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**APPENDIX B:
EXISTING
CONDITIONS**



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INTRODUCTION

Along with public input, existing conditions form the basis for all planning documents. With guidance from Shelbyville residents, business owners, Shelbyville Development Corporation, and the Triple S Planning Commission, all applicable data was provided to HNTB. A physical study area was established which includes all businesses and residences bound by Fourth St. to the west, Clear Creek and US 60 to the north, Mount Eden Rd. to the east, and the railroad tracks and Clear Creek to the south. The following appendix summarizes the existing population, economic, and housing characteristics and reviews important policy and regulatory documents that guide the future development of the East End. Finally, a photographic inventory of existing physical conditions is provided to document the current urban form within the study area and the need/desire for certain enhancements with the East End.

Demographic Characteristics

The first step in reporting existing conditions within the Study Areas is to examine the most current demographic, housing, and economic data. Unfortunately, due to its size, the most current demographic (2009) information is unavailable for Shelbyville. Thus, 2000 Census information was used to provide a glimpse into current population characterizes. The following is a summary of demographic information provided by the decennial Census. A more detailed demographic and economic summary is provided in the most recent Shelby County Comprehensive Plan/

Population

- Shelbyville’s population increased 62% from 1990 to 2000 from 6,238 residents to 10,085. The 2007 population estimate for Shelbyville was 11,173.

- The 2015 population projection for Shelbyville is 12,204, a 17 % increase from 2000.
- 38% of the population (2000) is below the age of 24 years old.
- The average household size is 2.54 (Kentucky, 2.47).

Economic

- The median household income (1999) for Shelbyville was \$37,607, higher than Kentucky (\$33,672) but lower than the National average (\$41,994).
- Shelbyville's unemployment rate (1999) was 5.1%, lower than the State (5.7%) and the Nation (5.8%). The Shelby County unemployment rate (not seasonally adjusted) for May, 2009 was 9.6%.
- Shelbyville's poverty rate (1999) of 15.5% is lower than Kentucky (15.8%), but above the National average (12.4%).
- The average commute time to work was 21 minutes.
- 13% of Shelbyville households (1999) earned less than \$10,000.
- 75% of Shelbyville's population has a high school degree or higher level of education.

Housing

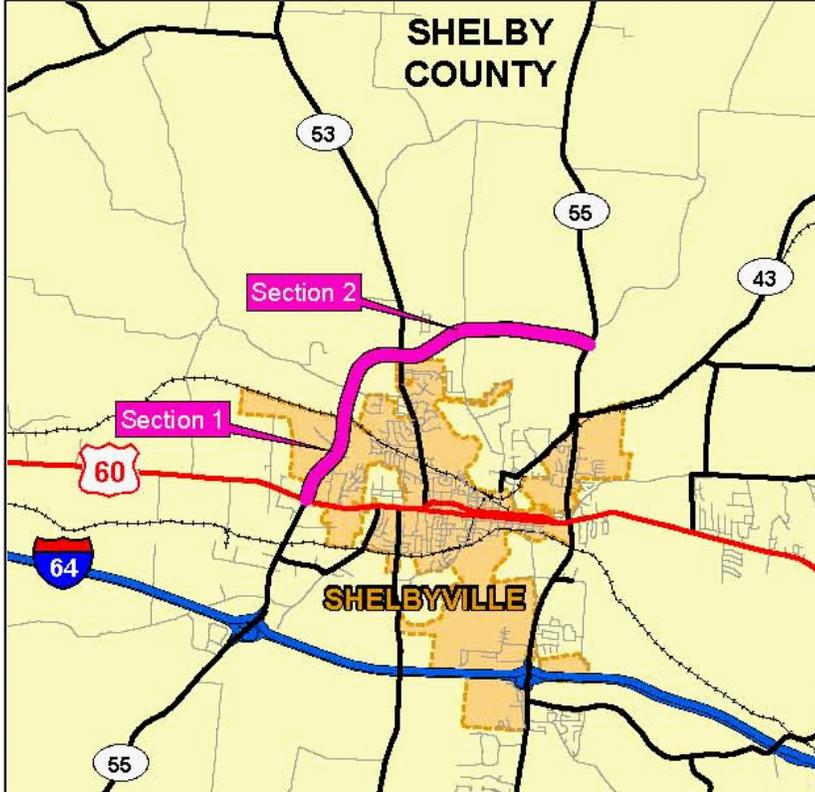
- Half of Shelbyville housing units are renter-occupied (49%), well above the State (29%) and National average (40%).
- 7% of housing units in Shelbyville were vacant, compared to 9% for the State.
- 77% of housing units are valued under \$150,000.
- 40% of housing units were built after 1990.

