road between KY 1848 (Buck Creek Road) & KY 55 (Taylorsville Road). <i>Will provide an alternative east-west corridor between KY 1848 &amp; KY 55, lessening traffic on US 60 and I-64.</i>
25.	<b>Gordon Lane Re-Alignment</b> Re-align and widen Gordon Lane from Jephtha Creed Distillery to KY 55 (Taylorsville Road). <i>Construct a new road from KY 55 &amp; Brunerstown Road to the east and re-align Gordon Lane to intersect the new road. At the same time widen Gordon Lane. This will allow Talon Winery, Jephtha Creed Distillery and Commerce Crossing Industrial Park with a safer and more efficient road system.</i>
26.	<b>Todds Point Road/Shelbyville Road Connector</b> Construction of a connector road between Todds Point Road & Shelbyville Road. <i>Will provide an alternative route between Todds Point Road &amp; Shelbyville Road. Will allow those residents north of the RJ Corman Railroad crossing bypass the crossing and to mitigate congestion at the intersection of Todds Point Road &amp; Shelbyville Road.</i>
27.	<b>Shelbyville Road Streetscape Improvement</b> Improve road, sidewalks, street lighting, street furniture, pedestrian amenities, foliage, on-street parallel parking, and signage along Shelbyville Road from Cardinal Club Subdivision to KY 1848 (Buck Creek Road). <i>Shelbyville Road is the gateway through Simpsonville. The streetscape project will greatly improve the appearance of the thoroughfare for residents and visitors and will establish the feel of a true downtown Simpsonville. A more in-depth study and recommendations of this area can be found in the Village Center at Simpsonville Small Area Plan.</i>
28.	<b>Todds Point Road Streetscape Improvement</b> Improve road, sidewalks, street lighting, street furniture, pedestrian amenities, foliage, on-street parallel parking, and signage along Todds Point Road from Shelbyville Road to Grand Central Drive. <i>Todds Point Road connects the Village Center at Simpsonville with the residential development along the corridor. The streetscape project will greatly improve pedestrian connectivity from the residential development to the Village Center at Simpsonville. The Village Center at Simpsonville Small Area Plan supports the streetscape improvement.</i>
29.	<b>Todds Point Road Widening</b> Improve and widen Todds Point Road approximately 3,100 feet north from Grand Central Drive. <i>Widen Todds Point Road to a minimum width of 24 feet pavement and improve horizontal and vertical curves. Possibly add curb, gutter, and sidewalks.</i>
30.	<b>KY 1848 (Buck Creek Road) South Widening</b> Improve and widen KY 1848 (Buck Creek Road) from Veechdale Road to Hunters Pointe Place. <i>With the proposed outlet mall and commercial development at the Interstate 64 interchange, KY 1848 from Veechdale Road to Hunters Pointe Place should be improved with shoulders and wider travel lanes.</i>
31.	<b>KY 1848/Veechdale Road East-West Connector</b> Construction of a connector road between KY 1848 (Buck Creek Road) & KY 1399 (Veechdale Road). <i>Will provide an alternative east-west corridor between KY 1848 &amp; Veechdale Road. Will allow those residents on Veechdale Road to bypass the Norfolk Southern Railroad crossing and the proposed outlet mall.</i>
*	<b>Various Intersection Improvements</b> Study intersections for traffic signal needs, widening, alignment, and the addition of turn lanes. The investigation of the use of round-a-bouts at some of these and other intersections is recommended.

Numerous intersections in Shelby County, the City of Shelbyville, and the City of Simpsonville were not designed for the amount of traffic they are now experiencing. The intersections marked on Figure 8.6 are in particular need of improvement to meet an acceptable level of service and/or safety.

Funding for these projects should come from Federal, State, Local Government or private funding. A number of these road improvements should be required as part of a proposed development when a development (subdivision plat, development plan, planned unit development) is requested for approval.

## **ACCESS MANAGEMENT**

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where those two functions conflict, roadway design capacity will not be achieved resulting in congestion and an increase in traffic accidents. The implementation of access management guidelines enhances the overall transportation system by ensuring that each roadway continues to function at its capacity level. Although access to local streets is regulated solely by local government, KYDOT must authorize new access points (or curb cuts) onto state maintained roadways from abutting properties. KYDOT standards are minimum standards. Local access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered as part of access management include provisions for:

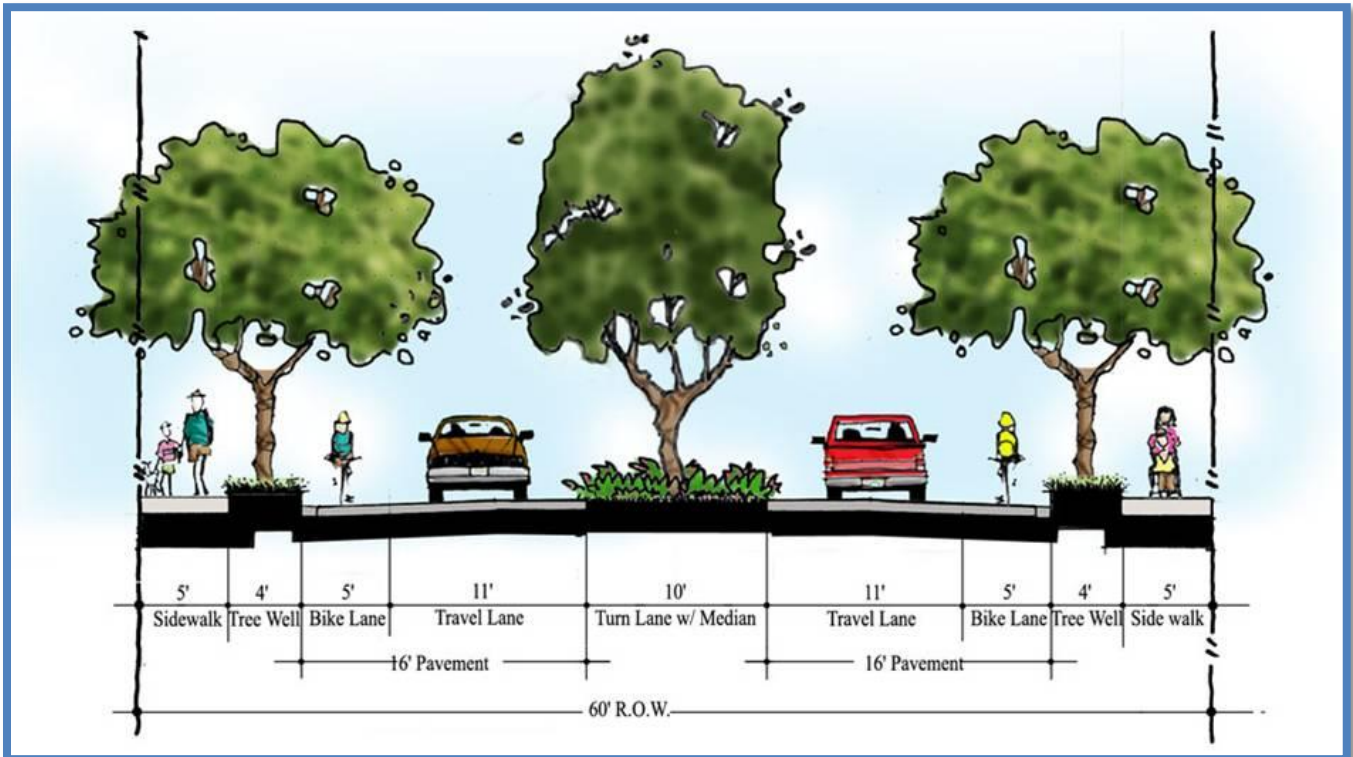
- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns)
- Limitations on new access points for subdivisions

It is recommended that the *Shelby County, Shelbyville & Simpsonville Zoning Regulations* and the *Shelby County Subdivision Regulations* be reviewed and updated to include or amend access management regulations.

## **COMPLETE STREETS**

“Complete Streets” are streets that are designed with everyone in mind. Complete Streets enable safe access for users of all ages and abilities to safely move along and across a street whether they are motorists, pedestrians, bicyclists or public transportation users. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

There is no singular design prescription for Complete Streets; each street is unique and responds to its community context. Streets that are planned and designed using a Complete Streets approach may include: sidewalks, bicycle facilities (such as protected bike lanes in urban areas), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals and ramps, curb extensions, narrower travel lanes, roundabouts, multimodal bridges, and more. A “complete” street in a rural area will look quite different from a “complete” street in a highly urban area, but both are designed to ensure safety and convenience for everyone. Below is an example of a Complete Street within a 60 feet right-of-way cross-section.



According to the National Complete Streets Coalition, Complete Streets help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes. Rural communities and small towns tend to have higher concentrations of older adults and low-income citizens, two populations that are less likely to own cars or drive. Limited access to pedestrian and bicycle accommodations can leave these groups at risk of isolation from the community and the economy. Creating safe walking and bicycling options in rural and small town areas helps build a more livable, accessible community for people of all ages, abilities and income levels.

Complete Streets can look different in rural communities than they do in more urbanized areas. For example, roads surrounded by agricultural uses may be “complete” just by simply providing wide shoulders to allow safe bicycling and walking and providing connections to regional trail and public transportation networks. Complete Streets are important in helping town centers and Main Streets thrive by improving street connectivity and allowing everyone, whether on foot, bike or public transportation, to reach community focal points.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists, thus making the community a better place to live.

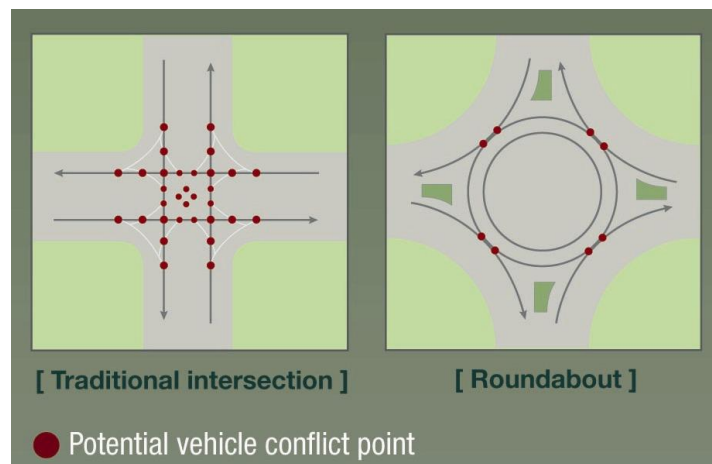
## **ROUNDBABOUTS**

Roundabouts are an alternative to traditional intersections controlled by stop



signs or traffic signals. There are many benefits of installing roundabouts instead of traditional intersections. Carmel, Indiana installed their first roundabout in 1997 and in November of 2016 they opened their 100<sup>th</sup> and plan to build 32 new roundabouts by the end of 2019. The benefits<sup>1</sup> of roundabouts are:

1. Improved Traffic Flow
  - 30-50% increase in traffic capacity
2. Cost Cutting
  - No traffic lights to install and maintain
  - Gas savings average 24,000 gallons per year per roundabout based on 10 study sites with traffic counts ranging from 14,000 to 47,000 AADT<sup>2</sup>
  - Roundabout construction costs about \$125,000 less than signalized intersections
  - Cost of accident damages is also less for roundabout crashes
3. Community Benefits
  - Traffic Calming
  - Aesthetic landscaping and more greenspace
  - Crosswalks included for pedestrians and bicyclists
4. Pollution Reduction
  - Less idling for cars, less gas being burned into the atmosphere equals better fuel economy
5. Safety
  - All vehicles travel in the same direction, never crossing paths which dramatically reduces number of serious crashes
  - Slower vehicle speeds give drivers more decision making time
  - Roundabouts eliminate head-on and high speed right-angle collisions
  - Accidents with injury decreased in Carmel, Indiana by 78% when roundabouts replaced traditional intersections
  - There are less conflict points in roundabouts than in traditional intersections (see diagram below)



<sup>1</sup> FHWA Roundabouts: An Informational Guide

<sup>2</sup> Insurance Institute for Highway Safety Study 'Status Report' Col. 40, No. 9, Nov. 19, 2005

## **BICYCLE FACILITIES**

Over the past several years the use of bicycles as a viable means of transportation has substantially increased. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for residents and provides linkages to recreational or institutional facilities. Bikeway and pedestrian routes typically involve usage by all ages for recreational and educational purposes as well as providing a means of transportation to and from work. Increased usage requires improved bikeway and pedestrian facilities in order to make trips along these routes as safe as possible. This is especially important since some trips occur within existing road rights-of-way. For the most part, there are two major categories of bicycle facilities: on road, and off road or separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost any destination. Separate bike paths and multipurpose trails are designed specifically for the purpose of facilitating non-motorized means of transportation. In addition, trails and greenways can serve both recreation and transportation needs while creating linkages with other areas of the community.

The guide to bicycle routes in the state is titled Kentucky Bicycle Tours and was published jointly by the Kentucky Transportation Cabinet's Division of Multimodal Programs and the Kentucky Department of Travel Development. The routes in the guide crisscross the state to provide as many opportunities for cyclists as possible. For the most part the seven recommended routes are along less traveled roads so as to avoid interstates, parkways, and major thoroughfares. The routes listed and mapped in the guide are as follows: KY TransAmerica Trail, Ramblin' River Tour, Midland Kentucky Tour, Southern Lakes Tour, Central Heartlands Tour, Mammoth Cave Tour, Bluegrass Tour, and Mississippi River Trail.

The Central Heartlands Tour crosses Shelby County. This bike tour takes bikers from the Cumberland foothills at the Kentucky-Tennessee border up through the Bluegrass Region, ending at the Kentucky-Indiana border at the Ohio River near Warsaw, where you can watch river traffic pass through the Markland Locks and Dam. The Shelby County route follows KY 55 South, KY 148, KY 2861 (Mack Walters & Zaring Mill Roads), US 60, 7<sup>th</sup> Street, Old Eminence Pike, KY 55 North, Bellview Road, Cropper Washburn Road, KY 1899, Banta Lane, and KY 241. The guide highlights a stop in Shelbyville at the Wakefield-Searce Galleries and Science Hill Inn Dining Room.

In August 2016, the Triple S Planning Commission entered into an agreement with KIPDA to develop a Bicycle and Pedestrian Master Plan. The Plan was supported and funded by Shelby County Fiscal Court, the cities of Shelbyville and Simpsonville, and the ShelbyKY Tourism Commission. The Planning Commission provided project management for the Plan and the *Shelby County Bicycle and Pedestrian Master Plan* was adopted in early 2018. The Plan was developed to emphasize the importance of incorporating bicycling and pedestrian facilities in all transportation planning activities and roadway projects (both local and state). All new highways and streets, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that bicyclists will use them. It is also recommended that developers be encouraged to incorporate dedicated bicycle paths into their subdivision design and to link them to other existing and proposed developments. In addition to providing an alternative means of transportation, bicycle facilities are amenities which can enhance the marketability of homes for those seeking a more active lifestyle.

## **PEDESTRIAN FACILITIES**

Sidewalks and other walking paths are an essential component of a multi-modal transportation system. However, as automobiles became the dominant form of transportation, sidewalks were often left out of developments. Maintenance of existing sidewalks has also often been a low priority. This has contributed to increasing traffic congestion as often the only safe way to get to or from one place to another is by automobile, even though the destination may only be a few hundred yards away. As this problem has been recognized as a



national one, Federal legislation now requires the inclusion of bicycle and pedestrian facilities into the transportation planning process. All new public facilities, including sidewalks, must be handicapped accessible.

### **PUBLIC TRANSPORTATION**

The principle alternative to the automobile for local travel is public transit. The Kentucky Transportation Cabinet describes the Kentucky public transportation system as having several components which provide statewide comprehensive services. These services can be broken down into four classifications which are: (1) inter-city and interstate buses that move passengers and freight, (2) rural public transportation vehicles that move passengers in rural areas of the state, (3) public transportation vehicles for the elderly and disabled which meet the special needs of their users, and (4) bus/transit systems in the cities that provide scheduled passenger service.

There is no inter-state or bus service in Shelby County and there are no rural public transportation vehicles.

### **RAIL TRANSPORTATION**

Shelby County is more than adequately served by rail facilities. Rail service is provided to various parts of the community by the RJ Corman Railroad and the Norfolk Southern Corporation. Intermodal facilities are available in Louisville, 31 miles west of Shelbyville.

### **AIR TRANSPORTATION**

Air service to the Shelby County area is provided by facilities located in nearby communities. In terms of small air craft operations, the Capital City Airport located in Frankfort approximately 20 miles east of Shelbyville and Bowman Field in Louisville; approximately 26 miles west of Shelbyville, provide service with runs up to 5,000 feet in length. In terms of scheduled passenger service, Shelby County is strategically located between two major facilities, Louisville's International Airport, 35 miles west of Shelbyville and Bluegrass Airport in Lexington, 44 miles east of Shelbyville. Both airports provide air cargo facilities and service.

# KENTUCKY TRUCK WEIGHT CLASSIFICATION

## LEGEND

"AAA" 80,000 LBS Gross Vehicle Weight  
 Interstates/Parkways  
 Other "AAA" Highways  
 "AA" 62,000 LBS Gross Vehicle Weight  
 "A" 44,000 LBS Gross Vehicle Weight

- |   |  |  |
|---|--|--|
| <b>AU</b> Audubon Parkway                         | <b>HR</b> Hal Rogers Parkway                 | <b>MTN</b> Bert T. Combs Mountain Parkway          |
| <b>BG</b> Martha Layne Collins Blue Grass Parkway | <b>JC</b> Julian M. Carroll Purchase Parkway | <b>WK</b> Wendell H. Ford Western Kentucky Parkway |
| <b>EB</b> Edward T. Breathitt Pennyryle Parkway   | <b>LN</b> Louis B. Nunn Cumberland Parkway   | <b>WN</b> William H. Natcher Parkway               |

Kentucky Revised Statute (KRS) 189.222 requires weight limits on the state-maintained highway system. To implement the statute, Kentucky Administrative Regulations (KAR) designating the weight limits are promulgated and updated frequently. The KARs should be consulted as the correct legal authority.

