



PLANNING A NEW VILLAGE CENTER



"Progressive Community with Hometown Spirit"



INFRASTRUCTURE

INSIDE THIS CHAPTER:

This chapter provides a unified plan for infrastructure improvements including parking, lighting, and utilities

The following can be found in this chapter:

- Infrastructure Improvements
- Proposed Roadway Cross Sections

INFRASTRUCTURE IMPROVEMENTS

Providing a unified and planned expansion of infrastructure is one of the top priorities of this plan, including sidewalks, parking, lighting and utilities. The details of each infrastructure element are outlined below:

PARKING

Parking in the Village Center will play an important role in the vitality of the area. Two types of parking are being proposed: on-street parking and rear parking lots. Both types of parking have an important role and need to be adequate to accommodate those using the Village Center.

On-street parking in a downtown is essential to downtown business retention, expansion, and growth as it provides convenient access to businesses. This parking is proposed on both sides of U.S. 60 from Maplewood Drive / 1st Street to Old Veechdale Road. While both parallel and diagonal parking were suggested throughout the public input process, parallel parking is being recommended due to safety concerns and available right-of-way.

The benefits of on-street parking are numerous. It allows for convenient access to retail and office buildings and also slows traffic down which makes for a safer pedestrian environment. On-street parking can also encourage more walking and biking; it promotes a more comfortable and desirable atmosphere by providing a separation or buffer between pedestrians and vehicles.

This plan also proposes the use of rear parking lots to satisfy additional parking required by the zoning regulations. Parking needs and requirements should be analyzed to ensure that requirements do not result in a large amount of under-utilized parking. One of the largest concerns within this plan is the relationship between buildings and the street. All new development within the Village Center should be oriented towards the street rather than be separated from the street by a large parking lot.

Rear parking lots should be well lit to increase safety and attractively landscaped and buffered to minimize the visual impact. By incorporating screening between surface parking and sidewalks and working with owners of surface parking lots to implement parking lot perimeter landscaping treatments, the pedestrian experience can be greatly enhanced. Secondary rear entrances to businesses and offices for patrons are encouraged. All parking lots should have a sufficient sidewalk connections to U.S. 60.



Example of On-Street Parking



Example of Rear Parking Lot

SIDEWALKS

Sidewalks are an important infrastructure improvement within the Village Center; they define the separation between vehicles and pedestrians and enhance the visual appearance of the streetscape. Sidewalks will provide the needed pedestrian connections within the Village Center. Two types of sidewalks are proposed: a multi-use sidewalk and neighborhood sidewalks. All sidewalks should be designed and constructed to be in compliance with ADA requirements.

The multi-use sidewalk is the first priority and is proposed on the north and south sides of U.S. 60 from Champions Way to KY-1848 / Buck Creek Road. The multi-use sidewalk will provide access and connections along the spine of the Village Center. The recommended width in the core area is fifteen feet with a minimum of ten feet. A larger sidewalk will allow for tree planting, landscaping, street cafes and pedestrian flow.

It is also important to have a continuous sidewalk network and provide for safe crossings. There are currently no signalized intersections within the Village Center; this creates a hazard for pedestrians crossing U.S. 60. With the realignment of Cardinal Drive, there is a possibility of the intersection becoming signalized. If the intersection is not signalized, signs warning vehicles of pedestrians, pedestrian crossing devices and marked pedestrian crosswalks should be used to increase safety.

After coordination with the Kentucky Transportation Cabinet (KYTC), some areas will exist where the multi-use sidewalk along U.S. 60 will be within KYTC's right-of-way. Maintenance issues related to sidewalks and lighting will need to be resolved during the engineering design and an agreement will need to be in place between KYTC and the City of Simpsonville prior to construction.

Neighborhood sidewalks are proposed on both sides of many of the roads within the Village Center including 1st Street, 2nd Street, Todds Point Road, Main Street, Spring Street, Maple Street, Old Veechdale Road and Citizens Boulevard. These sidewalks are smaller in scale, suggested six feet in width, and provide the needed connections throughout the district and surrounding area. Additional connections outside of the Village Center should be made to further encourage the use of this new district.

LIGHTING

Pedestrian scaled lighting is proposed along the multi-use sidewalk from Champions Way to KY-1848 / Buck Creek Road. By providing street lighting, a more inviting, safer environment is created during evening hours. The style of lamp can also help define the area as a unique district within the city. Based on public feedback, the lamp style should be simple, traditional and have clean lines which do not attempt to represent any particular time period. Additional lighting should be provided on each site for rear parking lots and alleys as required by zoning.



Example of Multi-Use Sidewalk



Example of Pedestrian Crosswalk



Example of Neighborhood Sidewalk



Example of Streetscape Lighting

UTILITIES



Existing Above Ground Utilities

Above ground utilities currently exist along the south side of U.S. 60 throughout the Village Center. With the improvements being made along this roadway, these utility lines should be buried or relocated to the rear of the lots. This capital improvement will greatly enhance the visual character of the streetscape. The visual impact of the sub-station at U.S. 60 and KY-1848 should also be minimized with landscaping.

Depending on the design and layout of the site, there is a possibility that a sewer line currently located on the vacant lot at U.S. 60 and Cardinal Drive will need to be relocated. The developer of this site will need to coordinate with the Sewer District.

ROADWAY REALIGNMENT



Existing Alignment of Cardinal Drive

Cardinal Drive currently intersects U.S. 60 just west of Todds Point Road. In order to improve safety of this intersection, it is proposed that Cardinal Drive be realigned to create a four way intersection with Todds Point Road. This will provide an improved condition for drivers and allow for a safer pedestrian crossing. A preliminary study and cost estimate has been completed by the City of Simpsonville for this realignment.