Shelbyville Bypass Study

The 2007 Shelbyville Bypass Study examined land use, transportation, and urban design alternatives for a proposed 4.5 mile roadway located on the northwest side of Shelbyville. The new road extends from the north at KY 55 (Eminence Pike) and travels west/southwest to the intersection of US 60 and KY 55. The bypass is a four-lane, partial-control limited access highway with planned signalized intersections at the two termini (US 60 and KY 55) and KY 53 (Smithfield Road) on the northwest side of Shelbyville. The recommended land use classifications assigned to areas along the by-pass are residential with some neighborhood commercial designated at major intersections. Commercial development is not recommended along the roadway. A 20-30 foot landscaped greenspace buffer zone adjacent to the roadway is proposed for the entire length of the roadway.

The new Shelbyville bypass will have little or no direct impact on the East End study area. However, the new roadway will divert much of the regional traffic from downtown Shelbyville to the new bypass. Consideration should be given to replacing existing highway, demand-driven businesses in downtown Shelbyville with new destination oriented attractions.

Figure B-1: Shelbyville Bypass



Source: *Shelbyville Bypass Corridor Land Use Management Plan, March 2007*

Downtown Market Study (2005)

Every five years, the Shelbyville Development Corporation conducts a market study for Downtown Shelbyville. The most recent update, conducted in 2005, provides a demographic profile for the Trade Area (defined as Shelby County), retail market analysis, and conducted a downtown business and customer survey. Among other demographic information, the study reported that based on 2000 population and income figures, Shelby County could support annual retail sales of \$309,690,728. With regard to specialized retail categories, based on the percent of the State's income going to specific trade areas, Shelby County could support the following:

- \$2,988,000 in Furniture & Home Furnishings sales
- \$19,122,000 in Food & Beverage sales
- 4,996,000 in Clothing & Clothing Accessories sales

The following are the strengths, weaknesses and opportunities for Downtown Shelbyville provided by the study:

Strengths

- Bypass construction
- Plant container contests

- Gathering spaces outdoors
- Facade improvements
- Landscaping
- Community events and concerts
- Shelby County Community Theatre
- Livable and useful downtown (example: barber shop)
- Weaknesses
- Lack of parking
- Traffic
- Signage, in general, and for parking
- Too few eating options
- Need greater variety of gift shops
- Brighter lighting, especially for dark spots

Opportunities

- Parking lot signage
- Move loading and unloading to Henry Clay and Washington St., where possible
- Move fountain back to center of the street
- Alternative sides of Main St. for driving/parking; slow traffic, allows signs to be read
- Add bike racks
- Map of parking in downtown with an overlay of Wal-Mart or Mall parking lot. (example: to show how far one walks from a parking space to the destination.
- Design ideas and examples of business signage for new business owners; someone to help
- Recruitment and observation trips to: Danville, KY; Zionsville, IN; Columbus, IN; Morgantown, WV; Frankfort Ave., Louisville, KY.
- Offer incentive for potential business owners, both local and out of town.

Source: Downtown Shelbyville Market Analysis, 2005

Shelby County Comprehensive Plan Update (2009)

The Triple S Planning is currently in the process of updating the Shelby County Comprehensive Plan. The following are important 2010-2030 objectives relevant to the East End Study Area and have been adopted by the Shelbyville City Council:

- Objective T-1-12: To encourage the provision of additional safe and aesthetically pleasing parking areas within downtown Shelbyville with appropriate location signage and landscaping.
- Objective T-1-16: To update the zoning regulations to include access management standards for the design of roadway entrances in future

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developments.