This map is designed for weight classification purposes only. Not all road segments may be labeled or shown due to map size and/or space constraints. A listing of highways by Truck Weight Classification can be obtained by fax to 502-564-3532, by telephone to 502-564-4556, or by mail to:

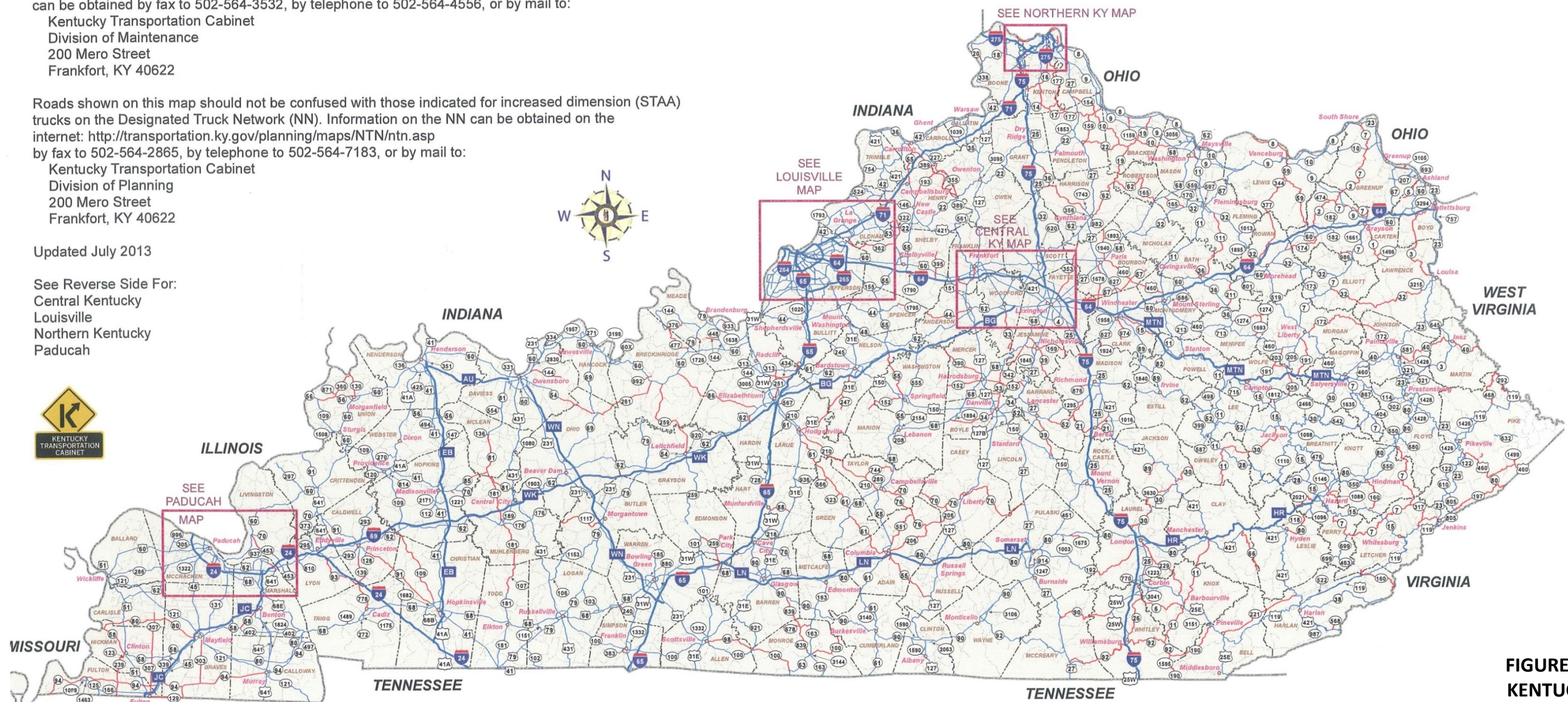
Kentucky Transportation Cabinet  
 Division of Maintenance  
 200 Mero Street  
 Frankfort, KY 40622

Roads shown on this map should not be confused with those indicated for increased dimension (STAA) trucks on the Designated Truck Network (NN). Information on the NN can be obtained on the internet: <http://transportation.ky.gov/planning/maps/NTN/ntn.asp> by fax to 502-564-2865, by telephone to 502-564-7183, or by mail to:

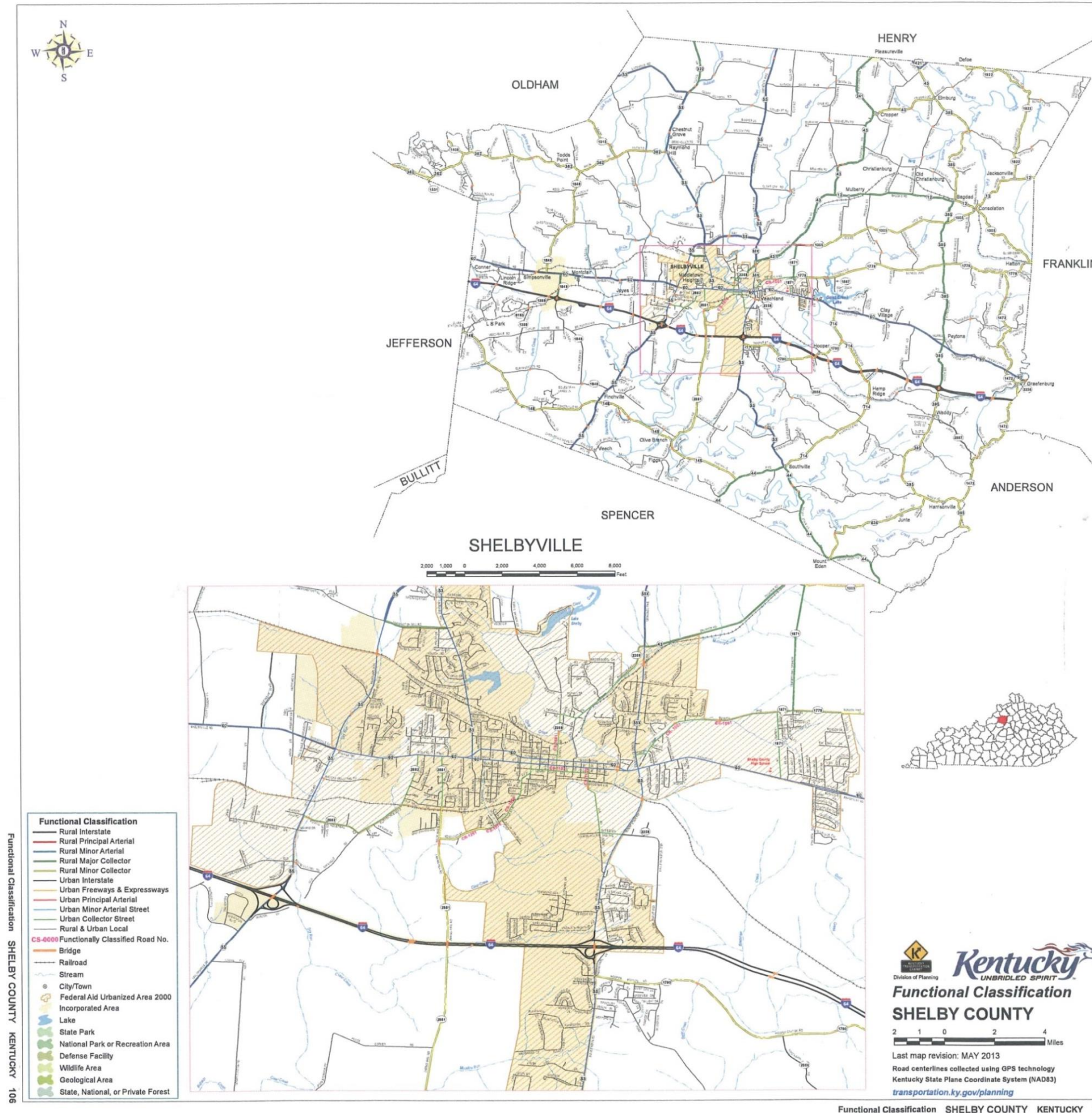
Kentucky Transportation Cabinet  
 Division of Planning  
 200 Mero Street  
 Frankfort, KY 40622

Updated July 2013

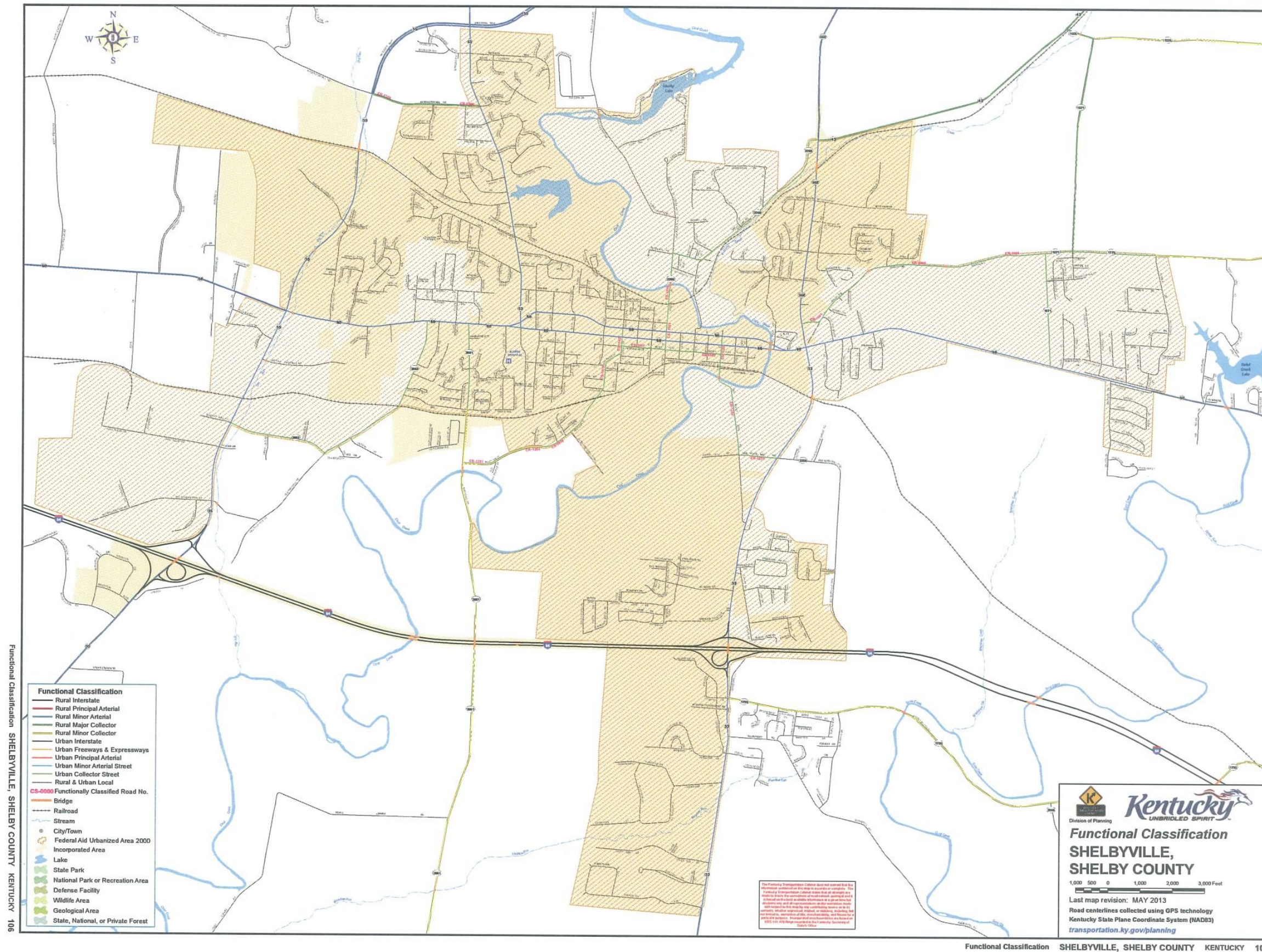
See Reverse Side For:  
 Central Kentucky  
 Louisville  
 Northern Kentucky  
 Paducah



**FIGURE 8.1  
KENTUCKY  
TRUCK WEIGHT CLASSIFICATIONS**

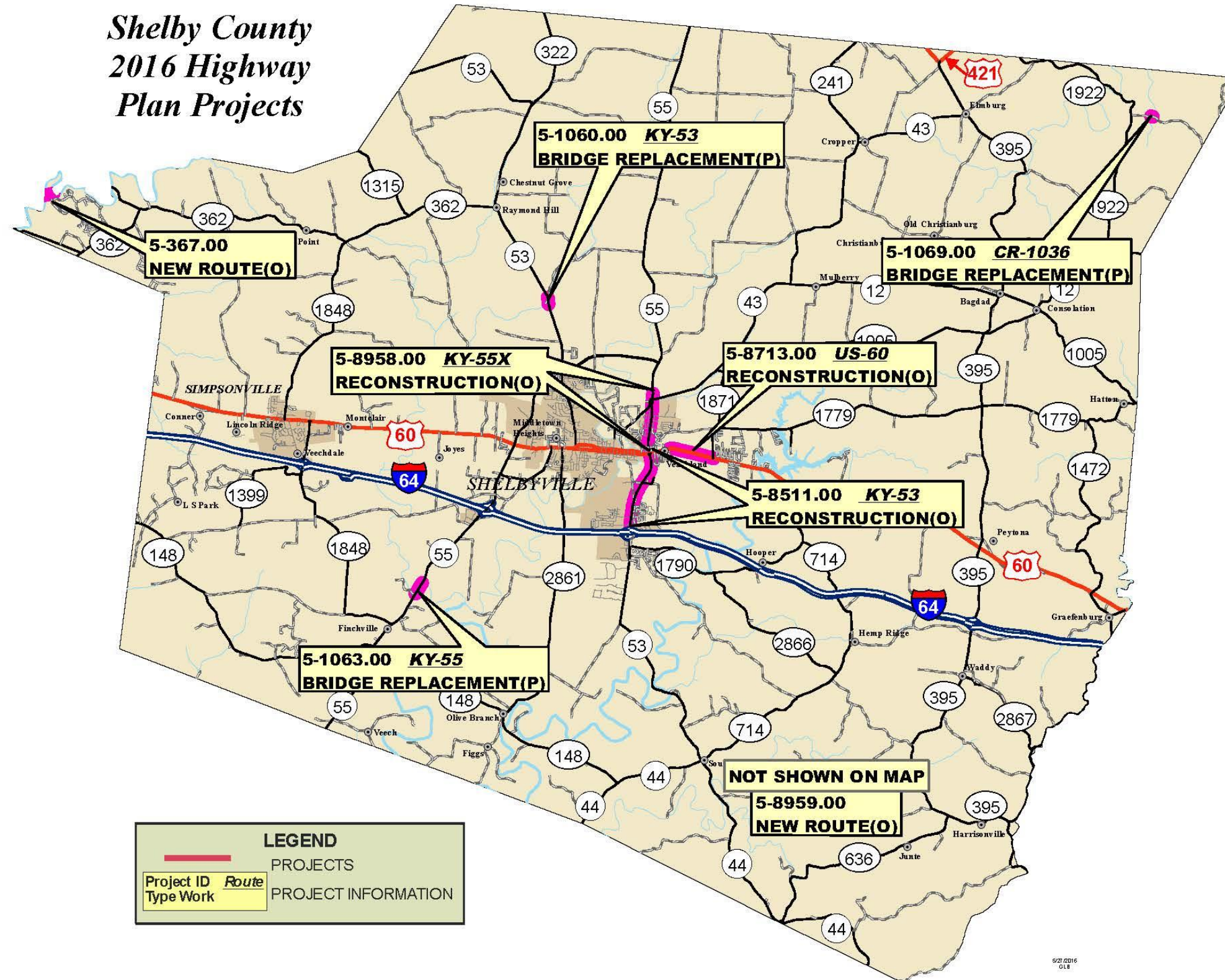


**FIGURE 8.2**  
**SHELBY COUNTY**  
**FUNCTIONAL CLASSIFICATION**

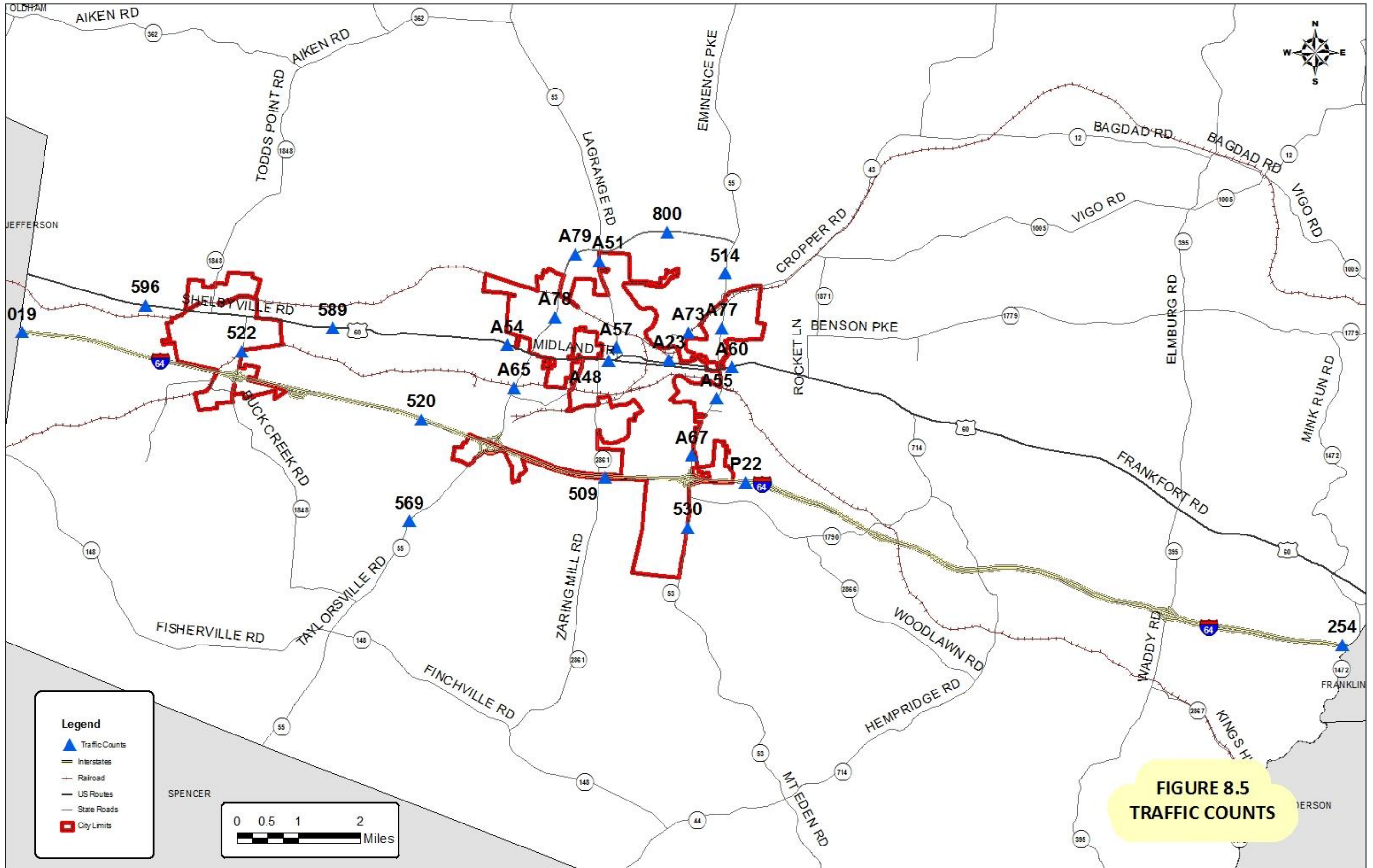


**FIGURE 8.3**  
**SHELBYVILLE**  
**FUNCTIONAL CLASSIFICATION**

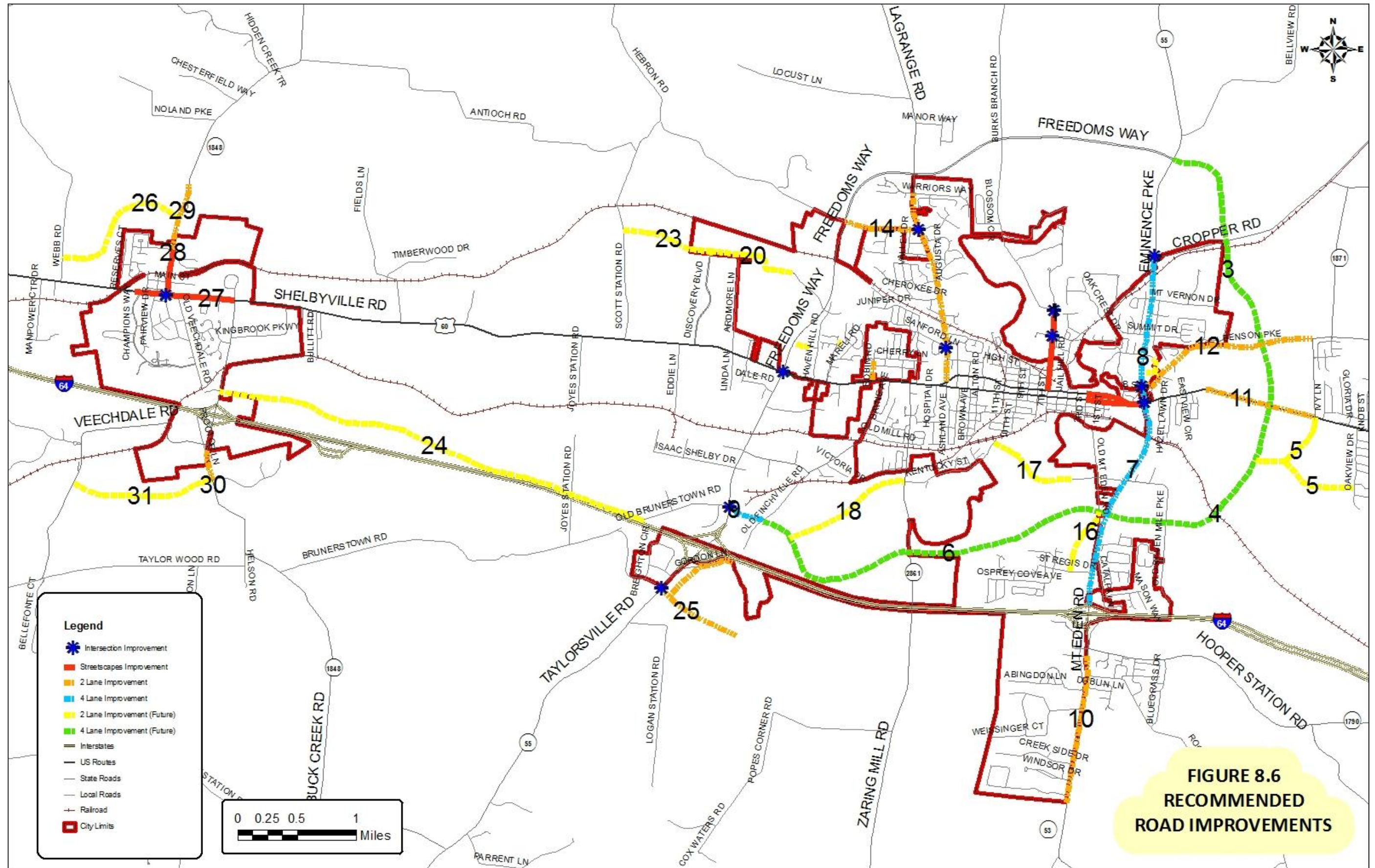
*Shelby County  
 2016 Highway  
 Plan Projects*



**FIGURE 8.4**  
**KYTC DISTRICT 5**  
**SIX-YEAR PLAN PROJECT MAP**



**FIGURE 8.5  
 TRAFFIC COUNTS**



**FIGURE 8.6  
 RECOMMENDED  
 ROAD IMPROVEMENTS**

## **INTRODUCTION**

The land use plan is a guide for the physical development of the cities of Shelbyville and Simpsonville and the unincorporated areas within Shelby County. It is based upon goals outlined during the preparation of the plan and policy recommendations developed to achieve them. The goals and objectives establish a vision of the cities and county and should be representative of how citizens and governing officials would like life in Shelby County to be in the future. It is the duty of the planning commission, governing bodies and citizens to edit, refine, adopt, enlarge and alter these previously stated goals in order to develop policy recommendations for future development. Policy recommendations are included in this chapter as development and growth guidelines. They represent procedures to be followed if Shelby County is to develop in accordance with the stated goals.

