



EXISTING CONDITIONS

INSIDE THIS CHAPTER:

This appendix, along with Appendix A: Public Input, forms the foundation for all recommendations made during the Simpsonville planning process.

The following can be found in this appendix:

- Demographic and Economic Data
- Shelby County Comprehensive Plan Summary
- Shelby County Zoning Regulation Summary
- Photographic Inventory



"Progressive Community with Hometown Spirit"



US 60 corridor (looking east)

INTRODUCTION

As is true with public input, physical data, planning, and policy documents form the basis for all decisions made in the planning process. With guidance from Simpsonville residents and the Triple S Planning Commission, all applicable data was provided to HNTB and a physical study area was established. The study area includes all businesses and homes along the US 60 corridor from KY 1848, west to the railroad tracks. The following appendix outlines important data relevant to the study area including, Simpsonville demographic and economic data, the Shelby County Comprehensive Plan, the Shelby County Zoning Regulations, and the physical character of the study area in the form of a Photographic Inventory.

DEMOGRAPHIC AND ECONOMIC DATA

In examining existing conditions, it is important to analyze the various demographic and economic trends of an area including growth trends, age, income, housing tenure, occupancy, and rental rates. The following are demographic and economic highlights for the City of Simpsonville.

- 1,281 (3.8% of Shelby County) (2000 Census) persons resided in Simpsonville (from Comprehensive Plan)
- Total population of 2,500 (2008 Estimate)
- 51% increase in population since 1990
- Half of the population is between the ages of 25 and 54
- 71% of the housing units are owner-occupied
- Rental vacancy rate is 4.1%
- 86% of residents have at least a high school diploma and 19% have at least a bachelor's degree
- Median household income is \$45,000 (1999)
- Median house value is \$107,100 (1999)
- 58% of people moved into their house between 1995 and early 2000

Source: United States Census Bureau. American FactFinder - Simpsonville, KY Census 2000 Demographic Profile Highlights. Accessed: 3/11/2009.

<http://factfinder.census.gov/home/saff/main.html>

**SHELBY COUNTY COMPREHENSIVE
PLAN RECOMMENDATIONS**

The current Shelby County Comprehensive Plan, completed by the Triple S Planning Commission, was adopted in May of 2005. As governed by Kentucky statute, this Plan outlines the specific goals and objectives of Shelby County and includes a Land Use, Transportation and Community Facilities Plan. Specific guidance is provided to the City of Simpsonville regarding land use, transportation, and community facilities in the Plan. The following section highlights information and recommendations from the Plan which are relevant to the development of the Village Center of Simpsonville.

EXISTING LAND USE

Much of the existing development within Simpsonville is located west of KY 1848 / Buck Creek Road and along US 60. Development consists primarily of single family residential, various community and institutional facilities, and an assortment of retail, service, and highway commercial businesses.

Existing Land Use

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

Shelby County Comprehensive Plan; Table 7-5 - Simpsonville Urban Service Area Acreage Analysis (page 105)

- Large building setbacks, low density, parking lots, and unrestricted access characterize development along US 60.
- Development within the core of the Village Center consists primarily of single family residential, commercial and community facilities.
- Primary industrial uses consist of Leggett & Platt located on Main St. and Purnell's Sausage located north of US 60. Zoned industrial areas are located adjacent to the railroad tracks north of US 60, just west of KY 1848 / Buck Creek Road.
- Overall, density of study area is low.
- The area is characterized by several empty lots which are ready for development.

FUTURE LAND USE

- Single family, low density residential development is recommended for most of Simpsonville. Medium density, multi-family development is suggested west of KY 1848.
- Low density, greater setbacks, landscaping standards, and two-story maximums are recommended for residential development along US 60.
- The Plan encourages the development of neighborhood commercial along US 60, utilizing and improving upon existing structures, while minimizing the number of entrances to businesses.
- Expansion of existing industry and development of new light industrial uses are promoted by the Plan. These uses are generally planned for areas near I-64 and therefore outside the Village Center study area.
- Improvement of US 60 from the railroad to the school are recommended (three traffic lanes, sidewalks, curbing, drainage, lighting and landscaping).
- An outdoor recreation facility is suggested adjacent to the elementary school and a linear park proposed along the railroad tracks. Small neighborhood parks should be required with the development of major residential areas.