- 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-3-2: To develop and implement facility design, lighting, access management and land use guidelines specific to individual gateway corridors.
- 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-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 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-1-15: 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-1-10: To update the sign regulations that will enhance the natural environment and minimize visual clutter.
- 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-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 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 ED-1-6: To encourage the expansion and revitalization of commerce within the Central Business District of Shelbyville and continue to participate in the Renaissance Kentucky Program.

Source: 2010 – 2030 Shelby County Comprehensive Plan Update: Goals & Objectives

The following are certain recommendations and/or statements relevant to downtown Shelbyville and the East End presented in 2005 Shelby County Comprehensive Plan:

- The Central Business District should be the most vibrant sector of the city.
- This Plan recommends that the Historic District overlay be maintained

and strengthened in order to protect the integrity of the City's historic resource.

- All commercial development should occur in a manner that makes the development an asset to the community as a whole, particularly along important entrances to the community or highly traveled/visible corridors. Building design and improved site development standards should be considered. Strip development is discouraged in favor of integrated developments that have a cohesive theme and design.
- The Clear Creek area should be preserved and enhanced for open space and recreational purposes. Linkages from the core area of the City to this conservation area could be from 5th Street, 3rd Street, and Main Street at the entrance to the City.
- It is recommended that, as properties, especially along existing commercial corridors, are required, as they redevelop, to provide defined access points, and where possible, access to adjoining properties. By redevelopment this plan (2005 Shelby County Comprehensive Plan) means substantive changes to buildings and/or parking areas that yield opportunities for access definition.

Source: 2005 Shelby County Comprehensive Plan

Shelby County Zoning Ordinance

Development within downtown Shelbyville is governed by the 1994 Shelby County Zoning Regulations and is administered by the Triples S Planning Commission. Several amendments to these regulations have been adopted since 1994, with the most recent revisions amended in 2008. Various zoning districts and overlay standards apply to parcels located within the East End Study Area. Primarily downtown districts include Downtown Commercial, Civic, Residential, Agriculture Commercial, and Floodplain Conservation.

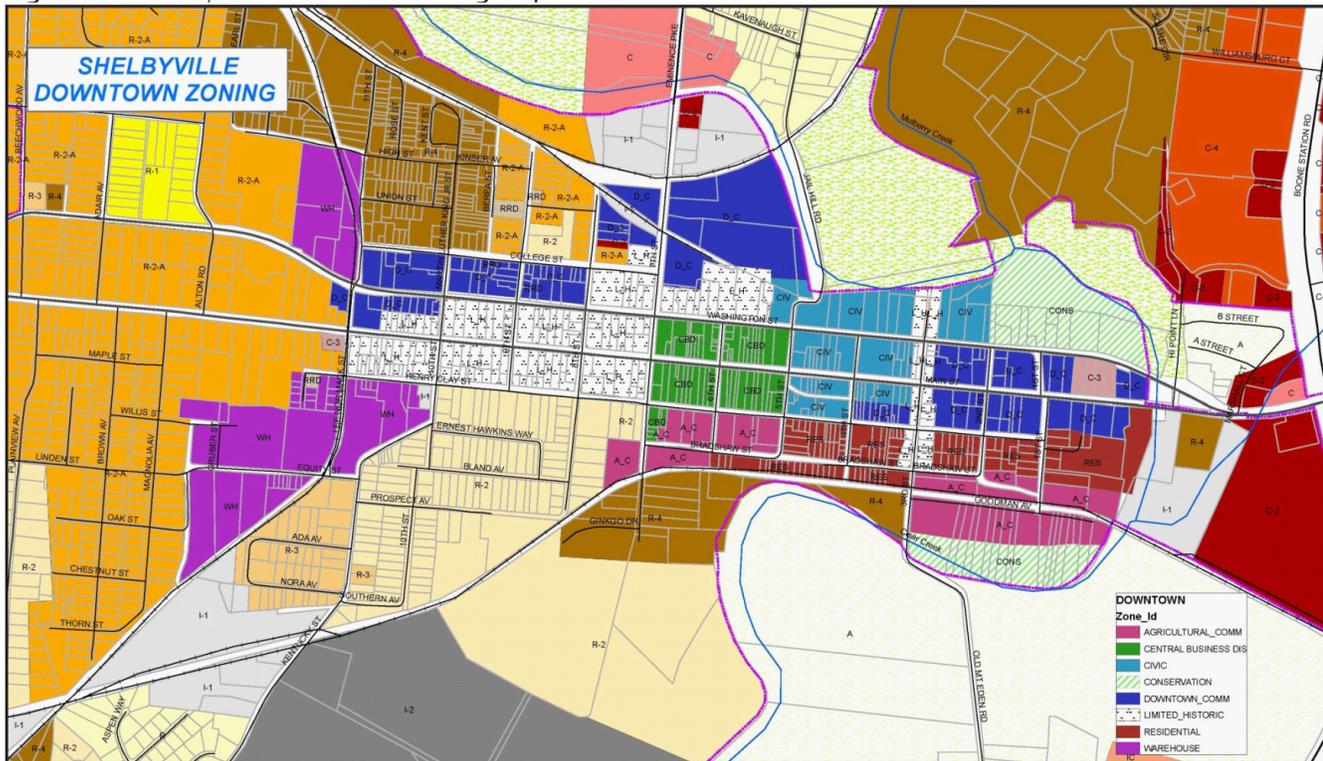
Parcels adjacent to Washington and Main Streets are primarily classified as Civic or Downtown Commercial districts. According to the zoning ordinance, these districts are intended to function similarly to Shelbyville's Central Business District and provide a transition from the downtown area to highway commercial uses. The Civic district contains public offices and allows for the additional parking while Downtown Commercial areas allow for additional business not permitted in the immediate downtown area. The following are just some of the allowable uses currently permitted in Downtown Commercial areas located on Shelbyville's East End.