The land use plan is presented as one of the final chapters of the comprehensive plan because it utilizes the findings and recommendations of all of the preceding chapters. Specific application of the guidelines to new development in the city and county will occur through zoning regulations, map amendments, subdivision regulations and through the day to day development decisions of the planning commission and legislative bodies.

The process of developing land use policy guidelines includes an analysis of present land use patterns, assessment of the problems associated with these land use trends, and recommendations for future land use. A general evaluation of existing land use patterns is discussed first and is based upon generalized existing land use maps prepared during the planning process. Next, future land use maps for the cities of Shelbyville and Simpsonville and the unincorporated areas within Shelby County are presented along with policy recommendations to guide future land use decisions. The future land use maps must be used in conjunction with the text of the comprehensive plan when considering zoning map amendments and development proposals. The goals and objectives, development policies stated in the plan as well as background information such as environmental data should be considered on a site by site basis. It is important to note that although land use data are reported relative to political boundaries, land use trends do not respect such boundaries. Land use activities occurring at the edge of the city limits influence the demand for similar activities on the opposite side of the boundary in the unincorporated areas. Therefore, development activities occurring in the cities of Shelbyville and Simpsonville portend change in the unincorporated areas of Shelby County. The same is true for areas of other adjacent counties.

Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. This will be the basis from which recommendations for future land use are developed. Overall settlement patterns will be summarized, followed by a discussion of the existing land use patterns of Shelby County and the cities of Shelbyville and Simpsonville.

## **DEVELOPMENT PATTERNS**

The existing land use patterns of a community can provide insight on market conditions and forces, help identify new growth areas and provide a basis for determining where land uses should be located in the future.

## **EXISTING LAND USE**

Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. To determine the existing land use of properties in Shelby County aerial photography, PVA information about the lot, and visual survey methods were employed. The existing land uses may not be 100% accurate as activities on the land are not always visible. Sometimes the use simply could not



be determined as a structure had no obvious identifying information. Sometimes there were multiple uses of a property and the most predominate was noted.

It should also be noted that existing land use does not always equate current zoning or, in the case of the county, future zoning. In many cases, a use may be in existence before zoning is approved. If the use is not in conformance with the approved zoning, it is known as a non-conforming use. For example, a commercial business in an area zoned only for residential use would be a non-conforming use. Non-conforming uses are “grandfathered in” meaning that they can continue as long as the use is not changed or expanded. The specific requirements for non-conforming uses are detailed in the zoning regulations.

Existing land uses are influenced by many factors, including zoning regulations and market demands. The county’s approximate 247,000 acres are being utilized in a variety of ways, including:

- Agricultural/Natural .....86.24%
- Residential .....9.65%
- Other .....1.10%
- Public/Institutional .....1.07%
- Park/Recreation.....0.76%
- Industrial.....0.72%
- Commercial.....0.46%

**Shelby County** – The unincorporated areas of the county are largely dominated by agricultural and large tract residential land uses except for the smaller communities and villages scattered throughout the unincorporated areas of the county and will be discussed later in this section. Residential, commercial and industrial development occurs in areas adjacent to the incorporated cities and along the primary roads. The largest amount of residential development within the unincorporated county is concentrated in the unincorporated areas around the cities of Shelbyville and Simpsonville and in the extreme northwestern section (Persimmon Ridge) of the County. The largest amount of commercial and industrial development within the unincorporated county is concentrated adjacent to the city limits of Shelbyville along Taylorsville Road from US 60 to Interstate 64. Park and recreation land use are scattered around the County with Shelby Trails Park in the northwest part of the county off Aiken Road and Webb Road, Clear Creek Park/Lake Shelby located north of downtown Shelbyville, Red Orchard Park located off Kentucky Street, and Guist Creek Lake east of Shelbyville on Benson Road and US 60. Public/Institutional uses are scattered throughout the unincorporated Shelby County and include churches, fire stations, schools, cemeteries, etc.

**Shelbyville** – Shelbyville has both urban and suburban land use patterns. The County Courthouse, Shelby County Judicial Center, Shelbyville City Hall and other government facilities are all located within the Central Business District (CBD). Outside of the CBD, commercial uses are primarily along or adjacent to the primary roadways. The largest concentrations of commercial land uses are along Boone Station Road on the east side of the City and Midland Trail on the west side of the City. Residential land uses radiate out from the CBD with higher densities located closer to the city’s core and lower densities at the city limits. Industrial land uses are concentrated in the Midland Industrial Park off Midland Industrial Drive and Freedom’s Way, and Hi Point Industrial Park off Boone Station Road. Older industrial land uses are located along Kentucky Street, 7<sup>th</sup> Street, and Goodman Avenue. Institutional uses are scattered throughout the city. The largest park/recreation land uses in the city are the Shelbyville Country Club and Weissinger Hills Golf Course. Agricultural/natural land uses are concentrated near the edges of the city limits.

**Simpsonville** – Simpsonville has a balanced land use between residential, commercial, industrial, and park/recreation. Commercial is concentrated at the Interstate 64 interchange as well as along Shelbyville Road. Residential land use runs from the central part of the city to the west and northwest. Kingbrook Industrial Park

is located at the southeast intersection of Buck Creek Road and Shelbyville Road and is the largest concentration of industrial land use in the city. The highest concentration of Public/Institutional land use is along Shelbyville Road near the Third Street intersection and Simpsonville Elementary School. Parks/Recreation land use consists of the Cardinal Club Golf Course in the Cardinal Club development, the property north of Simpsonville Elementary School, and the parks and recreation facilities at the Simpsonville City Hall property on Old Veechdale Road. There are still areas of agricultural/natural land uses in the city located at the north and south ends of the city limits.

## **EXISTING ZONING**

Both cities and unincorporated Shelby County have zoning and subdivision regulations. While the comprehensive plan identifies future land uses, it is the zoning regulations that legally enforce land use controls in all of Shelby County.

The quality of development and the land uses proposed should be closely considered when a rezoning is requested. Local decision makers should look at long-term impact and not settle for a lower quality of development. When a property is developed or redeveloped, it is often 40 years, 50 years or even longer before the opportunity for a change in land use might occur again for that particular parcel. Considering the long-term holding of a designated land use and the overall vision of this plan, future land use and zoning regulations should strive to support this plan.

The future land use categories intentionally do not match the zoning map and zoning districts; this leaves the flexibility needed for decision makers to respond to current market demands, changes or community needs in the future.

## **URBAN SERVICES AREA**

The principle objective of the Land Use Plan for Shelby County is to encourage urban development into areas where urban services, especially public sewers, either presently exist or where such services can easily be extended without undue cost. Urban development includes, but is not limited to industrial, commercial, high density residential and concentrated single family uses. It generally does not include agricultural uses and their related housing. This is not to say that all land within the urban service area should be developed; there remains a need to protect or maintain some land as open space within these higher density areas.

The urban service area for the areas around the cities of Shelbyville and Simpsonville (Figure 9.2) has been defined by using the 201 Facilities Plans or sewer service areas as the guide. The 2005 Comprehensive Plan extended the urban service area two miles beyond the corporate limits of Shelbyville and Simpsonville which was much too large. Urban development should only occur when public water and wastewater service is available and there is capacity to treat the wastewater produced by the new development. New development, infill development and redevelopment should be encouraged within the existing city limits of Shelbyville and Simpsonville where these and other urban services are already available.

Future urban service areas, or the expansion of existing urban service areas, should develop where land resources are available and demand is sufficient to assure efficient utilization of proposed public services are made available. Until such services are provided, future urban service areas should only contain low density development, which is compatible with the ultimate planned land uses, but not dependent on full urban services. Areas not anticipated to experience substantial urban growth are planned for less intense, rural development which will create little or no demand for urban services. Any extension of services to these areas could commit them to development and should be undertaken carefully.

## **LOCATION CRITERIA FOR FUTURE LAND USES**

The following criteria is a tool to assist the Planning Commission, Fiscal Court, City Council, City Commission and other decision makers in creating policies regarding land use and new development. It is important to develop sound, consistent and comprehensive rationale to be used to determine the location of future land uses. The location criteria outline the measures used to create the Future Land Use Map. As market conditions, local needs and the economic environment change over time, this set of criteria can be used by local officials and decision makers to determine if a proposed future land use or rezoning is justified by this plan.

In making decisions regarding rezoning of property, approvals of subdivisions or planned unit developments, decision makers can use this tool to ask “Does the proposed rezoning comply with the Future Land Use Map and meet the following location criteria?” Additionally, if the Future Land Use Map is updated, these criteria can be used to determine future updates.

### **GENERAL CRITERIA**

1. All development should be located adjacent to compatible land uses and incorporate proper transitions (such as land uses, densities, buffers, etc.) between non-compatible land uses.
2. All development should avoid environmentally sensitive areas (floodplains, wetlands) or sites that are unsuitable for development (steep slopes and unstable soils).
3. All development shall utilize and retain natural topography and vegetation in the development design and layout to the extent practicable.
4. Adverse impacts on the environment should be considered and mitigated, including soil, erosion, water, air, lighting and other impacts.
5. Onsite permanent or temporary storage of drainage waters should be provided in each development to compensate for the amount of drainage capacity lost to impervious surfaces.
6. Development should focus on infill and underutilized areas that are already served by adequate utilities and infrastructure, including roads, sidewalks and other services.
7. All development should be served by adequate water, sewer and other utilities; additionally all development should have proper infrastructure, such as roads, turning lanes, etc.
8. New development near existing public sewers should be required to connect to public sewers.
9. All development should preserve the integrity of the roadway by incorporating access management practices and encouraging cross-development connections (ability to walk/drive between developments without accessing the primary roadway); development should also provide connections to future developments with stubbed streets or granting of easements or right-of-way.
10. Development should occur only in areas with sufficient traffic capacity to handle anticipated traffic demand generated by the particular development.
11. Design standards should be considered in specific areas that are highly visible.
12. Electrical, phone and cable utilities should be placed underground if practical and feasible.
13. All development along and immediately adjacent to the Interstate 64 corridor should provide sufficient greenspace adjacent to the right-of-way so as to provide a practical and aesthetic buffer.
14. The protection of structures and sites that have historical value is encouraged during rehabilitation activities and infill development.

### **AGRICULTURAL / OPEN SPACE CRITERIA**

1. Prime farmland, open spaces, and woodlands should be protected from uncontrolled and unmanaged growth; “leap frog” development should be discouraged.
2. Discourage residential development near high-intensity agricultural uses.

3. Open space should continue to be incorporated into each city and each smaller community and villages to provide recreational opportunities for residents.
4. Natural streams and other transportation corridors (abandoned rail lines) should be utilized for trails or other public access routes.

#### **SINGLE-FAMILY & MULTI-FAMILY RESIDENTIAL CRITERIA**

1. A transition should be provided between single-family and multi-family housing.
2. Subdivisions should allow for expansion and/or connection to adjacent development; connectivity between subdivisions should be encouraged.
3. Subdivisions should avoid designs with one entry/exit point for emergency access.
4. Sidewalks and paths should be encouraged within and between residential areas in addition to nearby retail or employment areas.
5. Individual houses should not have direct access from a collector or arterial street where possible; frontage roads, subdivision streets or shared driveways should be encouraged for individual houses that gain access directly from a public right-of-way (other than local streets).
6. Allow for incorporation of sound design techniques, such as cluster development or mixed-use developments, where appropriate.

#### **COMMERCIAL CRITERIA**

1. Commercial development should gain access from a collector or arterial roads. Local roads should not be used to directly access commercial developments.
2. Commercial development should minimize curb cuts on roadways (access drives/points to private property from major roadway) and maintain a defined roadway edge with specific points for ingress/egress.
3. Shared parking standards should be used for commercial developments that are adjacent and well connected.
4. Mid to large-scaled commercial developments that generate higher volumes of traffic should have a common access point; access points should be at least 300 feet apart.
5. Small-scaled commercial developments can be used as an appropriate transition between residential and larger-scaled commercial developments.
6. Commercial development should reflect the character of the community by providing appropriate setbacks, parking, landscaping, lighting, and signage.
7. Commercial development should take proper fire protection measures by connecting to a public water system.
8. Allow for the creation of mixed-use communities that include both residential and commercial that are visually attractive and compatible in intensity, density and structural design.

#### **INDUSTRIAL CRITERIA**

1. Industrial development should gain access from arterial roadways and shared driveways/access points should be encouraged.
2. Industrial development should be located near multiple forms of transportation to have a broader appeal in potential tenants.
3. Industry should be encouraged in locations that do not create land use conflicts and are not visually intrusive; industrial development should be concentrated in industrial parks or near similar uses.
4. Industries that produce hazardous materials should have proper separation from public uses and residential areas.

5. Sites that can accommodate industrial development should be preserved for future industrial growth. This would include sites that consider the following factors: floodplain location, topography, transportation access and utility capacity.

## **FUTURE LAND USE PLAN**

The Future Land Use Plan is intended as a guide for the physical development of the Shelby County. The plan includes proposals for the amount and location of land that will be needed as growth and development continues. Its purpose is to serve as a basis for creating an environment or pattern of development where the various uses of land compliment rather than conflict with each other.

The future land use plan includes both the future land use map and the associated text. As stated before, the map and text should be used together when making land use decisions. In some areas the map shows that little or no change from the existing land use pattern is anticipated. In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five to ten years due to unpredictable economic trends and other factors such as the extension of wastewater services and road improvements. Rezoning of various areas consistent with future land use designations may therefore become appropriate at various times throughout or beyond the five to ten year planning period as conditions warrant.

The second major element of the future land use plan is the land use policy recommendations included in the text. These policies supplement the maps by providing a framework for managing and directing the changes that will occur during the planning period. Application of policy guidelines will help determine when an area is ready for the changes anticipated on the land use map. At times, application of the policy guidelines may indicate the appropriateness of changes not anticipated on the land use map, thus necessitating an amendment to the zoning map prior to granting a development request.

In addition to determining the appropriate location and intensity of various land uses, the policy guidelines provide a framework for reviewing and ensuring the quality of new development. They also assist the planning commission in regulating the impacts of new development on surrounding uses, the environment and existing public service delivery systems. These policies will be implemented through the Zoning Regulations and Subdivision Regulations, and review of subdivision and development plan proposals.

## **FUTURE LAND USE MAPS**

The location of future land uses should support the collective, long-term vision of the plan. It should be noted that the Future Land Use Map does not change the current zoning map or regulations; this plan does not rezone any individual properties. The future land use maps can be found in Figures 9.3 through 9.22.

The county’s approximate 247,000 acres are being recommended for the following future land uses:

- Agricultural (A) ..... 87%
- Recreation/Open Space (REC) ..... 0.9%
- Residential Rural (RR) ..... 1.9%
- Residential Low Density (R-LD)..... 2.6%
- Residential Medium Density (R-MD)... 1.2%
- Residential High Density (R-HD) ..... 0.2%
- Professional Office (PO)..... <0.1%
- Business Park (BP) ..... 0.1%

- Public (PUB) ..... 0.1%
- Institutional (INST)..... 0.9%
- Commercial (C) ..... 0.8%
- Mixed Use (MXD)..... <0.1%
- Utilities (U)..... <0.1%
- Industrial (I) ..... 1.5%
- Small Area Study (SAS) ..... 0.1%

## **FUTURE LAND USE DESCRIPTIONS**

**AGRICULTURAL (A)** – This future land use category is intended to include land that contains forests or agricultural activities, such as crop production, raising of livestock, fruit / vegetable production, and pasture land, as well as public/semi-public development including parks, cemeteries, and recreational activities. The purpose is to provide for substantial areas of contiguous farmland or areas in a natural state where little or no development has occurred. This classification also includes low density residential housing associated with farming with a minimum of one dwelling unit per five acres. Residential construction in the agricultural land use designation typically does not occur in a formal subdivision.

Agricultural use, by state statute, 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 provisions for dwellings for persons and their families who are engaged in the 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 five (5) acre tracts of land are used for productive agricultural activities and is extremely rare for a five (5) acre tract to be dedicated solely to agricultural use. It is recommended that in areas designated as agricultural, that alternative patterns of development be encouraged so that parcels truly suited for agricultural use be created and preserved.

**RECREATIONAL (REC)** – This classification includes public and commercial outdoor recreation, including but not limited to golf courses, parks, private reserves, wooded areas that serve an established recreation use, etc. This use primarily consists of existing facilities and can incorporate new facilities as they are built.

**RESIDENTIAL RURAL (RR)** – This category recommends very low density residential uses of up to one dwelling unit per acre. This category is applied predominately in and around the small communities and villages scattered throughout the county and very limited areas in and adjacent to the urban service area of Shelbyville.

**RESIDENTIAL LOW DENSITY (R-LD)** – This classification includes detached single-family residential development in both the traditional street network (urban, core streets on grid pattern) and suburban / rural street network on public sanitary sewers in the urban service area. Lots may vary depending upon the character of the surrounding development with the purpose of creating stable and planned residential growth with a density of up to four units per acre. This classification also encourages supported uses such as educational or religious facilities. In limited instances this classification is used in areas of the unincorporated county outside the urban service area where existing residential developments exist on lots with one acre or less in area and not served by public sanitary sewers.

**RESIDENTIAL MEDIUM DENSITY (R-MD)** – This residential classification includes single-family detached developments, single-family attached (patio homes), duplexes, and townhomes with up to 8 dwelling units per acre on public sanitary sewer. This classification is appropriately applied in areas with public sanitary sewer service and with adequate access to roadways designed to handle the increased traffic generated. This

classification is also appropriately applied to transition areas between areas developed for or planned for lower density residential development and high density residential development and/or light commercial or office uses. This classification also encourages supported uses such as educational or religious facilities.

**RESIDENTIAL HIGH DENSITY (R-HD)** – The purpose of this category is to provide multi-family residential development such as apartments, condos, or townhomes within the urban service areas. This type of development is commonly closer to the urban core and within proximity to daily goods and needs and is appropriately applied in areas with public sanitary sewer service with adequate access to collector and arterial roads designed to handle the increased traffic generated. This classification can also include single-family detached, single-family attached and zero-lot line development. The recommended density for this classification is over 8 dwelling units per acre. This classification is also appropriately applied to transition areas between areas developed for or planned for lower density residential development and commercial or possibly light industrial uses. This classification also encourages supported uses such as educational or religious facilities.

**PROFESSIONAL OFFICE (PO)** – This classification includes professional offices, including but not limited to medical offices, dentist offices, architecture offices providing professional and personal services to the public.

**BUSINESS PARK (BP)** – This future land use category is intended for a mix of office warehouse, corporate, research, professional office, and light industrial uses in a park-like, office campus setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment. This land use is recommended for high visibility areas and transition areas between industrial and residential land uses with adequate access to collector and arterial roads.