The Triple S Planning Commission is currently in the process of updating the Shelby County Comprehensive Plan. While the recommendations outlined above are still relevant to the future development of Simpsonville, further development decisions should consult the principles outlined in the updated comprehensive plan. As this document, the Simpsonville Small Area Plan, will be adopted as a component of the updated Shelby County Comprehensive Plan, all decisions regarding future development within the Village Center at Simpsonville should consult the policies and recommendations established in this document.

SIMPSONVILLE ZONING REGULATIONS

Development within the Village Center of Simpsonville is governed by the 1994 Shelby County Zoning Regulations and is administered by the Triple S Planning Commission. Several amendments to these regulations have been adopted since 1994, with the most recent revisions amended in 2008.

The Simpsonville study area consists primarily of residential and commercial zoning districts. The residential areas range from R-1 to R-4, with most of the residential areas classified as R-1 and R-2. These districts are the most restrictive residential areas and require a minimum lot size of 8,500 (R-2) – 12,500 sq. ft. (R-1), minimum lot width of 75 ft., and a 30 ft. front yard setback, per single family unit. Permitted uses consist of single-family dwellings (R-1), two-family dwellings (R-2), Residential Estates (RE), and various other conditional uses (e.g. churches, funeral homes, public libraries, schools, etc.)

Commercial areas within the study area largely consist of general, undefined Commercial zoning districts. These districts are identified on the Simpsonville Zoning Map to the right but are not specifically defined in the Shelby County Zoning Regulations. Other commercial districts consist of Central Business (C-1), Neighborhood Business (C-2), General Commercial (C-3), and Highway Commercial (C-4). The Zoning Regulations for the City of Simpsonville defines permitted uses within Simpsonville. Minimum lot frontage for commercial areas range from 0 – 100 ft. thru the study area, and permitted uses range from drug stores, tanning salons, car washes, gas stations, convenience stores, restaurants, shopping centers, to shooting ranges. Substantial parking requirements are associated with many of the above commercial uses.

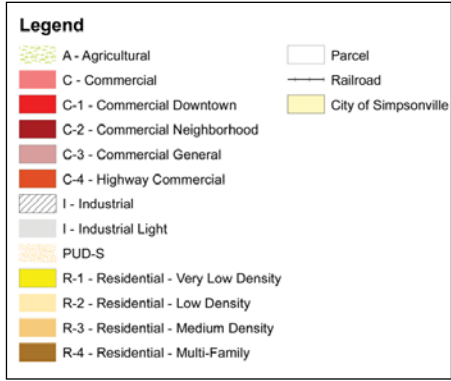
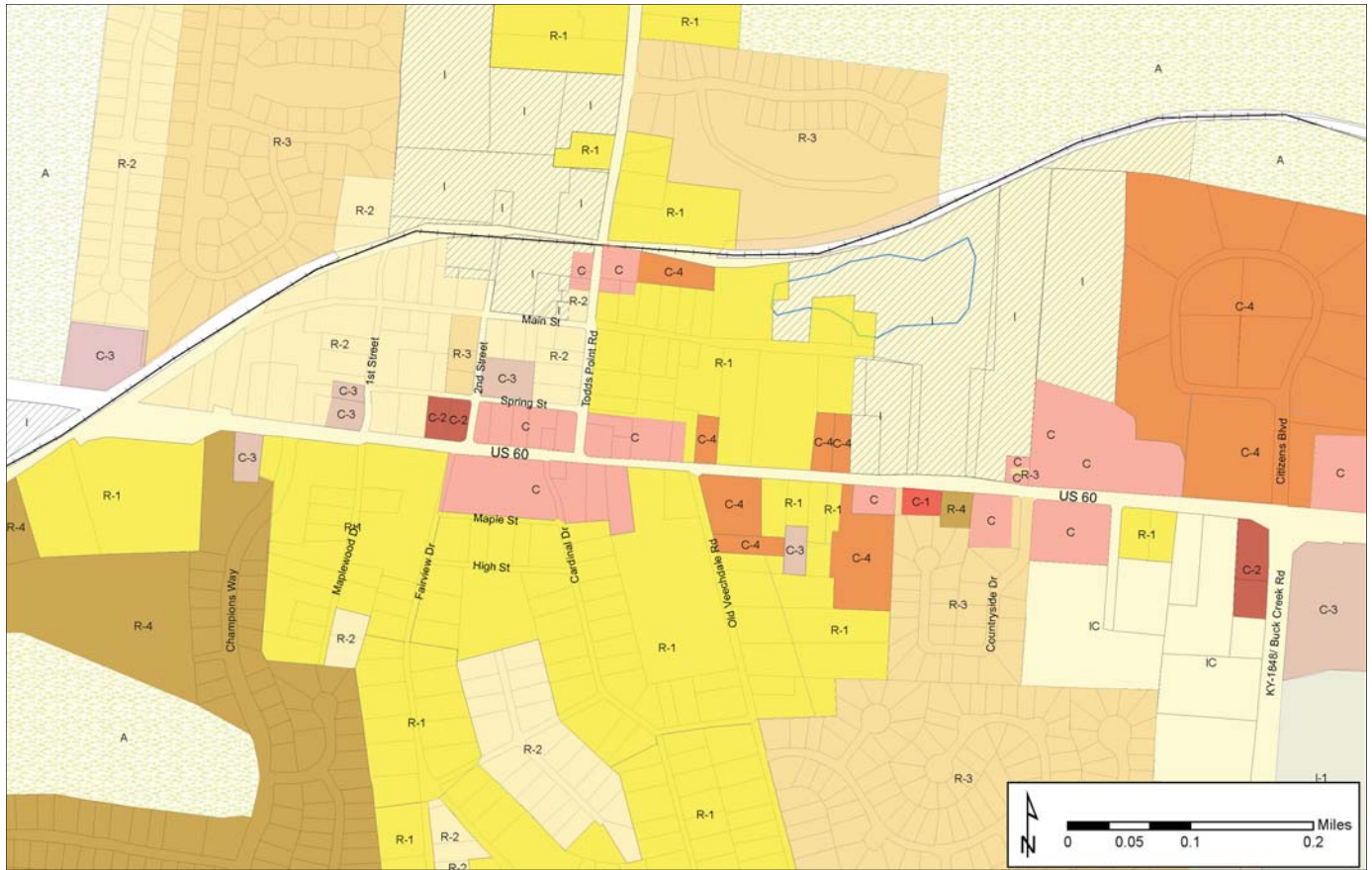
As with commercial areas, industrial districts within Simpsonville are identified on the Zoning Map, but not defined in the Zoning Regulations. Industrial uses permitted in Simpsonville are defined in the Zoning Regulations. The minimum lot frontage for industrial districts is 100 ft.