- Drive-in convenience stores
- Pawn Shops
- Package beer and liquor stores
- Automotive parts and supply stores
- Oil change services
- Gas stations
- Car washes
- Lumber, plumbing, and building supplies (outside storage not permitted)

Other significant zoning districts within the Study Area include Conservation, Residential, and Agricultural Commercial areas. Conservation zones are

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Figure B-2: Shelbyville Downtown Zoning Map



intended to protect property from the frequent flooding of Clear Creek and provide for recreation, wildlife, and open space preservation. These zones are located adjacent to Clear Creek. Principal uses are restricted to those permitted in the underlying zoning district. Agricultural Commercial areas are located on the south end of the Study area also adjacent to Clear Creek. This zone is intended to protect existing agricultural businesses and adjacent residential uses while restricting the location of future heavy manufacturing and/or commercial uses. Downtown residential areas are located south of Clay Street and north of Agricultural Commercial areas. Finally, Limited Historic Mixed Use districts are located along Third Street within the Study Area. This district is intended to protect the form historic structures while permitting a mix of residential and commercial uses.

The Building Exterior Quality (BEQ) Design Overlay District is intended to promote high quality development along commercial areas within Shelby County. Detailed standards and regulations building materials, sign and utility regulations, and design review are outlined in the ordinance. The BEQ overlay district was presented to the public at hearing in the spring of 2009. The overlay ordinance has not been applied to a specific corridor within Shelby County as of August 2009.



Existing downtown residential

Historic District Guidebook

In addition to regulations contained in the Shelby County Zoning Ordinance, a portion of the Study Area adjacent to Washington and Main Streets is located within the Shelbyville Historic District. As such, The Shelbyville Historic District Commission must review all exterior changes made to property within the district's boundaries. In order to qualify for building modifications, a Certificate of Appropriateness (COA) must be obtained from the Commission. Guidelines for receiving a COA can be found in the Historic District Guidebook available at the Commission's office. Figure B-3 illustrates the Historic District boundaries.