**PUBLIC (PUB)** – This category includes areas of local government offices, libraries, detention centers, police and fire stations, health department, road departments, maintenance areas, etc. This use primarily consists of existing facilities and can incorporate new public facilities as they are built.

**INSTITUTIONAL (INST)** – This category includes areas of schools, hospitals, churches, cemeteries, community colleges, etc. This use primarily consists of existing facilities and can incorporate new institutional facilities as they are built.

**COMMERCIAL (C)** – This broad category includes a range of commercial development serving the neighborhood level to regional level. Business may include downtown or suburban locations and include retail, corporate and professional office, interchange commercial, restaurants, shopping centers, and other service-oriented uses.

**MIXED USE (MXD)** – This category includes three or more significant uses (such as retail/entertainment, office, residential, commercial, hotel, light industrial and/or civic/cultural/recreation) that, in well planned projects, are mutually supporting.

**UTILITIES (U)** – This classification includes water, sewer, electrical substations, telecommunication facilities, etc. This use primarily consists of existing facilities and can incorporate new institutional facilities as they are built.

**INDUSTRIAL (I)** – The purpose of this classification is to provide locations for small and large-scaled industrial and manufacturing development that support production industries. Uses could include manufacturing, wholesale, warehousing, distribution, assembly, production and technology-based industries. This type of development is commonly closer to multiple transportation systems (rail & interstate) with public sanitary sewer service and adequate access to collector and arterial roads designed to handle the industrial traffic generated.

**SMALL AREA STUDY (SAS)** – The Small Area Study land use category is a new land use designation that is being

introduced in this plan. The plan provides general recommendations for various elements such as land use, transportation, environment, and community facilities for jurisdictions within Shelby County. A small area study provides more detail on these elements for a very specific smaller area within the county. For example, an analysis of transportation within a small area study might include detailed cross-sections, or specific locations for pedestrian access while land use might indicate and recommend specific housing, commercial or office types, location and elements of urban design. The small area study designation is therefore used to provide a level of planning more directly conducive to implementation because they have more specific and refined recommendations for future development.

Small area studies are a comprehensive approach to planning at a “neighborhood” level. The intent of small area studies is to take an in-depth look at various elements such as existing conditions, land use, and market potential. One important feature that sets a small area planning process apart from comprehensive planning is public participation. Public input is more specific to the direct needs and desires for an area in which residents live, work and play. The attractiveness of these studies lies in the more personalized nature of the overall planning effort derived from the public input process focused on a small area.

The small area study methodology is an important planning tool that is recommended for future studies. The methodology for the preparation of these studies follows the same level of public involvement as that of the Comprehensive Plan except at a smaller scale. Research on existing conditions is also pursued per the requirements of KRS 100 for comprehensive plans. The contents of the small area study encompasses the elements that are listed as required by KRS 100 including a land use plan element, a transportation element and a community facilities element at a minimum. In addition, other elements such as historic preservation, natural resources, and regional impact are all analyzed and recommended, if applicable and plausible within the scope of the study. Due to the in-depth nature of these studies, in addition to these traditional comprehensive plan elements, a variety of elements, including site analysis, redevelopment concepts and sketches to illustrate the vision, are traditionally included.

The following studies were adopted into the Comprehensive Plan as the plans were adopted and all will continue to exist in that capacity –

1. Simpsonville Small Area Plan (Village Center at Simpsonville) – 2009
2. Shelbyville East End Study – 2010
3. Shelbyville 7<sup>th</sup> Street Corridor Plan – 2011
4. Shelby County Bicycle and Pedestrian Master Plan – 2018

The Shelbyville Bypass Corridor Land Use Management Plan that was adopted in 2007 will not be incorporated into the Comprehensive Plan at this time. Preliminary discussions with city and county leaders indicate a need to revisit that Plan due to its age.

This comprehensive plan recommends a new policy for future small area studies. All the traditional elements required per KRS in the preparation of the Comprehensive Plan, including, but not limited to, land use, transportation, community facilities, natural resources and historic preservation, shall be incorporated in their entirety as part of the Comprehensive Plan, pursuant to the completion of the study. Any additional recommendations or concepts illustrating specific site or building design elements, if included in the study, shall only be used as a reference and in a conceptual capacity. These should clearly be identified in the study as an addendum and while they may be referenced, should not be included as part of the Comprehensive Plan. These concepts are included in studies only to provide stakeholders an idea of possible development/redevelopment scenarios.



In addition, the small area studies typically have a life span of 10 years due to the applicability of the market information that they are based on. It is recommended that these studies be revisited every 10 years to update pertinent information, particularly community input on the vision that has been established. However, a cursory evaluation of studies every 5 years should be undertaken as part of the comprehensive planning process.

The need for a small area study is determined either during the preparation or update to the Comprehensive Plan. In certain instances the legislative bodies or the planning commission may also suggest a need for a study. While the Comprehensive Plan may identify the need based on several factors, such as to spur redevelopment or to study anticipated changes due to major road widening projects, the recommendations for studies should be further analyzed and determined during the Comprehensive Plan planning process.

## **SMALL COMMUNITIES AND VILLAGES**

The following are small communities and villages located in Shelby County. These small communities and villages are not incorporated with formal boundaries, but do have distinct identities and character. The following sections describe the small communities and villages and provide guidance concerning the future land use and are further described graphically in the future land use maps for each small community and village. New development will have to be on lots of one acre or larger in size due to the lack of public sanitary sewers.

**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 Interstate 64 interchange, 8 miles to the south. Bagdad is the largest small community in northeastern Shelby County. There are approximately 87 houses in Bagdad and an additional 16 structures in the central core area. The core area consists of the Bagdad Volunteer Fire Department, a post office, North Shelby Water, a general store including a food market and gasoline sales, a used car sales lot, etc. Most of the buildings in the core area are brick and present an easily identifiable community center. A major land use located on the east side of KY 395 immediately south of the core area is the Bagdad Roller Mills, established in 1884, which manufactures livestock feed for local and regional agricultural needs. The Bagdad Ruritan Club purchased the old school building and is for community use.

The Land Use Plan (Figure 9.6) for Bagdad proposes single-family residential development to the north, south, east and west of the existing community. The Bagdad Roller Mills and the area around it is the only industrial area in the small community. The Ruritan building and former elementary school are classified as public and the commercial area is consistent with areas currently used as commercial. The Bagdad Cemetery and the Bagdad Baptist Church are classified as institutional.

New development in Bagdad will have to be on lots of one acre or larger in size due to the lack of public sanitary 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.

**Chestnut Grove** – Chestnut Grove is located approximately five miles north of Shelbyville on KY 53 with approximately twenty-five dwellings on half acre size lots and apartments in the old school building. One lot on the east side of KY 53 has an existing commercial land use that is a grandfathered nonconforming use. The northern portion of the small village is zoned Unincorporated with the remaining being zoned agricultural. The Land Use Plan (Figure 9.7) for Chestnut Grove recommends residential rural land use for the small village with expansion of the residential rural to the south on the east side of KY 53 to the old Chestnut Grove school. No expansion is recommended to the north or west of the existing village due to the floodplain.

**Christianburg and Old Christianburg** – Christianburg and Old Christianburg small communities are located in northeastern Shelby County, approximately one mile north of the east/west KY 12. From KY 12, Christianburg is accessed by Heinsville Road and Old Christianburg is accessed by Frys-Oldsburg Road. Old Christianburg is also located on the Christianburg-Bagdad Road approximately two miles northwest of Bagdad. These two small communities are very small in size and population. Old Christianburg consists of approximately 18 homes and Christianburg consists of approximately 33 homes. It is important that new development in these small communities maintain the character of the developed community.

There has been residential development on Heinsville Road and Frys-Oldsburg Road near KY 12 north to the small communities. There still is an identifiable concentration of development in Christianburg which is recommended to be expanded outward from the center (Figure 9.8). New development in Christianburg and Old Christianburg will have to be on lots of one acre or larger in size due to the lack of public sanitary sewers. The only other recommended land use in both these small communities is institutional where Centennial Baptist Church and Christianburg Baptist Church and cemetery exist.

**Clay Village** – Clay Village is located along US 60 five and half miles east of Shelbyville and two miles east of Peytona. The heart of Clay Village is zoned Unincorporated with areas zoned low density residential mainly along Jephtha Knob Road. The old Clay Village school is zoned commercial and used for commercial uses that serve the area. It is recommended that development continue to occur along US 60 in a very low density rural residential nature on one acre or larger lots (Figure 9.9).

**Cropper** – The small community 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. Cropper has approximately 68 homes.

The small community still has the focal point of the community along KY 43 from the Bagdad Fire Department to the south up to Cropper Baptist Church at Cropper Road to the north. Within this focal point of the community you have Cropper Christian Church located west side of KY 43 across from Cropper Baptist Church, the old Cropper school is also located on the west side of KY 43, and the Cropper Ruritan Club and Bagdad Fire Department is on the east side of KY 43 on the southern edge of the community. An automobile repair garage is immediately south of the Bagdad Fire Department. An emergency helicopter pad has been constructed to the rear of the fire department for emergency air services.

The community plan (Figure 9.10) for Cropper includes an identifiable boundary extending in all directions from the heart of town. Commercial expansion is recommended just north of the old Cropper School and along the east side of KY 43 north of the ruritan club. Both churches and the old school are recommended as institutional land uses and the ruritan club and fire department are recommended for public land use. All other properties in the small community are recommended to be residential rural land use. New development in Cropper will have to be on lots of one acre or larger in size due to the lack of public sanitary sewers. Recreation and open space areas may be provided by the old school, the old railroad site, and by church facilities. Sidewalks need to be re-built along KY 43 and KY 241 in the area.

**Elmburg** – The small village of Elmburg is located in the northeastern section of Shelby County on KY 43 and KY 395. Elmburg is located just a little over 2 miles east of Cropper via Cropper Road. Elmburg Baptist Church is located on the southwest side of the intersection with very low density residential outward in all directions a quarter mile or less. The Land Use Plan for Elmburg (Figure 9.11) recommends residential rural and institutional land use around the intersection of KY 43 and KY 395 with little expansion outward in all directions.

**Finchville** – Finchville is located in the southwestern section of Shelby County on KY 55, approximately 3.2 miles south of the Interstate 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 approximately 0.7 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. Along the KY 55 corridor is a veterinary clinic, Finchville Hams, Finchville Baptist Church, an antique shop, Finchville Park, a daycare, Finchville Ruritan Club and a post office. Mixed in amongst those uses are single-family dwellings.

The Land Use Plan for Finchville (Figure 9.12) proposes single-family residential development to the north, south and east of the existing community. The Finchville Hams is the only industrial land use area in the small community. The Finchville Park is classified as public and the commercial land use areas are consistent with areas currently used as commercial with the exception of an approximately two acres in the southeast quadrant of KY 55 and KY 148. The Finchville Baptist Church, ruritan club and the post office are classified as institutional.

New development in Finchville will have to be on lots of one acre or larger in size due to the lack of public sanitary 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.

**Graefenburg** – Graefenburg is located in far eastern Shelby County at the Shelby/Franklin county line along US 60. The development in the small village has occurred along Graefenburg Road which is all zoned unincorporated from US 60 to Crab Orchard Road at the county line. Along US 60 from Mink Run Road to the county line on both sides of the roadway the properties are zoned residential. The Land Use Plan for the small village of Graefenburg (Figure 9.13) recommends residential rural land use, with the exception of Graefenburg Baptist Church which is recommended as institutional, to remain within the boundaries of US 60, Graefenburg Road and the Shelby/Franklin county line.

**Harrisonville** – The Harrisonville small village is located in southeastern Shelby County on KY 395 five miles south of Waddy. Harrisonville Pentecostal Church is located in the heart of the small village at KY 395 and Matthew Young Road with half acre or less lots on the east side of Matthew Young Road and on both sides of KY 395 north of the church. The zoning for Harrisonville and surrounding area is agricultural. The Land Use Plan (Figure 9.14) recommends the church properties as institutional land use and residential rural land use for the general vicinity around the church. Very little change is recommended from the 2005 Plan.

**Hatton** – Hatton is a small village located in east-central Shelby County along the RJ Corman Railroad at the intersection of Hatton Road and Quisenberry Lane near the Shelby/Franklin county line. A portion of Vigo Road is included in the small village. There are approximately twenty residential structures on lots smaller than one acre in size. Majority of those lots are zoned unincorporated with the remaining zoned agricultural. The Land Use Plan (Figure 9.15) recommends residential rural land use along Hatton Road, Quisenberry Lane and Vigo Road. Very little change is recommended from the 2005 Plan.

**Jacksonville** – The small village of Jacksonville is located in northeastern Shelby County at the intersection KY 12 and KY 1922 about half mile west of the Shelby/Franklin county line. There are approximately fifteen dwellings that make up the small village of Jacksonville. The zoning in Jacksonville is the unincorporated zoning classification with agricultural surrounding it. The Land Use Plan (Figure 9.16) recommends the residential rural land use classification with lots one acre or larger in size. Very little change is recommended from the 2005 Plan.

**Mount Eden** – The small community of Mount Eden is located in extreme southeastern Shelby County on the county line with Spencer County, approximately 50 buildings are in Shelby County and approximately 50 buildings are in Spencer County. A majority of the urban development in the community is in Spencer County.

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 five-block area. The commercial development occurred at and adjacent to the intersection of KY 636 and KY 53. Institutional uses are limited with the ruitan club and the Baptist and Christian churches. The remaining land use in the area is low-density residential.

The Land Use Plan for Mount Eden (Figure 9.17) recommends development continue to occur along the existing highway network in a very low density rural residential nature on one acre or larger lots due to the lack of public sanitary 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.

**Peytona** – Peytona is located at the intersection of US 60 and KY 395 one and half miles north of the Interstate 64 interchange. Of all the small communities and small villages, Peytona is the only one with a public school (Heritage Elementary). Peytona’s existing land use consists of low density residential dwellings, public school, repair garage, electrical contractors business, a church, and agricultural. Just east of the small village on Peytona Beach Road is a Shelby County EMS station. The zoning in the area includes agricultural, commercial and a small area of residential on Morris Clark Road. The Land Use Plan for Peytona (Figure 9.18) recommends commercial land use on the northwest, southwest and southeast corners of the intersection of US 60 and KY 395, institutional east of the commercial at the Heritage Elementary property, and residential rural land use north, south and west of the commercial and institutional land uses.

**Pleasureville** – Pleasureville is located on the Henry/Shelby county line with the majority of the community located in Henry County. There are approximately 35 dwelling units in Shelby County. The Henry County Planning Commission adopted a land use plan for Pleasureville which recommends residential uses in the existing corporate limits with no expansion beyond the corporate limits. The recommended land use plan for the area south of Pleasureville in Shelby County (Figure 9.19) recommends the residential rural land use on KY 241, Maddox-Onan Road and Cemetery Road with one acre or larger lots due to the lack of public sanitary sewers. Should Shelby County Fiscal Court allow the extension of public sanitary sewers into the unincorporated area of Shelby County adjacent to the corporate limits of Pleasureville then the Future Land Use Map should be reviewed and amended.

**Southville** – Southville is a small village located at the crossroads of KY 53 and KY 44/KY 714 approximately five miles south of the Interstate 64 interchange. Southville’s existing land use consists of country store, Salem Baptist Church, Mt. Eden Fire station and residential dwellings on lots one acre or larger. Zoning consists of unincorporated at the crossroads, residential estates further east on KY 714 and agricultural everywhere else. The Land Use Plan (Figure 9.20) recommends commercial at the northwest and southwest corners of the crossroads, institutional at Salem Baptist Church, public at the Mt. Eden fire station, and residential rural along KY 44 and KY 714, and north and south along KY 53.

**Todds Point** – Todds Point is located in northwestern Shelby County five miles north of Simpsonville at KY 362 and KY 1848/Anderson Lane. Simpsonville Fire Department has a fire station on Anderson Lane less than a tenth of a mile from KY 362 and KY 1848. The remaining uses in the area are residential on tracts five acres or larger. The zoning in the small village is unincorporated at the intersection. The Land Use Plan (Figure 9.21) recommends public land use designation for the fire station and everything else agricultural. No change is recommended from the 2005 Plan.

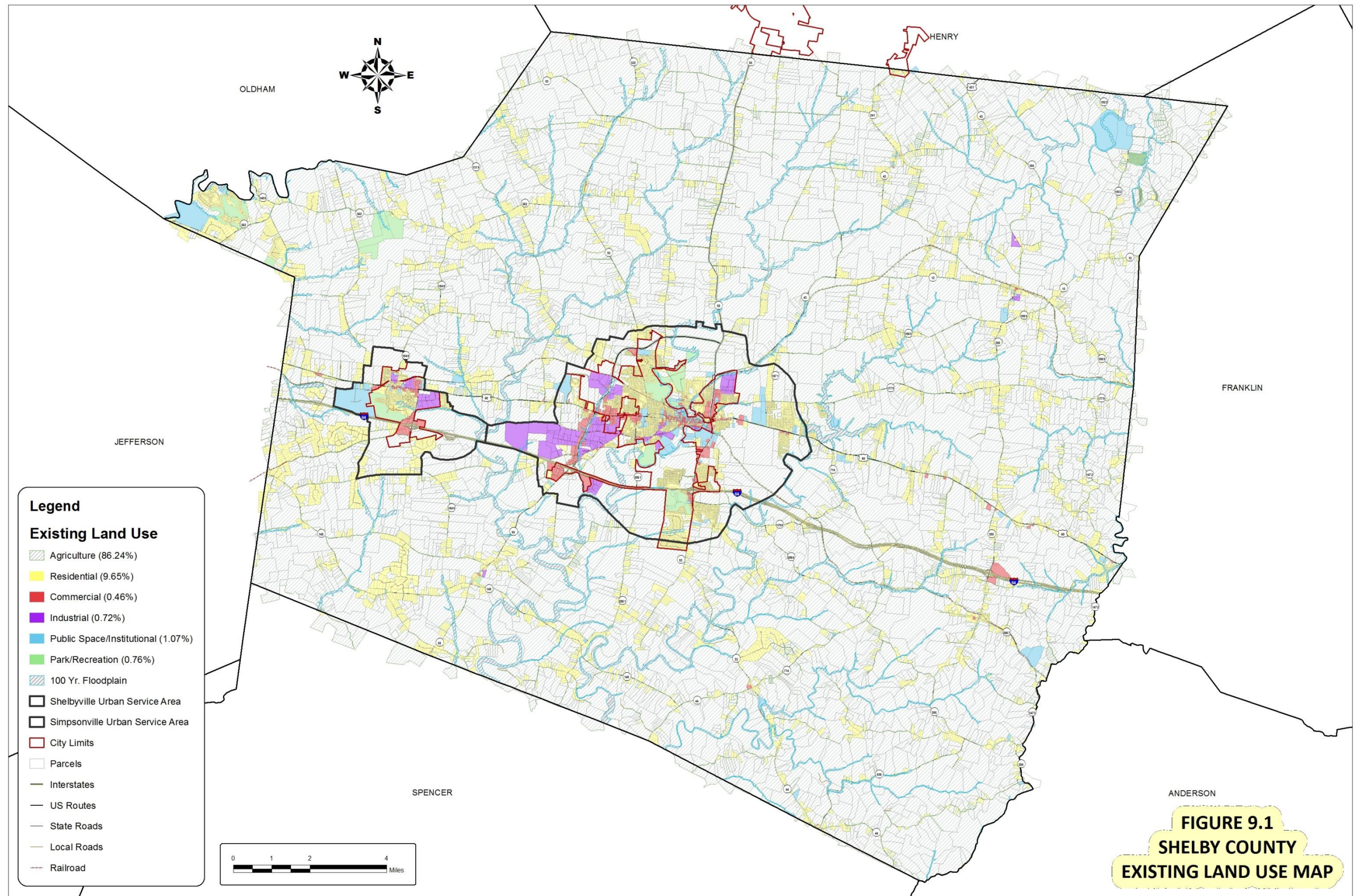
**Waddy** – Waddy was established in 1888 when Major Thomas Waddy who was one of two prominent farmers who donated land for the construction of a railroad. A depot was built and a community was founded and named Waddy.

The small community of Waddy is 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 Heritage School at Peytona. KY 395 connects Waddy to the interchange on Interstate 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 small community 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. Truck stops are located on the northeast and southeast quadrant of the Interstate 64 interchange. Little vacant land exists along street frontage in the developed area of Waddy.