The Zoning Regulations recognize that certain areas within the county are unique in both character and development patterns. The City of Shelbyville maintains several downtown business districts which seek to protect the character of these areas by establishing special areas which include Central Business, Downtown Commercial, Limited Mixed Use, Civic, and Warehouse districts. No such districts exist or apply to the City of Simpsonville.

“The Zoning Ordinance should be amended to establish higher standards of development on the U.S. 60 corridor...”

- Shelby County Comprehensive Plan (page 106)

Existing Zoning (study area)



PHOTOGRAPHIC INVENTORY

As the saying goes, a picture is worth a 1,000 words. That is why, in analyzing the existing conditions, a photographic inventory was conducted to document and examine the current character and development of Simpsonville. This information helps the design team provide specific land use suggestions, design enhancements, and policy recommendations to improve the function and appearance of the study area, specifically the US 60 corridor thru Simpsonville. The following photographs portray the study area along US 60 traveling from west to east.



Unkept property



No sidewalk, overhead utilities



US 60 corridor (looking east)



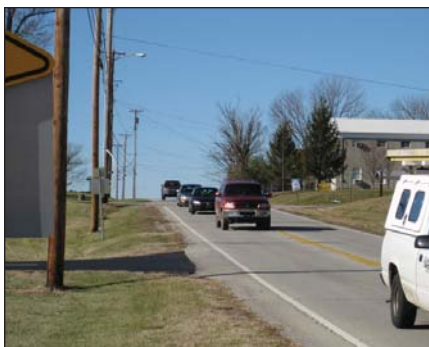
Overhead utilities, drainage, no sidewalk



Large parking area fronts US 60



Single-family residential structure as commercial use, parking in front of building



No sidewalk, significant traffic volume



Convenience store/gas station, school crossing sign - no crosswalk



Car wash



Vacant lot, overhead utilities



Vacant lot



Multiple access points, overhead utilities, drainage, pedestrian desire line observed