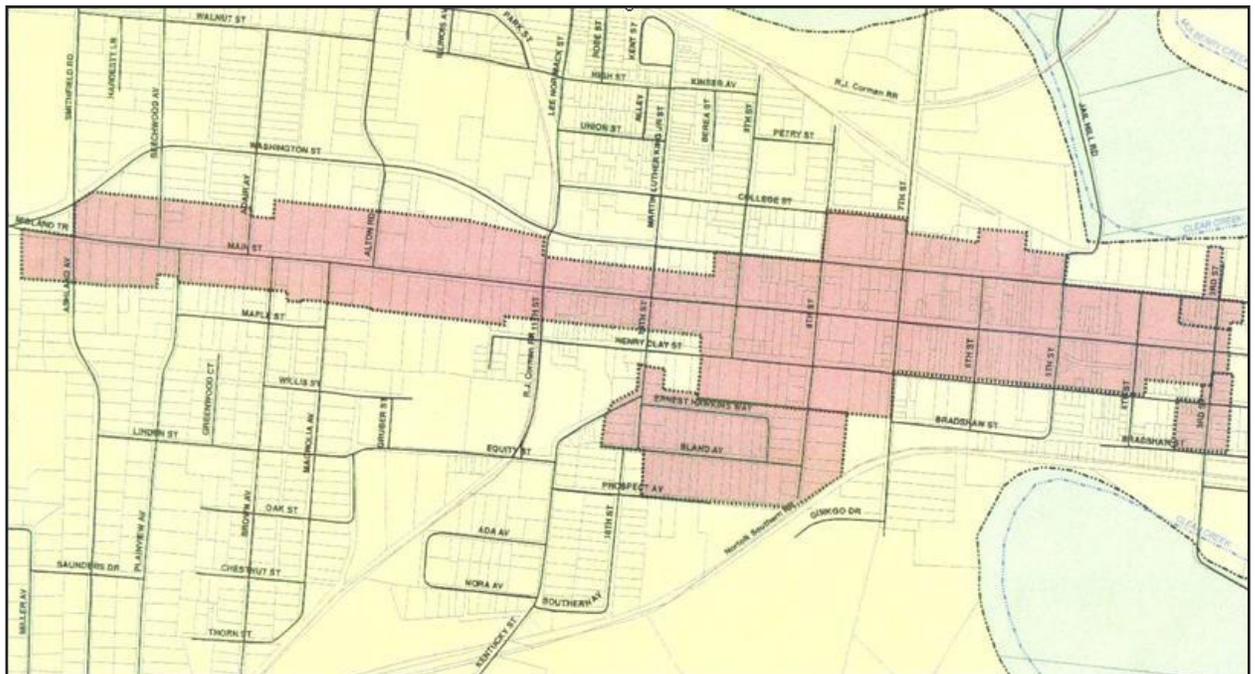


A portion of Shelbyville's Downtown Historic District is located within the East End study area.

Existing Urban Form and Photo Inventory

Assisted by the Triple S Planning Commission and the City of Shelbyville, HNTB conducted a site visit and photographic inventory on July 28, 2009 to document, examine, and evaluate the current character and development of the East End. The information gathered during this site visit helped the design team better understand current conditions and the existing urban form of Shelbyville. Furthermore, based on discussions and photographs taken during this visit, the design team was able to submit specific design enhancements, transportation improvements, policy, land use and programming recommendations to the East End Steering Committee. The photographs provided on the following pages are a sample of those taken during this visit. The conditions represented in these photographs shape the foundation for the recommendations and enhancements found within this study.

Figure B-3: Shelbyville Downtown Historic District



Existing Conditions

Transportation and Access - Urban Form



Mixture of controlled vehicular access and numerous curb cuts



Roadway is not well defined in areas



Active railroad in study area



Transportation network primarily serves cars and trucks



New parking along Main Street



Surface parking with limited landscaping

Gateway - Urban Form



Commercial signs at gateway



Existing monument sign at entry to East End

Architectural - Urban Form



Mixture of historic reuse and infill



Adaptive reuse of historic building



Mixture of residential types and investments



Standard / corporate architecture found anywhere



Variety of levels of investment in architectural detail



Unique architectural assets and forms

Land Use - Urban Form



Land uses that do not reflect a downtown character



Under used open space



Adaptive reuse and infill



Strip retail development with lack of investment



No defined street edge with large curb cuts



Appropriate residential development

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Pedestrian - Urban Form



Limited streetscape that reflects downtown character and amenities



Limited streetscape that reflects downtown character and amenities



Limited streetscape that reflects downtown character and amenities



Sidewalk access without building facade at street



No focus on the pedestrian



No pedestrian access



Appropriate streetscape in limited areas



Under used greenway



Sidewalks that are not maintained