The Land Use Plan for Waddy (Figure 9.22) 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 small communities should be on lots no smaller than one acre in size. From Bardstown Trail north, commercial land use is recommended on all quadrants of the interchange. 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.

### **Recommendations**

1. A second agricultural zoning classification should be considered within the Shelby County Zoning Regulations entitled Agricultural 40 (A-40). This classification should limit the minimum tract size to forty (40) acres to better preserve farmland. The zoning process should be voluntary by the property owner and the Planning Commission should allow the fees to be based on actual costs to conduct the hearings.
2. The permitted and conditional uses permitted within the Agricultural zoning district within the Zoning Regulations should be reviewed and updated.
3. An Interstate 64 overlay district should be considered within the Shelby County Zoning Regulations to protect the rural scenic vistas along the I-64 corridor. The Regulations should consider buffer types, landscape berms and building setbacks based on land uses and zoning districts.

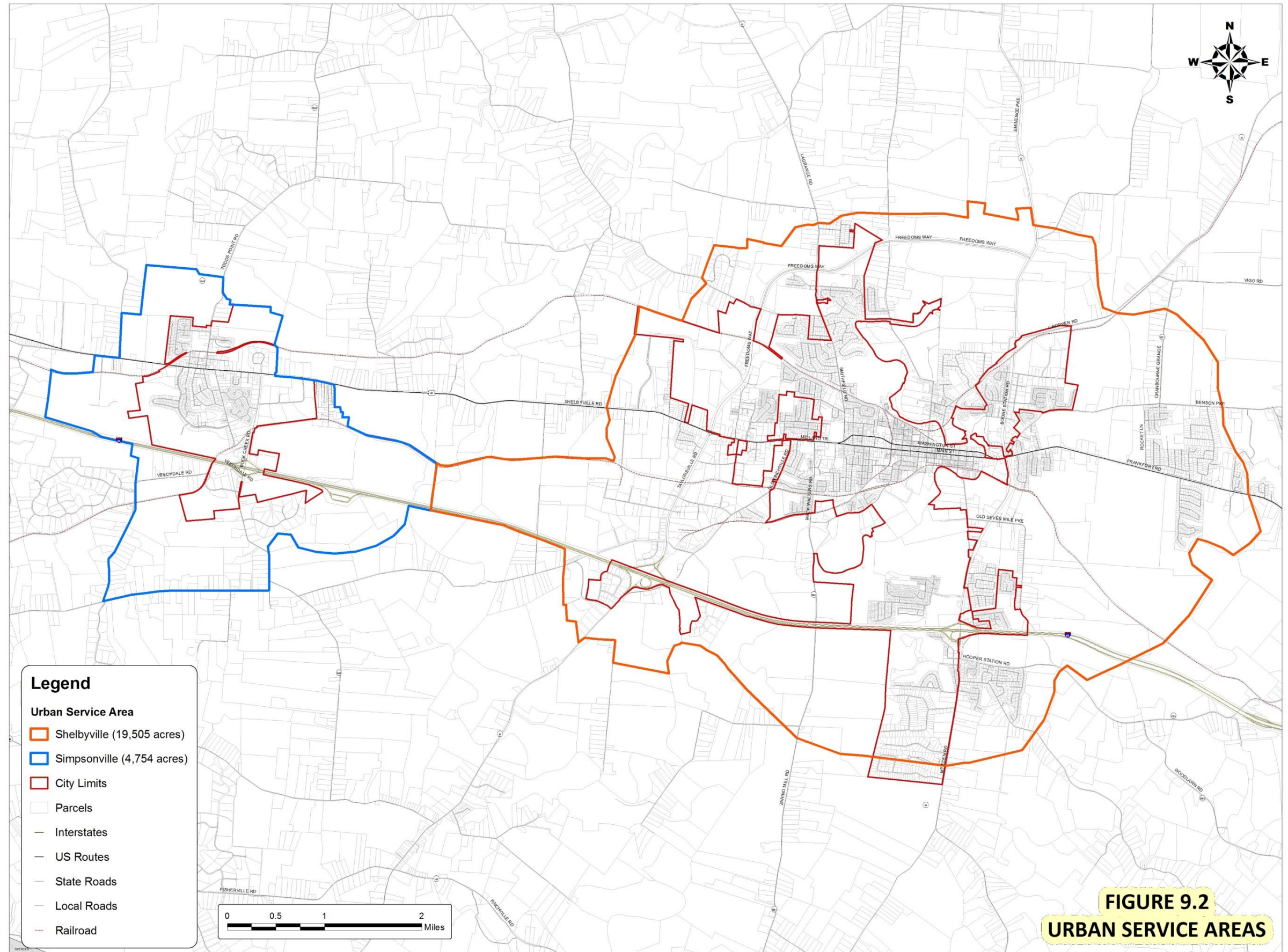


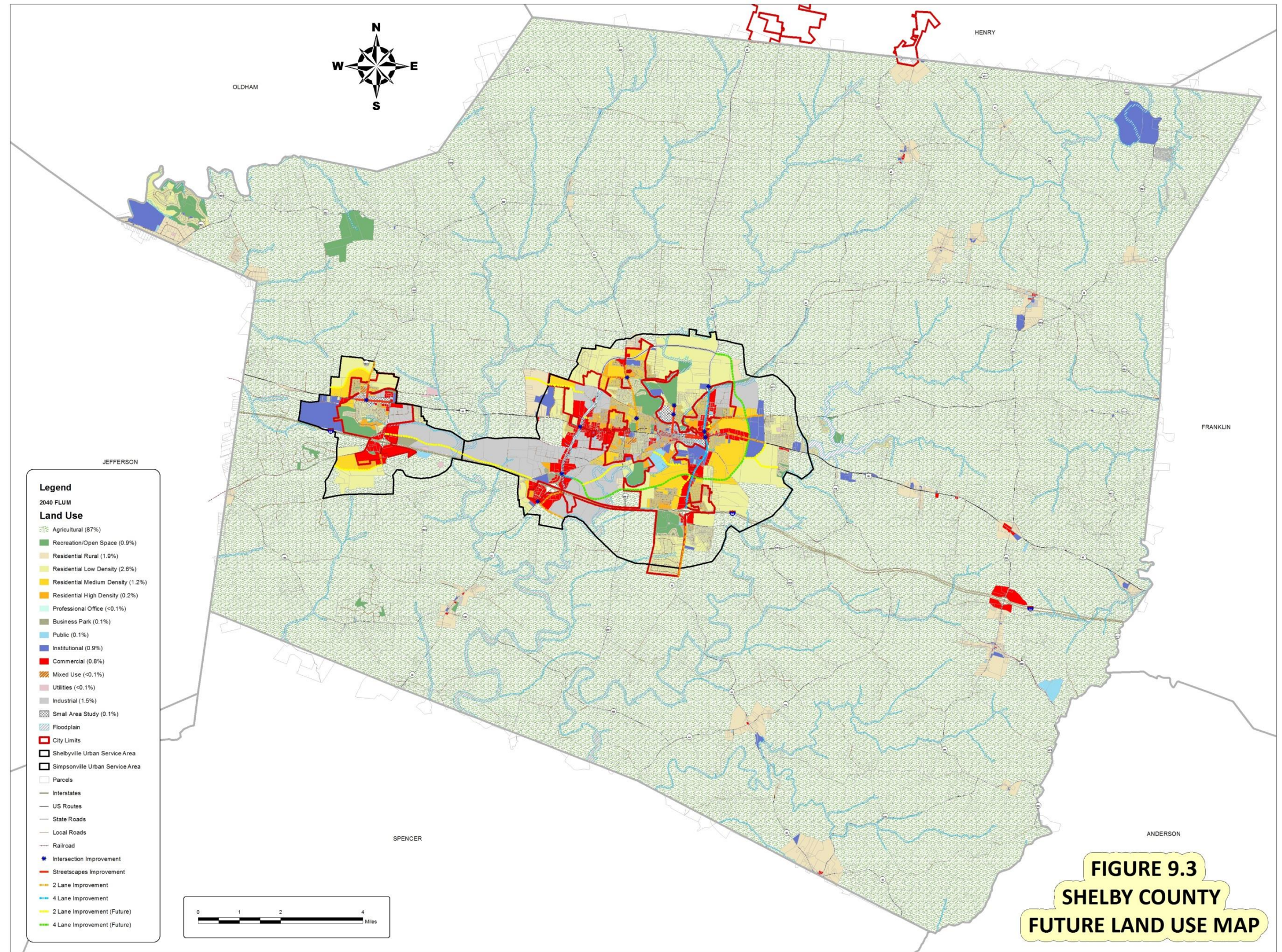
**Legend**

**Existing Land Use**

- Agriculture (86.24%)
- Residential (9.65%)
- Commercial (0.46%)
- Industrial (0.72%)
- Public Space/Institutional (1.07%)
- Park/Recreation (0.76%)
- 100 Yr. Floodplain
- Shelbyville Urban Service Area
- Simpsonville Urban Service Area
- City Limits
- Parcels
- Interstates
- US Routes
- State Roads
- Local Roads
- Railroad

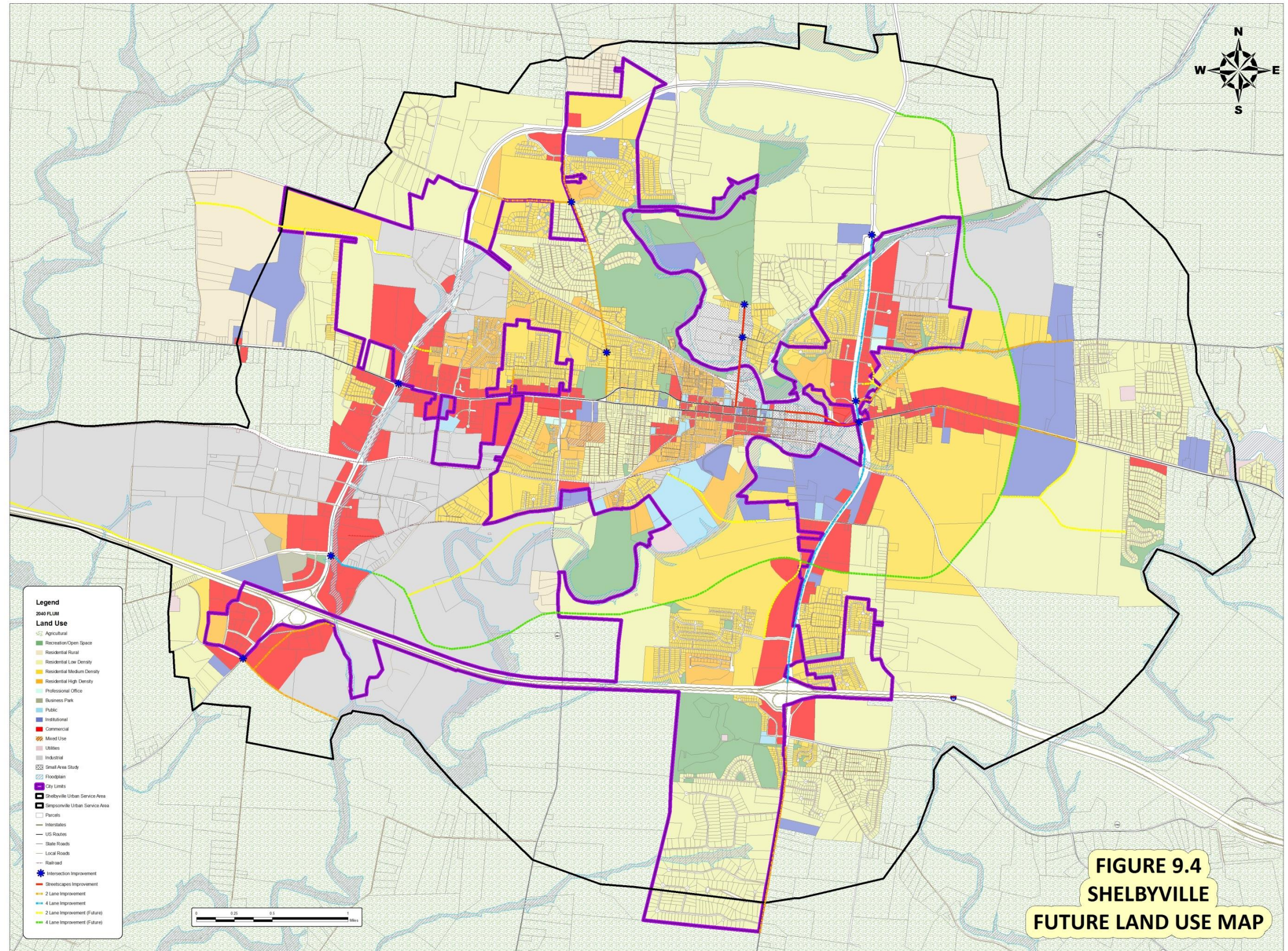
**FIGURE 9.1**  
**SHELBY COUNTY**  
**EXISTING LAND USE MAP**



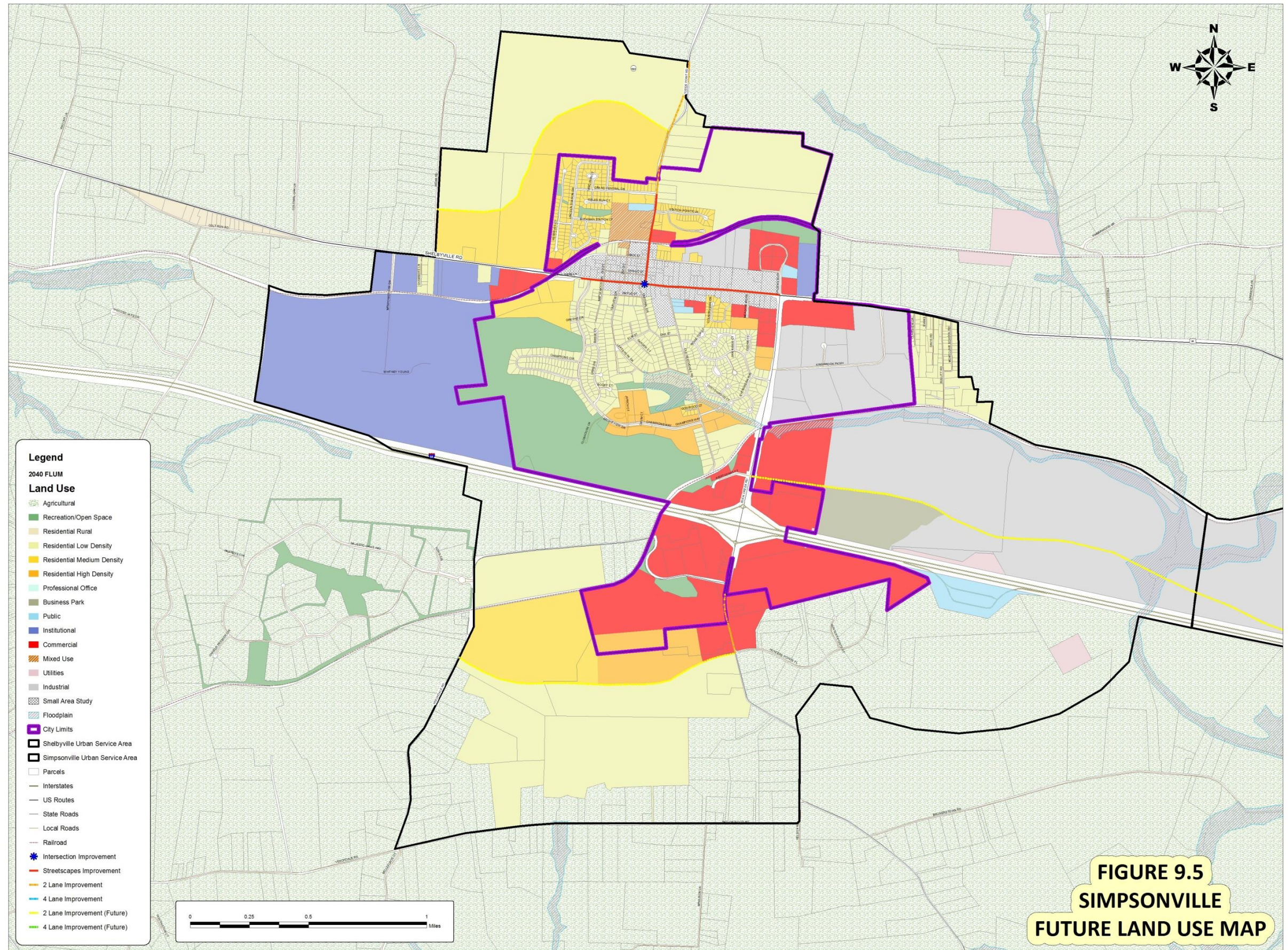


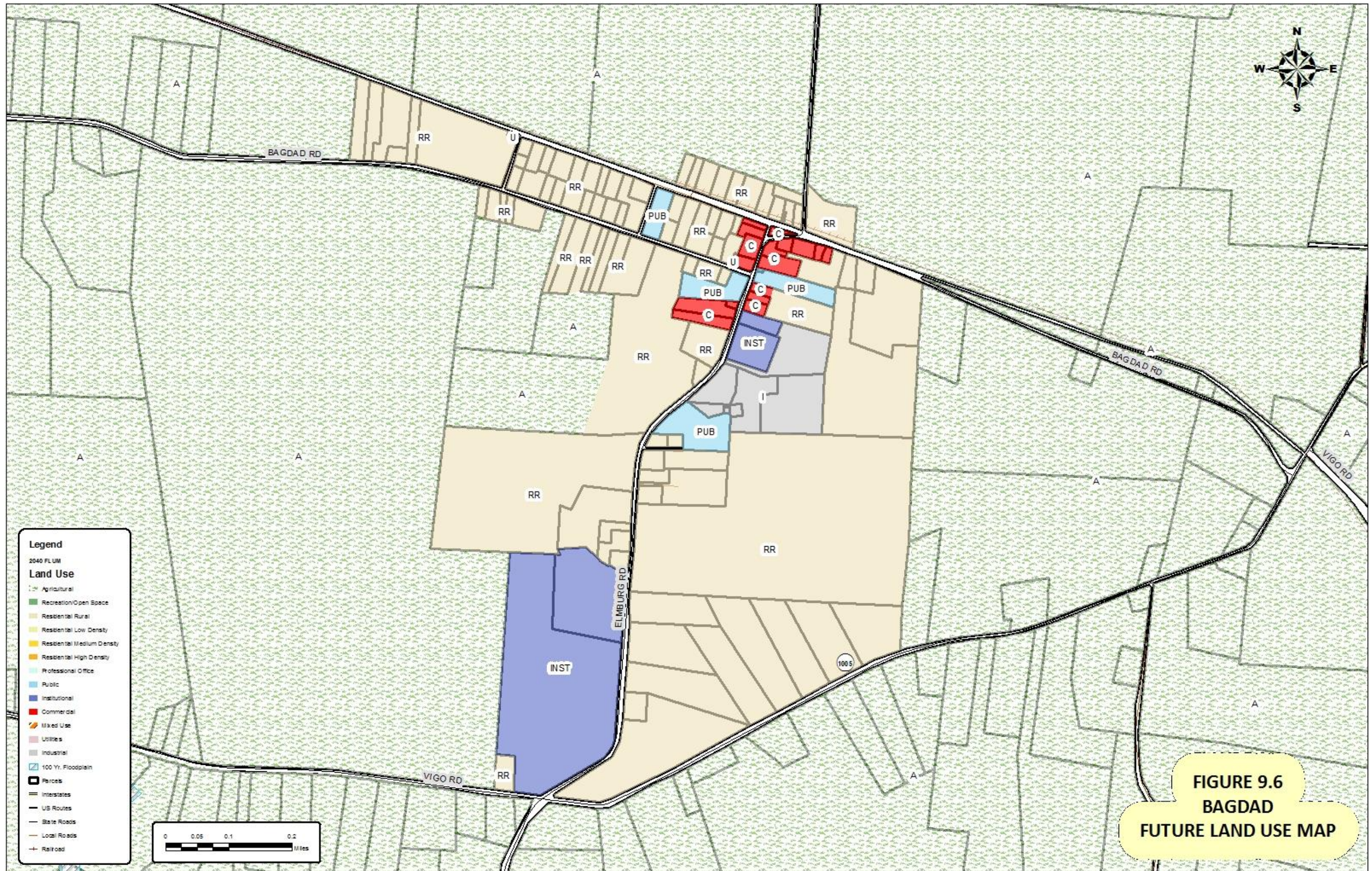
**FIGURE 9.3  
 SHELBY COUNTY  
 FUTURE LAND USE MAP**