Gas station on US 60



Multiple access points



Unrestricted access, building setback used as parking



No definition between roadway and property line, overhead utilities



Unrestricted access



Vacant lot, unrestricted access



Unrestricted access, setback used as parking



No sidewalk



Drainage ditch

PLANNING FOR A NEW VILLAGE CENTER



Overhead utilities, vacant lot, no sidewalk or crosswalk



Typical drainage



No sidewalk, unrestricted access



Unrestricted access



No sidewalk



Car sales / automotive repair, unrestricted access



Unrestricted access, outdoor storage, overhead utilities



Large setback, poor pedestrian connection to employment



Parking area in residential setback



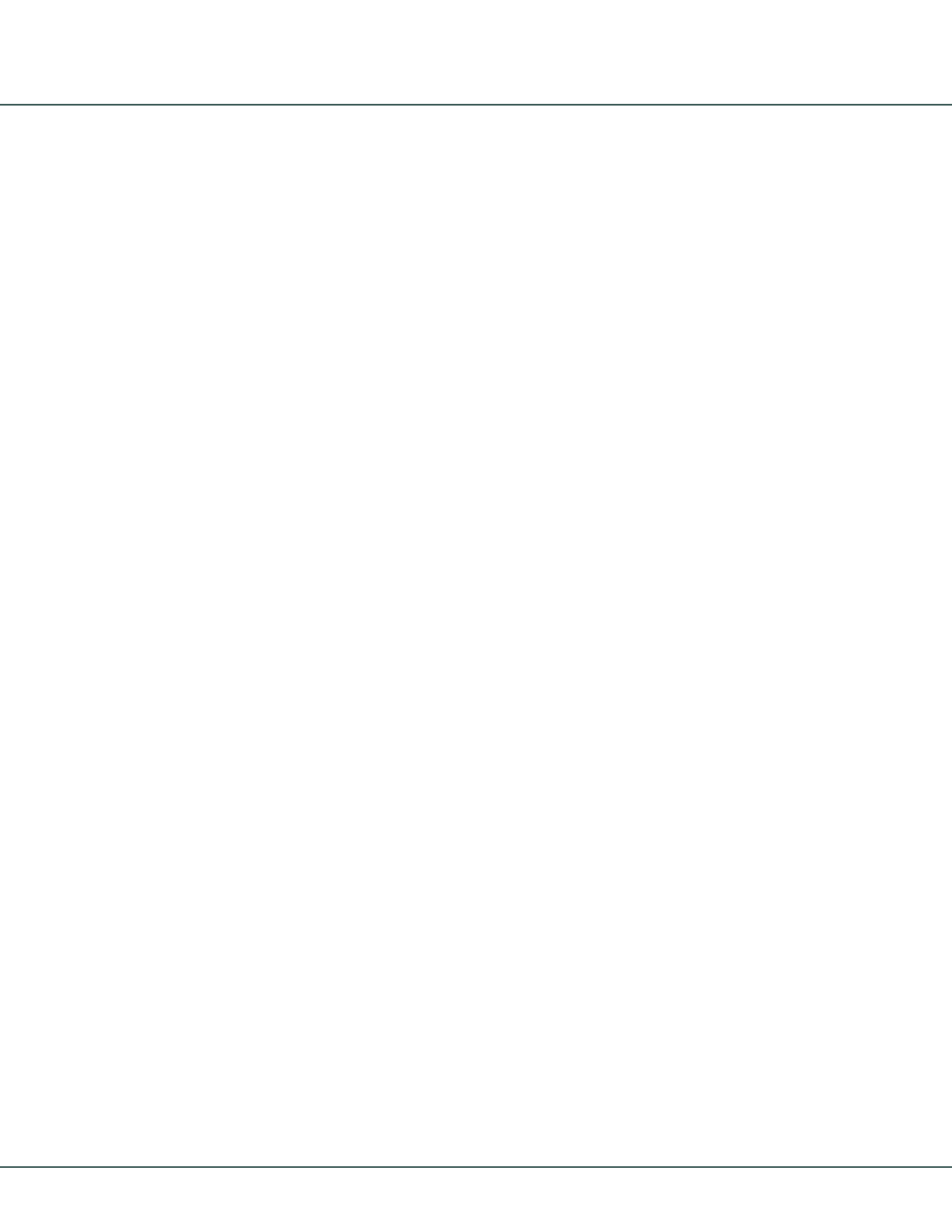
US 60 corridor (looking east)



New commercial, large building setback



Residential setback, no sidewalk





"Progressive Community with Hometown Spirit"