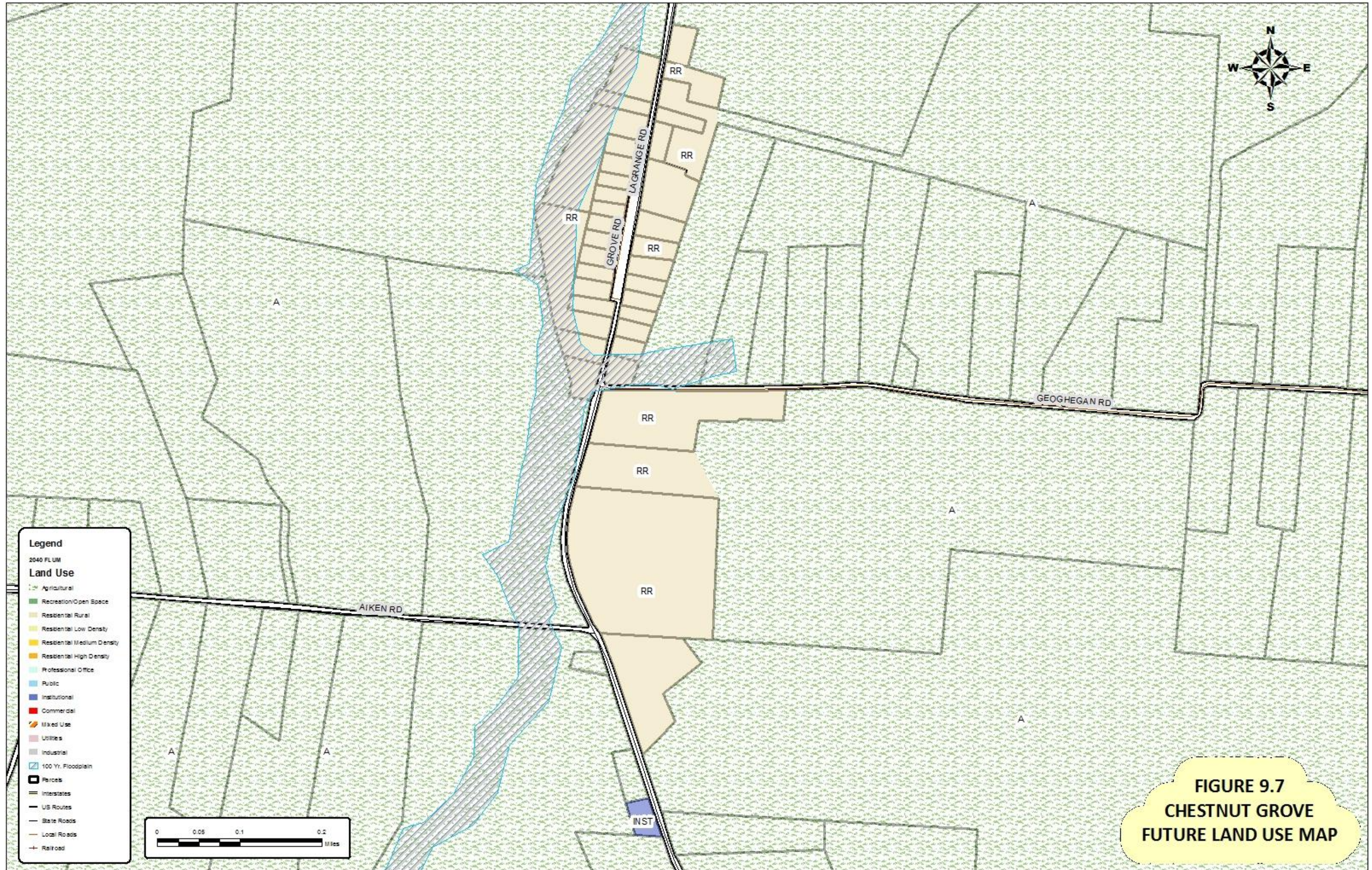


**FIGURE 9.4  
 SHELBYVILLE  
 FUTURE LAND USE MAP**

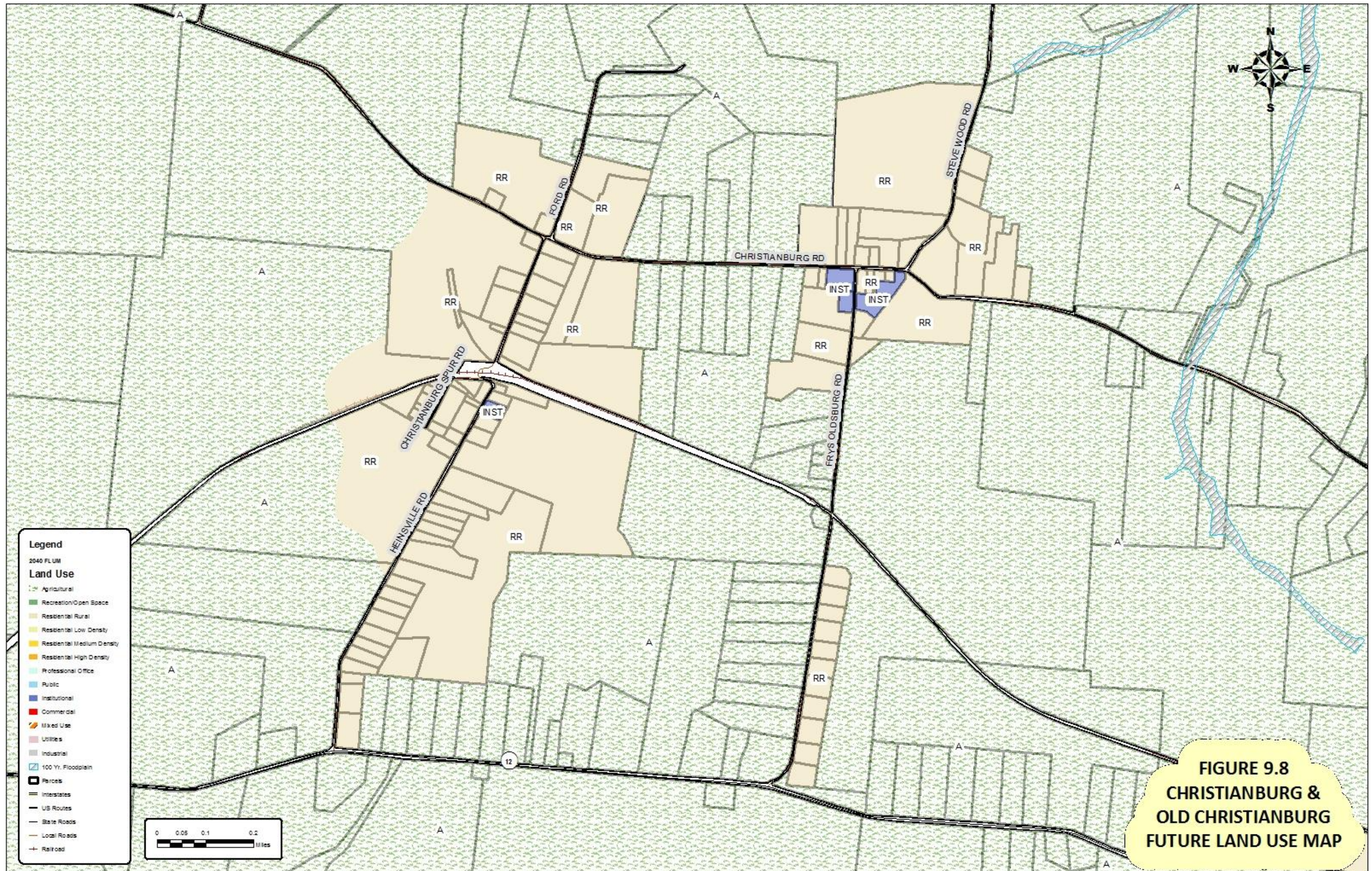




**FIGURE 9.6**  
**BAGDAD**  
**FUTURE LAND USE MAP**



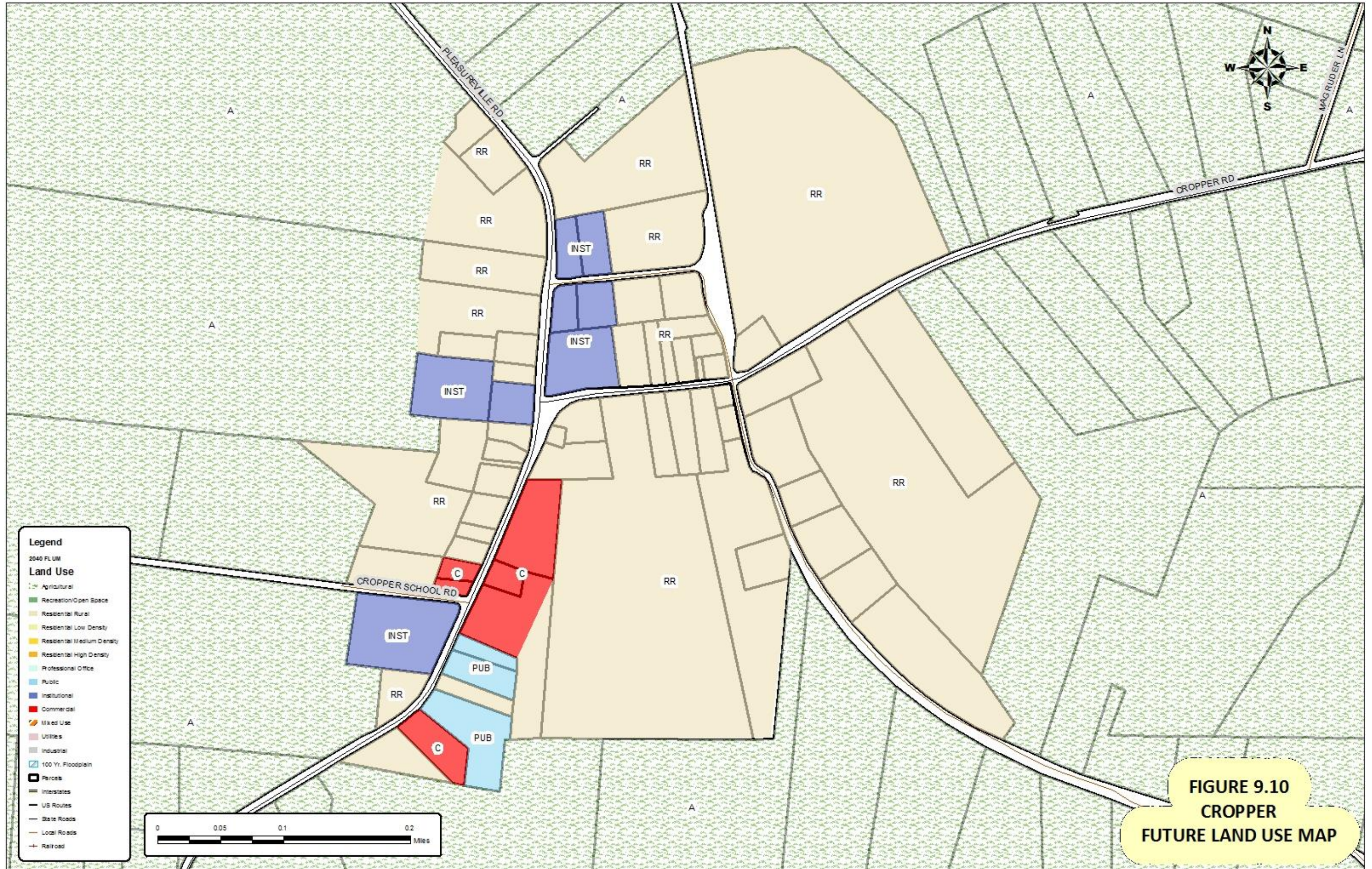
**FIGURE 9.7  
 CHESTNUT GROVE  
 FUTURE LAND USE MAP**



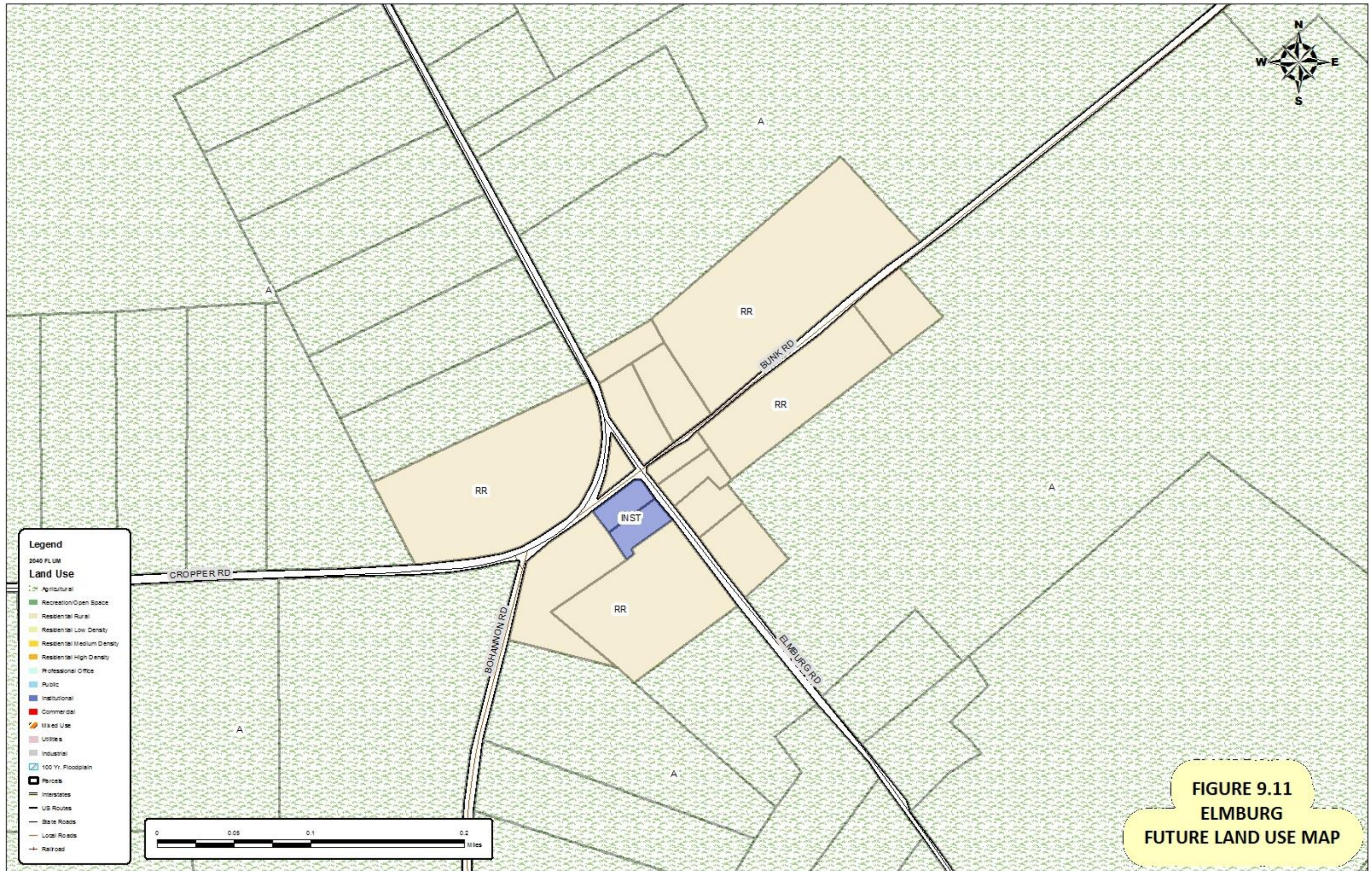
**FIGURE 9.8  
 CHRISTIANBURG &  
 OLD CHRISTIANBURG  
 FUTURE LAND USE MAP**



**FIGURE 9.9  
 CLAY VILLAGE  
 FUTURE LAND USE MAP**

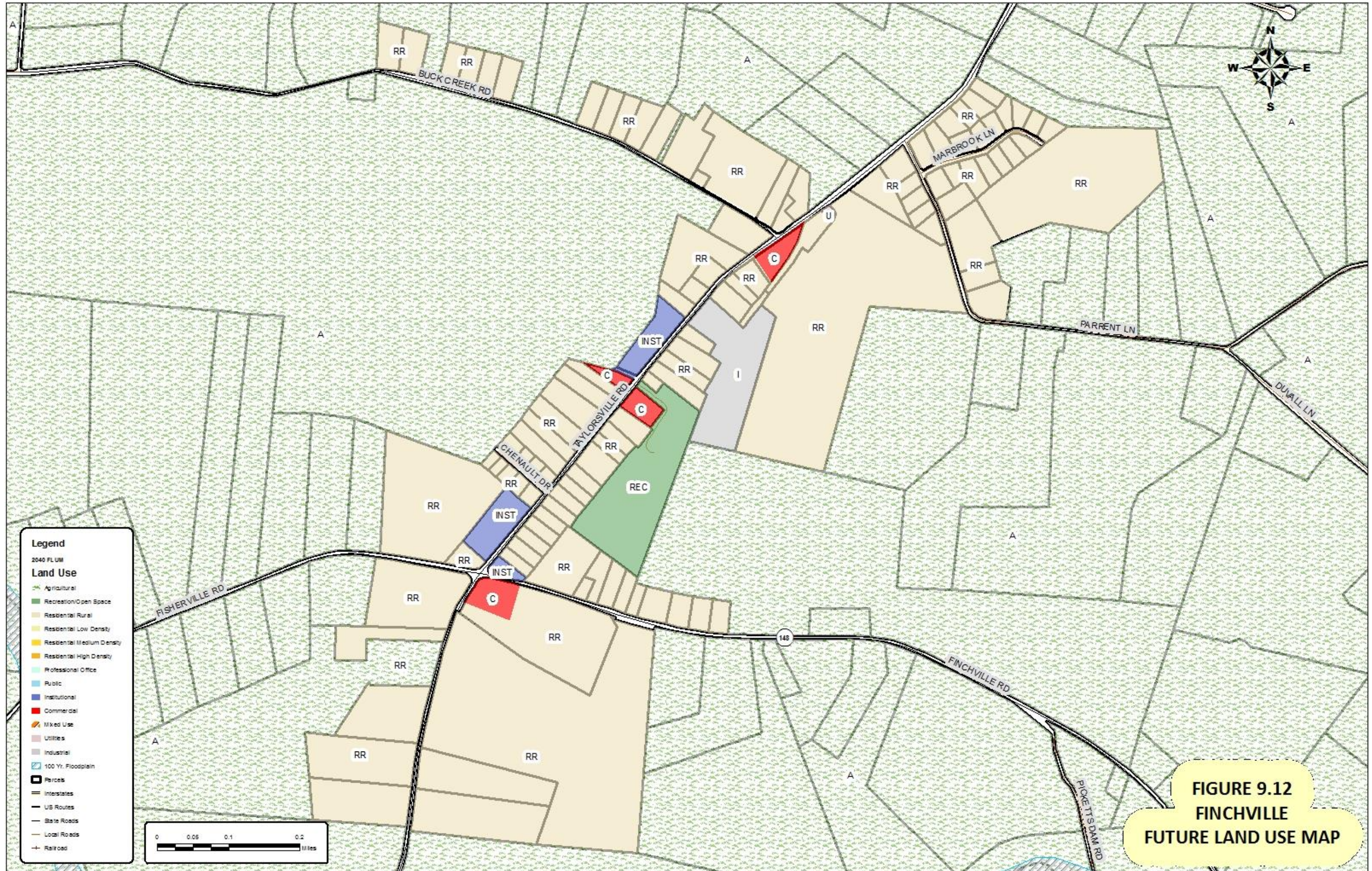


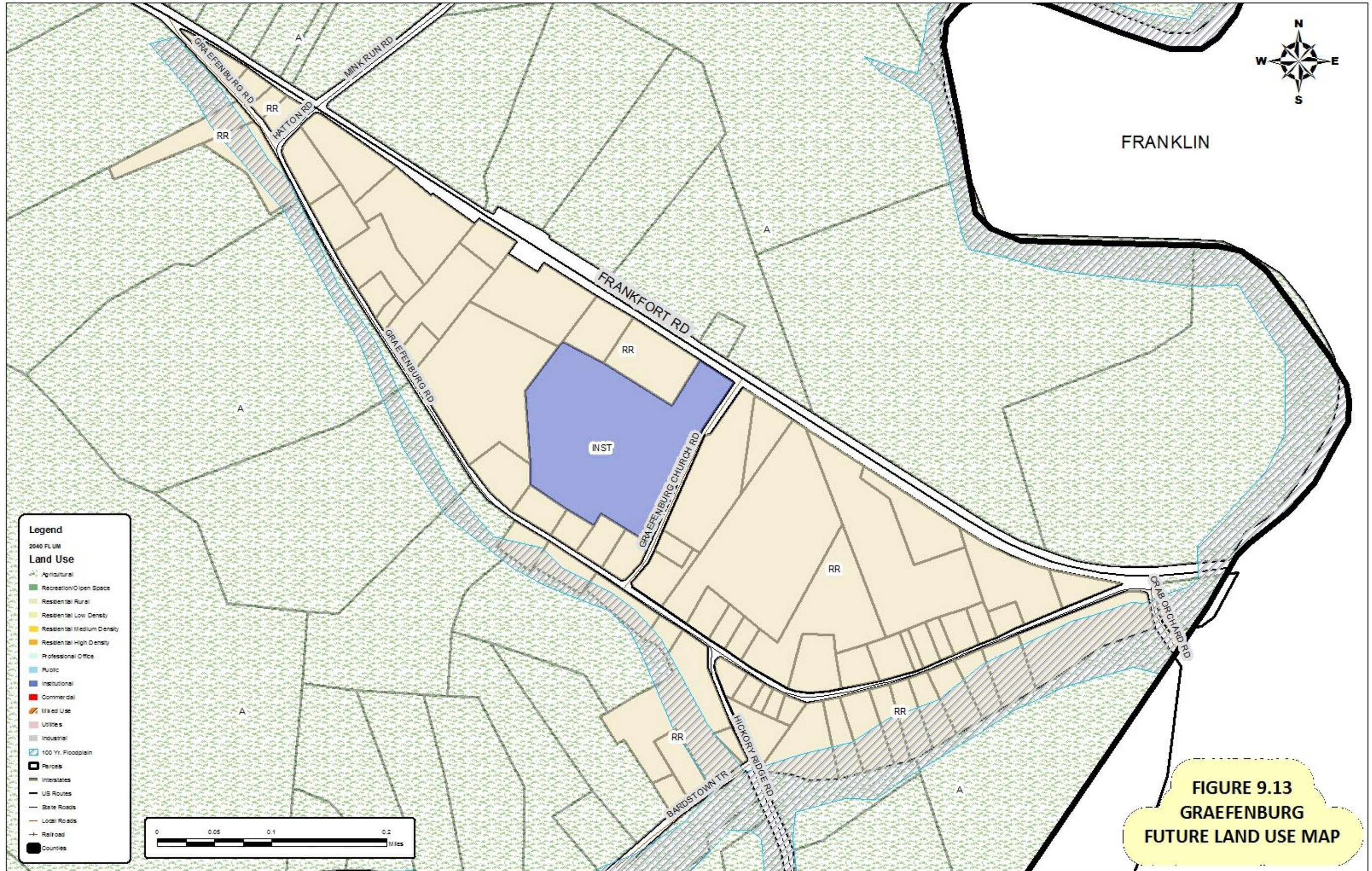
**FIGURE 9.10  
 CROPPER  
 FUTURE LAND USE MAP**



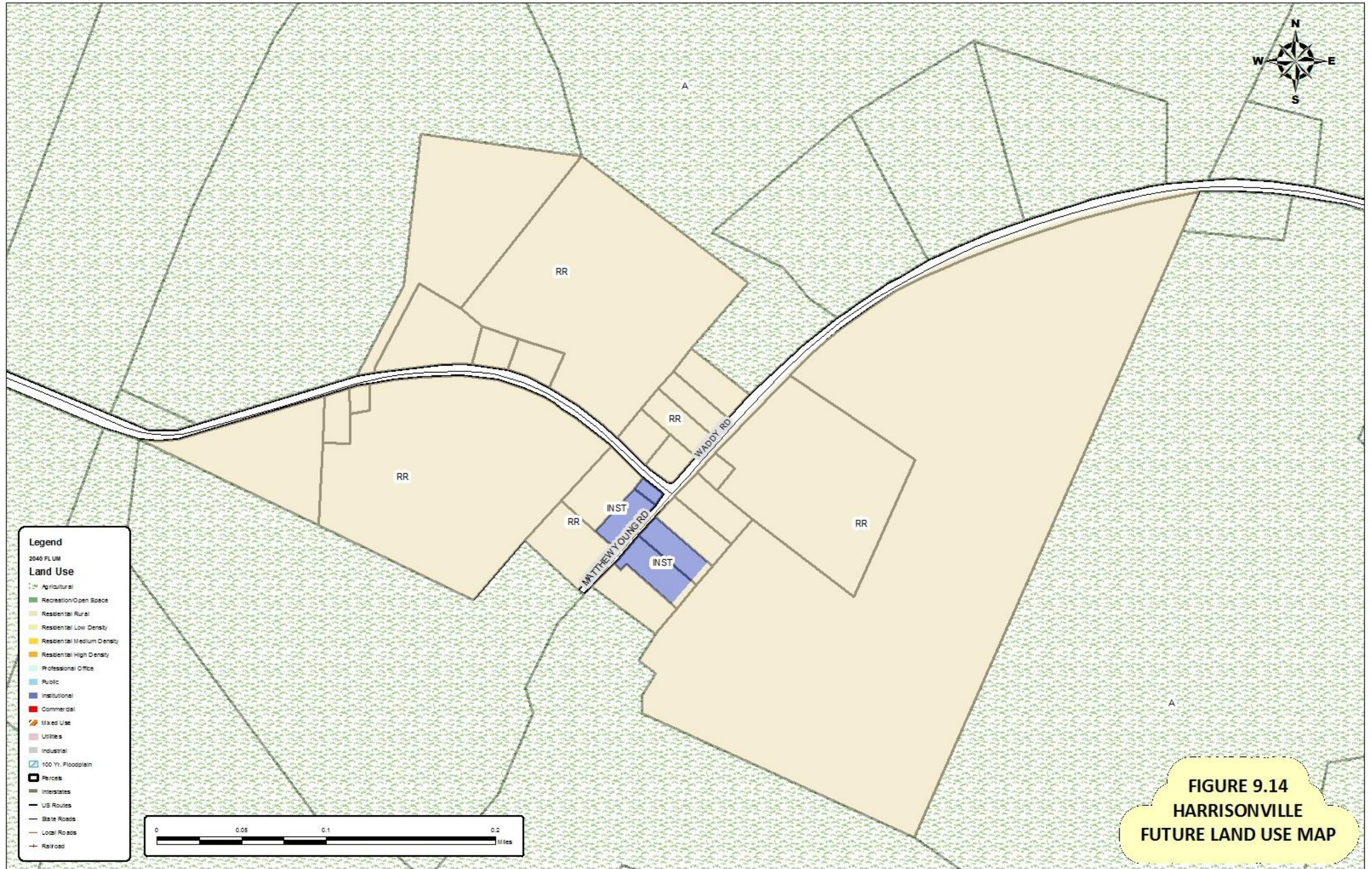
**FIGURE 9.11  
 ELMBURG  
 FUTURE LAND USE MAP**







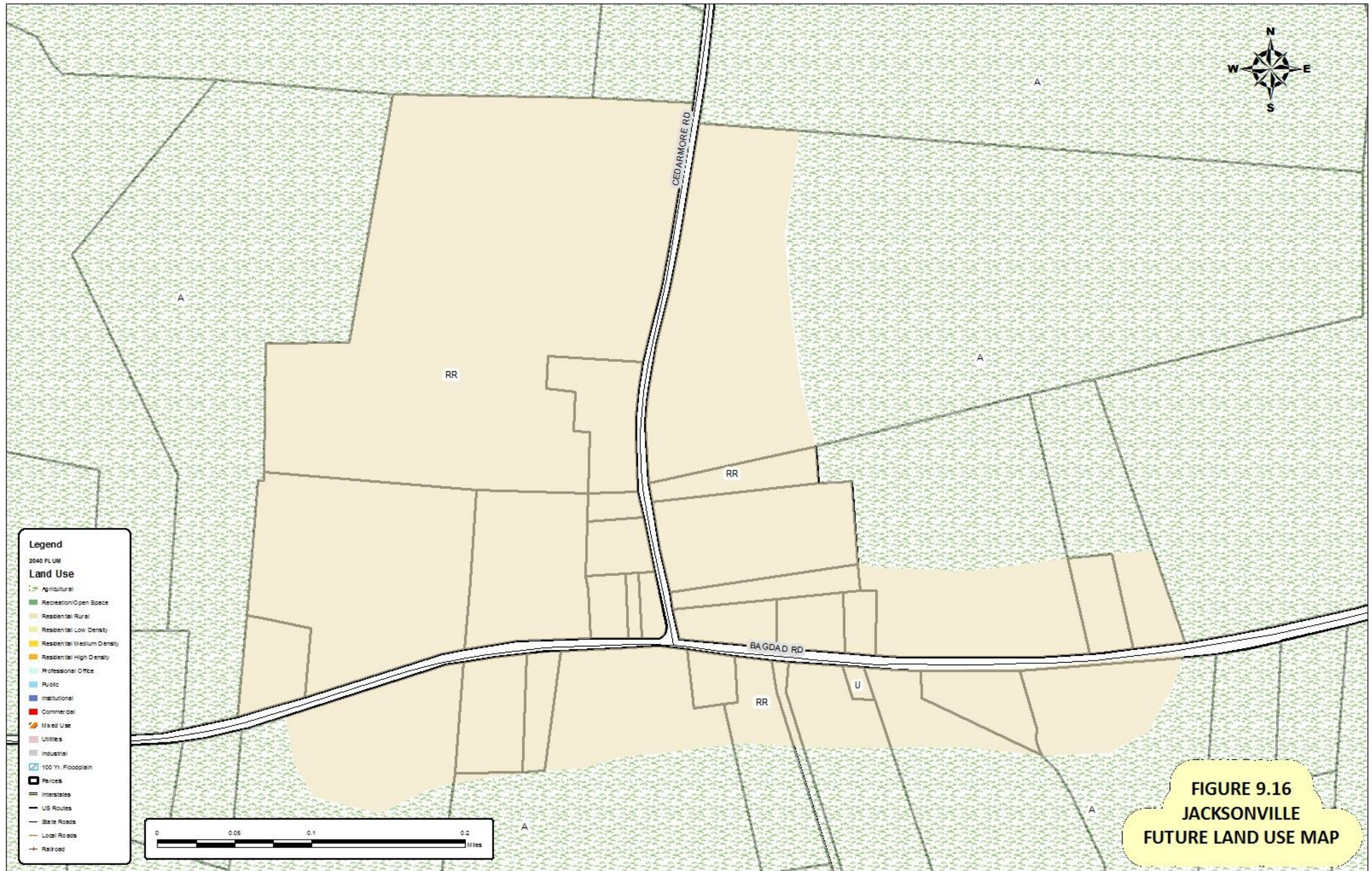
**FIGURE 9.13  
 GRAEFENBURG  
 FUTURE LAND USE MAP**



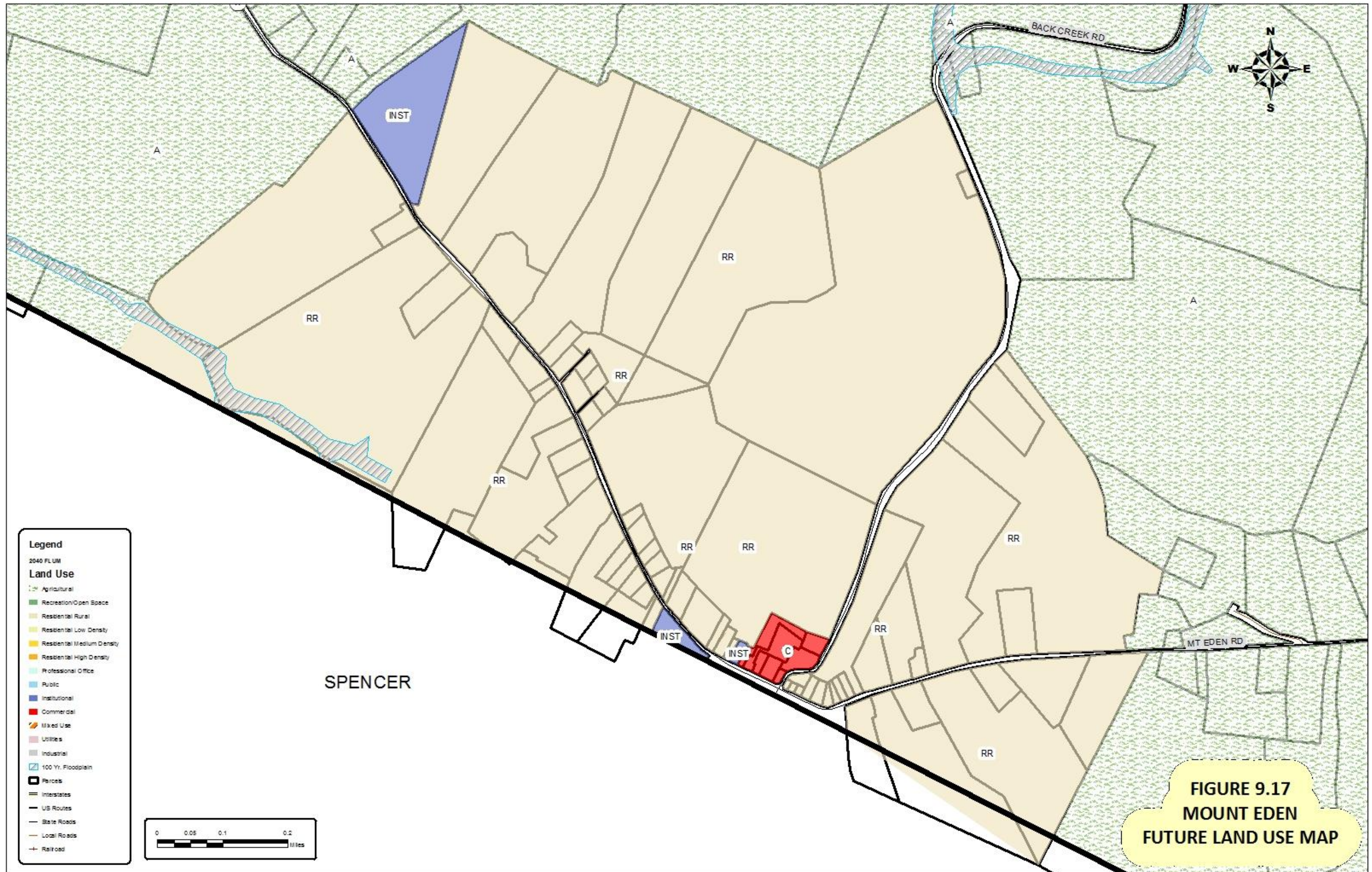
**FIGURE 9.14  
 HARRISONVILLE  
 FUTURE LAND USE MAP**



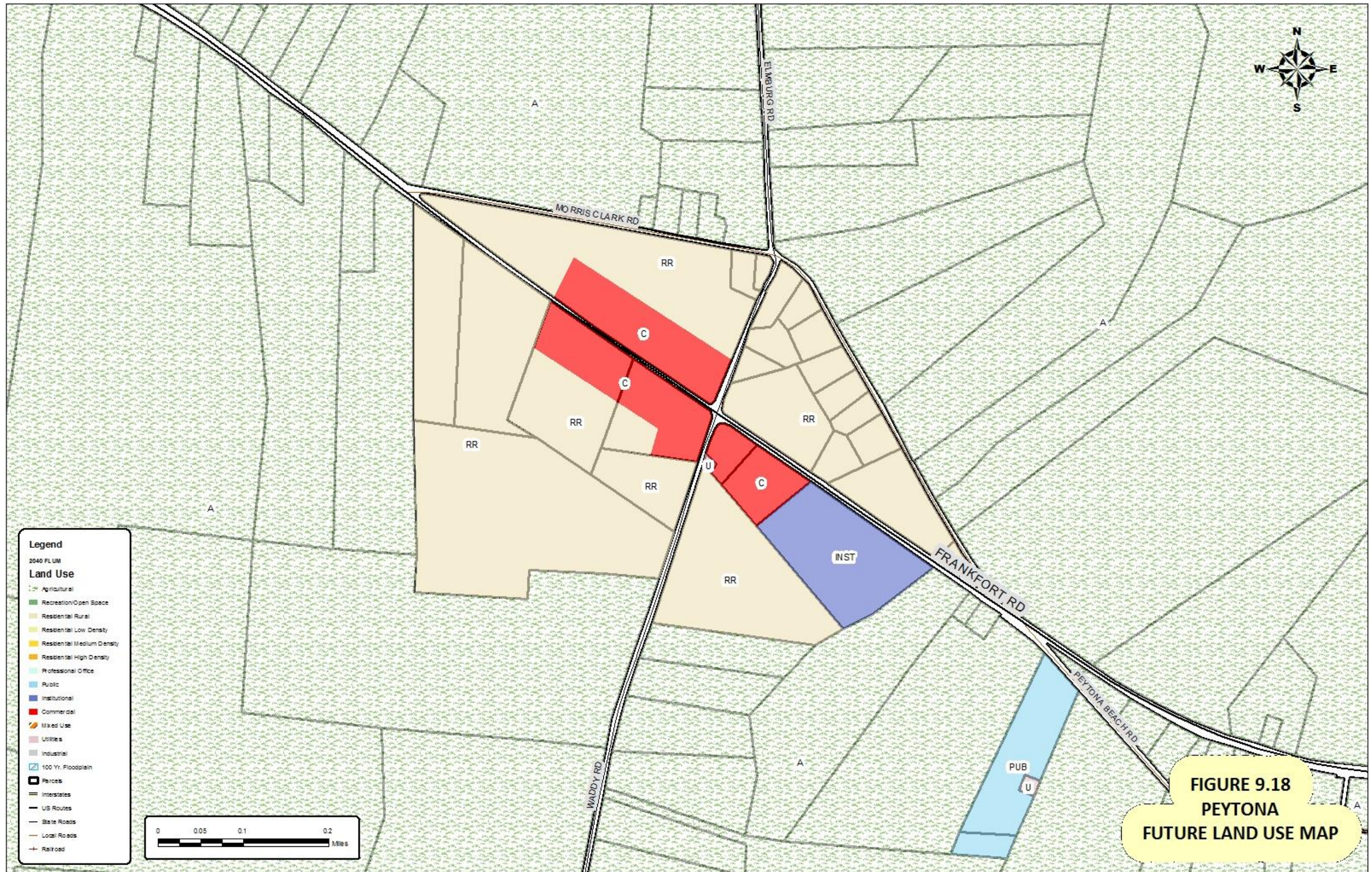
**FIGURE 9.15  
 HATTON  
 FUTURE LAND USE MAP**



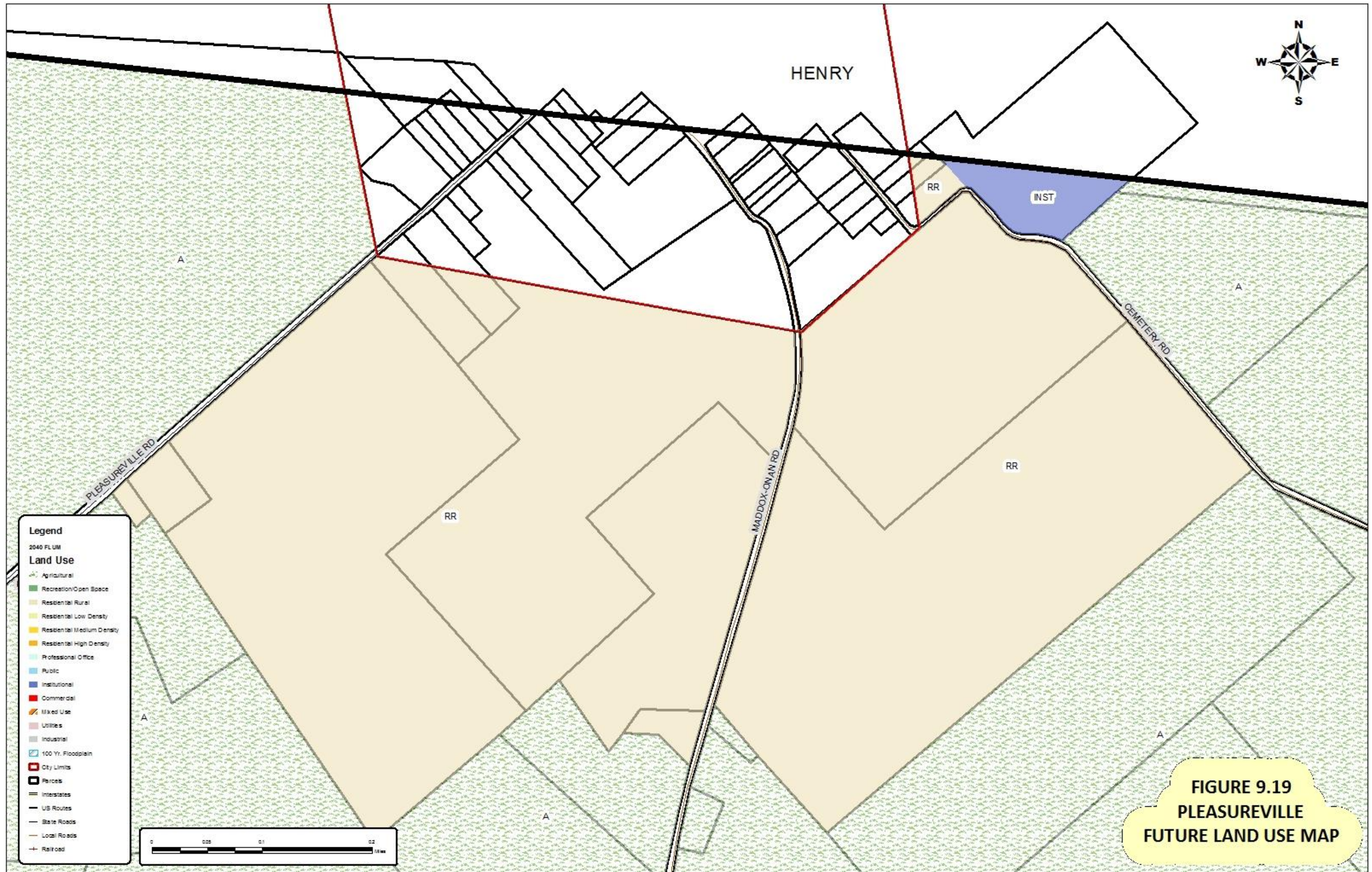
**FIGURE 9.16  
 JACKSONVILLE  
 FUTURE LAND USE MAP**



**FIGURE 9.17  
 MOUNT EDEN  
 FUTURE LAND USE MAP**

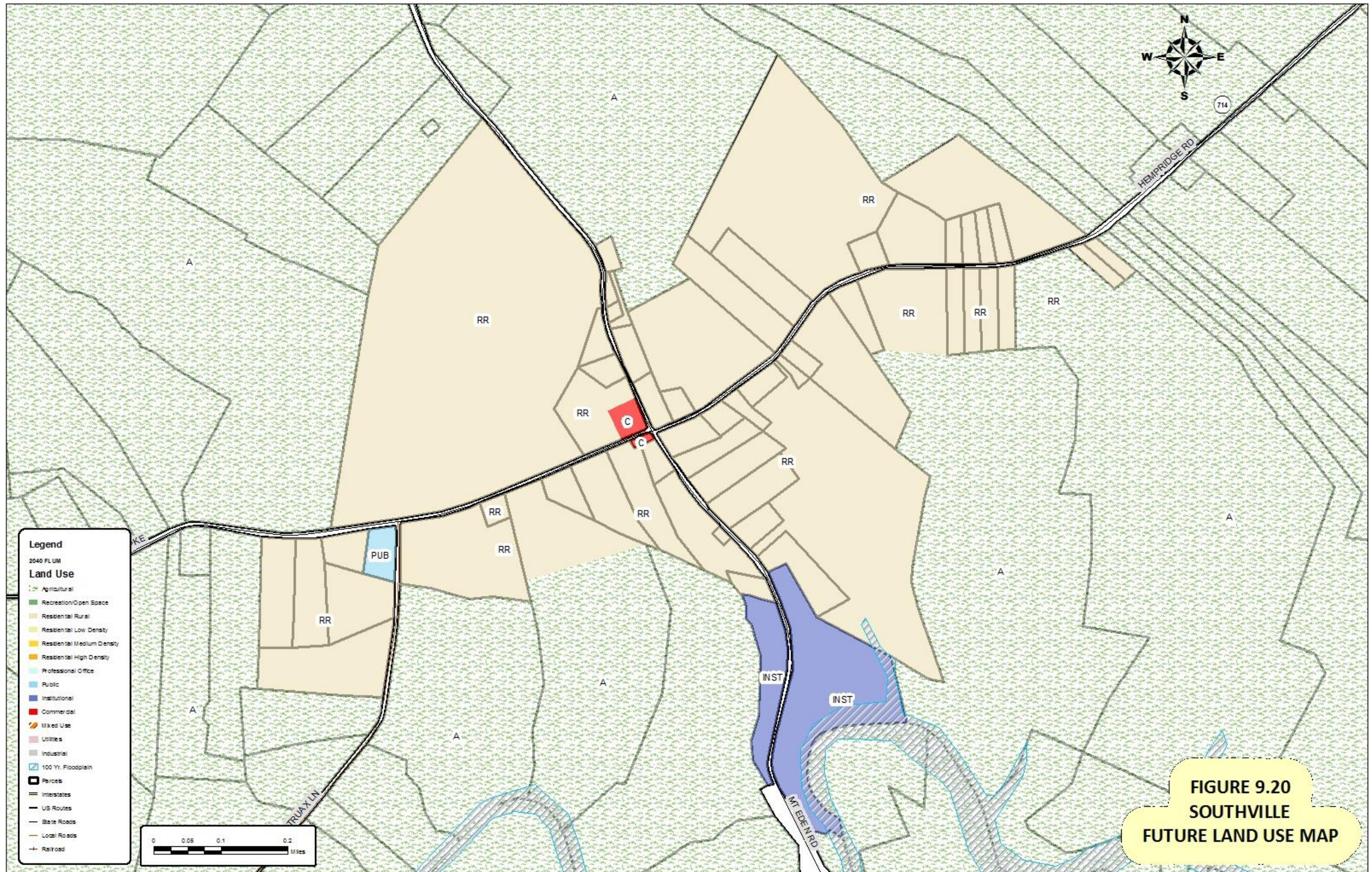


**FIGURE 9.18**  
**PEYTONA**  
**FUTURE LAND USE MAP**



**FIGURE 9.19  
 PLEASUREVILLE  
 FUTURE LAND USE MAP**

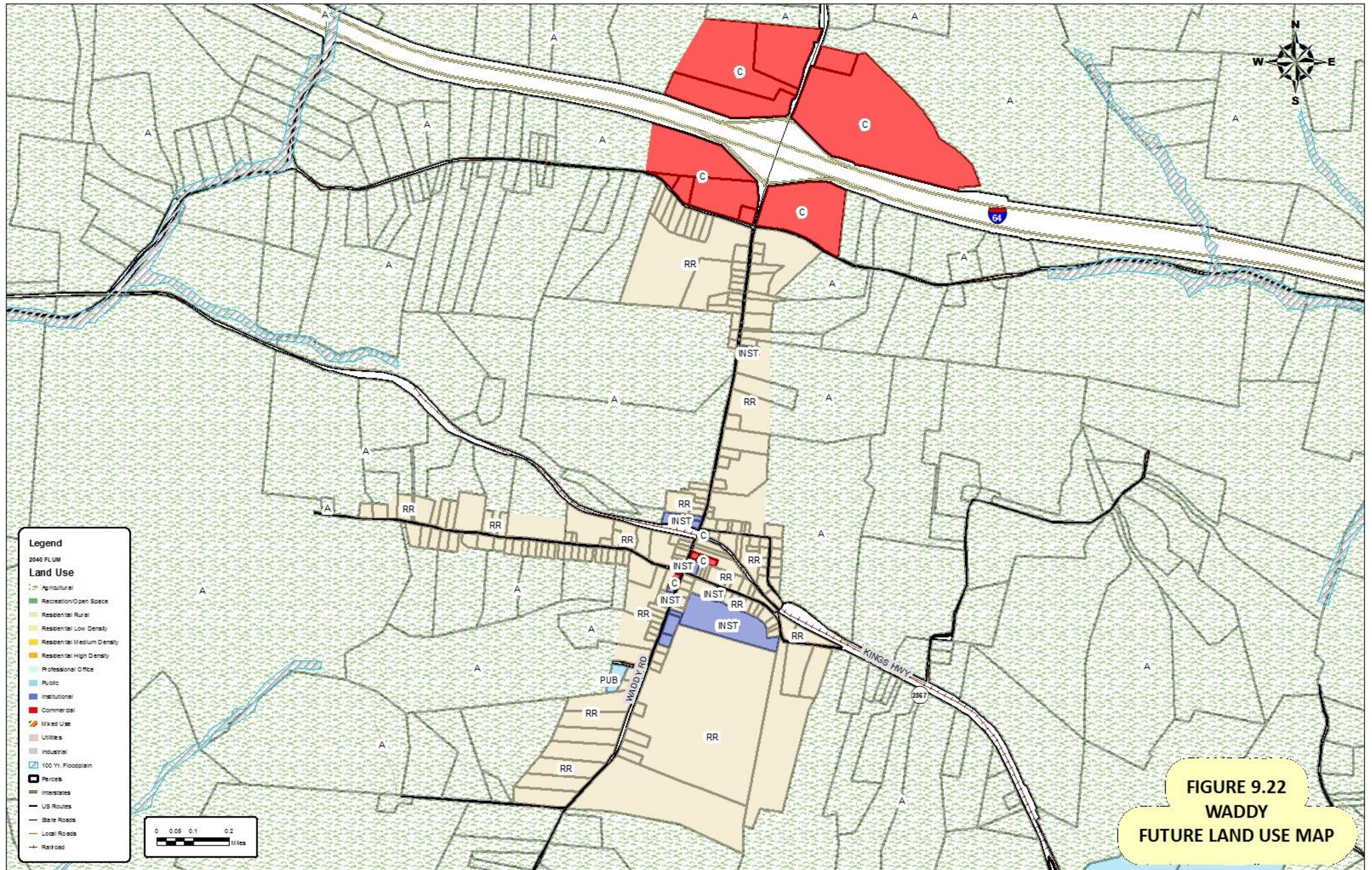




**FIGURE 9.20  
 SOUTHVILLE  
 FUTURE LAND USE MAP**



**FIGURE 9.21  
 TODDS POINT  
 FUTURE LAND USE MAP**



**FIGURE 9.22**  
**WADDY**  
**FUTURE LAND USE MAP**

## **INTRODUCTION**

In developing this Comprehensive Plan, goals and objectives for land use were established. These goals and objectives are of little value, however, unless steps are taken to implement them. Planning is a continuous process, needing constant updating and refinement as conditions change. This plan is intended to cover a five-to ten-year period, while looking further ahead where possible. During the next five years the plan is intended to serve as a guide for public and private decisions. The comprehensive plan is required to be readopted every five years. A thorough evaluation should be conducted prior to re-adoption to determine if the plan or components of it need to be updated for the next planning period.

The existence of this plan does not preclude a thorough examination of each recommended project or regulatory approach as it is developed to consider whether it continues to be in accordance with the planning program. Nor does the existence of the plan preclude changes to the goals, objectives, or standards in the document itself as long as the public review and approval process set out in KRS Chapter 100 is followed. A number of means are available to assist in the implementation of the plan.

## **LOCAL LEADERSHIP**

The public officials of the cities of Shelbyville and Simpsonville and Shelby County bear the primary responsibility for its implementation. It is important that public officials understand, support, and adopt the development policies. In addition, it is important that public and private agencies form partnerships to implement the plan. As the decision makers, the Shelbyville City Council, Simpsonville City Commission, Shelby County Fiscal Court and the Triple S Planning Commission have the powers necessary to adopt policies that help fulfill the goals and objectives. These bodies should maintain a close relationship with the regional planning council (KIPDA) and the planning commissions of surrounding cities and counties so that the planning process is properly coordinated. Because of their statutory role in planning and development review, the planning commission and its staff possess special expertise as well as an overview of development issues and needs within the community. If properly utilized by local elected officials, the planning commission is very well positioned to act both as policy advisor and enforcer of local development policies. In addition, the public should be kept informed of community development plans to solicit input and support for the program.

In addition, other local agencies contribute to implementation of the comprehensive plan through the development and implementation of their own plans.

## **SUBDIVISION REGULATIONS**

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are locally adopted regulations that serve to govern the conversion of raw land into building sites. The quality of subdivisions and the standards that are built into them determine the overall form and character of a community. Once land has been divided into blocks and lots, streets built, and utilities installed, a development pattern is permanently established and unlikely to be changed. For generations to come, the entire community and the individuals who live in the subdivision will be influenced by the quality and character of the subdivision design. Therefore, subdivision regulations applied in advance of development provide a community with its only opportunity to ensure that its new neighborhoods are properly designed and that they enhance the quality of life for residents.

Subdivision regulations play a crucial role in establishing development standards for new development. Good standards help assure effective traffic patterns, adequate streets, adequate water pressure for domestic use and firefighting capacity, adequate provision of wastewater treatment, storm water drainage, appropriate spacing

between buildings and between streets and buildings, adequate recreational facilities, and an aesthetically pleasing environment.

It is recommended that the subdivision regulations be updated after final adoption of the comprehensive plan. The last major update to the subdivision regulations occurred in 1995. In addition, it is important that the planning commission uniformly and regularly enforce these regulations. Without enforcement, the regulations have no merit and begin to lose meaning as precedents of non-conformance are established. In addition to regular enforcement, it is also recommended that subdivision and site improvements be inspected regularly in order to ensure that all improvements are being installed in accordance with the subdivision regulations and approved plans.

## **ZONING REGULATIONS**

The zoning ordinance is considered to be one of the principal tools for implementing the land use plan. Zoning generally divides the community into exclusive use districts (agricultural, residential, commercial, and industrial) specifying the particular uses that will be allowed in each district. Standards are then set for each district. For example, these standards regulate permitted uses, density of population and structures, lot sizes, percent coverage of lots by buildings, building setbacks and off-street parking. The theory behind separation of uses through zoning is the protection of property values by preventing incompatible uses from locating next to one another.

Alternate approaches to strict use separation are also available. Performance standards may be developed to regulate permissible impacts of each land use on neighboring uses and on community services. In theory this would allow any mix of land uses within an area as long as negative impacts on neighboring uses could be controlled. Some of the methods that could be required to control potentially negative impacts could include buffering along property boundaries, special sound proofing of structures and altering traffic patterns on site.

A combination of the above approaches is also possible. Such an approach could include a separation of uses into broad categories, such as residential, commercial, industrial, and agricultural. Within these broad categories, standards could be provided to determine the appropriate type or density of development based on site factors (for example, soils, slope, and drainage characteristics), compatibility with neighboring uses, and availability of needed services (for example, road capacity, availability of central water or sewer, and school capacity).

Upon final adoption of the comprehensive plan, it is recommended that the zoning regulations and zoning maps be updated. The zoning regulations need a comprehensive review as portions are outdated and modifications are needed to implement the comprehensive plan. It is also recommended that the zoning map be updated with changes based on updates to the zoning regulations and more specifically the zoning classifications.

## **DEVELOPMENT PLAN REVIEW**

An important element of any zoning or development regulation is development plan review. While zoning specifies permitted uses of land, development plan review is the means by which the quality of new development is protected through evaluation of the proposed layout and design. It is also the means by which potentially negative impacts on neighboring uses are controlled. Where more intense uses abut less intense uses, for example a neighborhood shopping center next to a residential area, development plan review is the appropriate tool to evaluate potential noise and traffic impacts. The importance of a professional review of development plans should therefore not be underestimated. It is recommended that the Planning Commission review their current development plan review procedures to determine if additional coordination with other

agencies is warranted and to consider hiring or contracting with an engineering firm to review plats, improvement plans, and development plans.

### **CODE ENFORCEMENT**

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working in unsound, unhealthy, or otherwise dangerous structures or conditions. Building, plumbing, electrical and fire codes provide minimum standards for the construction of both new buildings and alteration of existing structures. The housing code provides that existing dwellings must be maintained in a safe and sanitary manner. Structures that are considered unfit for human habitation may be condemned and removed. Other regulations, such as health department regulations, provide minimum standards for on-site septic installations.

These codes apply to the community as a whole and are uniform in nature. In some cases the local government may establish its own standards, or the state may dictate a uniform or minimum set of standards for the commonwealth. In order for these codes to be useful an inspection system must be maintained with qualified inspectors enforcing the regulations in the code. Inspectors may be employed by the state to staff district offices or may be locally hired to enforce local codes. At the present time, code enforcement for new construction seems adequate. However, it is recommended that the planning commission review procedures and specifications for subdivision improvement inspection to insure uniform compliance with requirements. In addition, the Shelby County Fiscal Court and Simpsonville City Commission may want to consider the adoption of a property maintenance code to address dilapidated structures and littered lots similar to the one adopted by the City of Shelbyville.

### **ROAD MANAGEMENT PLAN**

The development of many of the recommended highway improvements in Shelby County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, much responsibility rests on the local units of government. Local agencies must work among themselves and with the Department of Highways to resolve differences with respect to location and features of particular road improvements. Local groups must actively support highway improvements in their areas. They must also be prepared, when required, to provide rights-of-way, for example. The planning commission has the responsibility of helping to maintain the traffic-carrying capacity of major streets and roads by developing good local land use planning practices, subdivision regulations, and zoning regulations.

Roads not maintained by the State Department of Highways are maintained by the fiscal court or the cities. The responsibility for making improvements to these roads also rests with local agencies. It is important that a systematic method of inventorying conditions on these roads and scheduling needed maintenance and improvements be established in the form of county and city road management plans. Scheduling should be based on established criteria, such as volume of traffic, severity of need, and the like. In addition, the plan should be integrated into a multi-year capital improvements program for the cities and county. It is recommended that the cities and county inventory existing roads and establish a long term maintenance and improvement plan for city and county maintained roadways.

### **PUBLIC IMPROVEMENTS PROGRAM AND CAPITAL BUDGET**

The capital improvements budget is a method used by governmental units for scheduling the financing of a part of the public improvements program which can be realized during a definite period of time, normally five to six

years, on a systematic basis. This budget contains detailed improvement proposals including cost estimates. It should also be carefully coordinated with the financial resources and debt service structures of the community.

The first year of a capital budget should be adopted by the governing body as a part of its annual budget. The capital budget should be reviewed annually and extended for one year with the first year being adopted as the current annual budget.

## **PUBLIC PARTICIPATION**

Community acceptance and cooperation is essential to the success of a comprehensive plan. The ideas and support of local civic clubs, neighborhoods groups and community clubs, private citizens, business and industrial leaders are needed to implement a successful community improvement project. A large part of achieving successful citizen participation is through a public education program designed to permit a two way flow of information between the citizens and the planning commission, cities, and county. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms usually result.

As development policies, ordinances, regulations are revised it is recommended that various public workshops be held to obtain meaningful input into the planning process. In addition, it is recommended that the planning commission continue to maintain a website to facilitate public access to planning documents, applications, agendas, etc. Allowing the public access to forms and other documents also reduces the amount of time that planning staff spends answering general information questions.

## **LAND ACQUISITION**

One means of implementing a comprehensive plan is the acquisition of rights in land. This may involve advance acquisition or options on land for use in the future, or acquisition of easements for use of certain features of land. Advance acquisition and options are presently most commonly used for industrial sites, but may also be used for future roads, school sites, parks and prime farmlands. Easements are commonly used for utilities and roads, but can also be used to preserve scenic features, prevent use of floodways, and other purposes.

## **STATE AND FEDERAL ASSISTANCE**

State and federal grants and loans can be important sources of financing for public improvements projects, which can be difficult for a small town or county to undertake financially. A number of funding sources exist, although the trend is toward assembly of a financing package from multiple sources, including evidence of a substantial local commitment. It is important to be aware of possible funding sources and conditions of funding. Examples of current grant funding programs are Community Development Block Grant (CDBG), HOME Investment Partnership Program (HOME), Infrastructure Revolving Loan Fund (Fund B), Transportation Alternatives (TAP), formerly Enhancements (MAP-21), Land and Water Conservation Fund (LWCF), Area Development Fund (ADF), Brownfields Funding, etc.