Infrastructure Improvements within the Village Center

PROPOSED ROADWAY CROSS SECTION

The current cross section of U.S. 60 is a two-lane rural highway. One twelve foot lane exists in each direction with at least two feet of asphalt on each side of the road. Some areas have developed closer to the road and have paved from the road edge to the building front; many of these paved areas are currently used for parking. The proposed cross sections are described in detail below and illustrated to the right.

CORE DISTRICT CROSS SECTION

Illustrated in the graphic to the right, the proposed roadway cross section does not change the travel lanes. One 12-foot travel lane remains in each direction with the addition of an eight-foot parallel parking area on each side of U.S. 60 with a curb and gutter. This is followed by a suggested 15-foot (minimum 10-foot) sidewalk with buried utilities.

The sidewalk within the Core District can be defined by three areas: the carriage strip, the clear zone, and the cafe space/ encroachment zone. The carriage strip is adjacent to the curb. This area accommodates street trees and plantings, benches, trash receptacles, street lights and signs. The clear zone is adjacent to the carriage strip and is the area that should always remain clear of any physical obstructions such as pedestrian furniture, store signs and tables for restaurants; the clear zone should be at least five feet wide. Finally, the cafe area or encroachment zone is the area that the adjacent private owner can utilize for activities such as sidewalk cafes or temporary store displays.

The illustration shows two options for plantings within the Core District. The first is shown on the left side of street with a tree grate and an accent planter. The second option is a street tree and planting area that incorporates a bioswale into the infrastructure. This would collect and limit runoff water within the district while providing desired landscaping. Both options can be used when needed to create the desired streetscape.

Consistent pedestrian amenities are used to reinforce the character and image of the Village Center. The same amenities should be used in all areas along U.S. 60 in the Village Center.



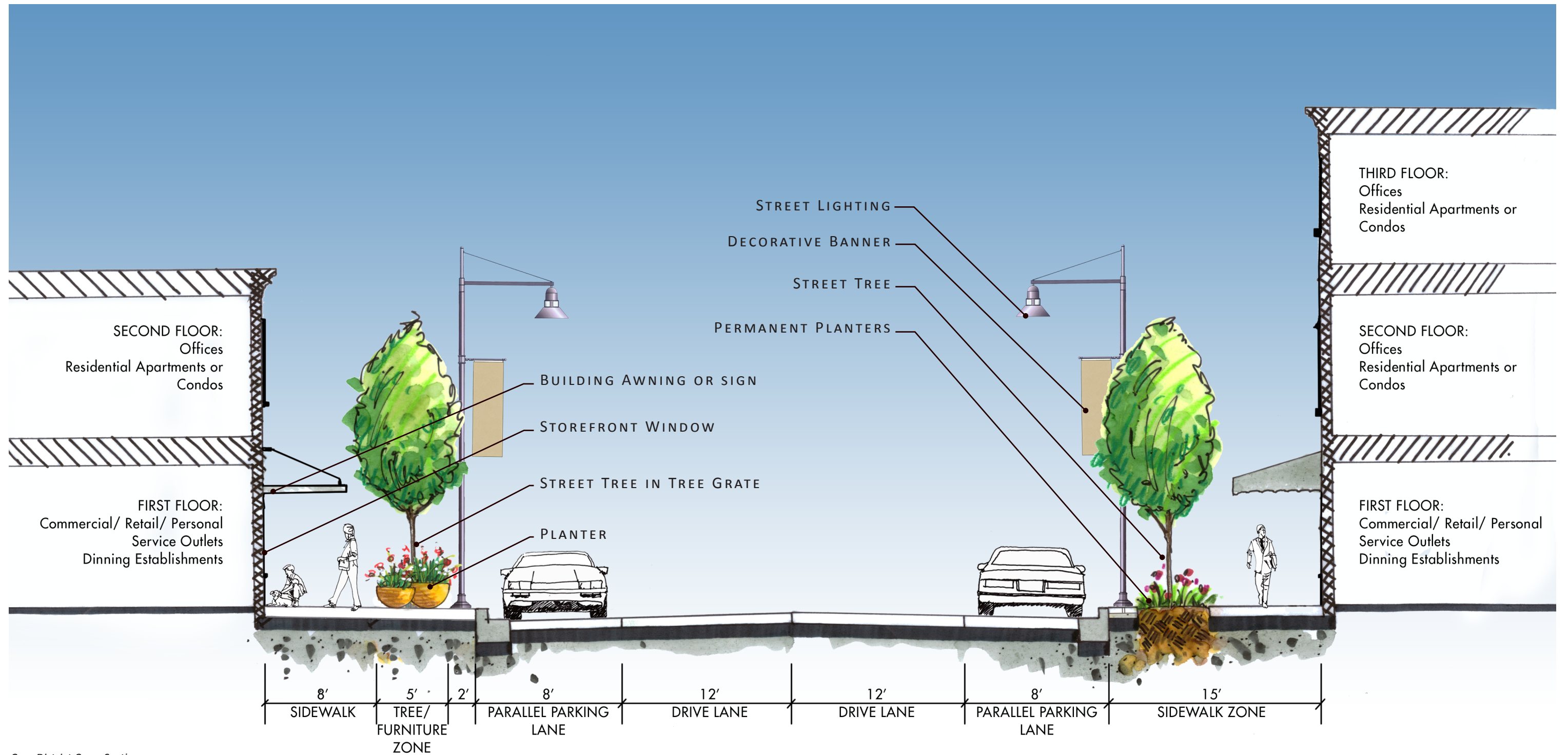
Existing Alignment of Cardinal Drive



Current Cross Section of U.S. 60 - Core District



Example of bioswale or green infrastructure



Core District Cross Section

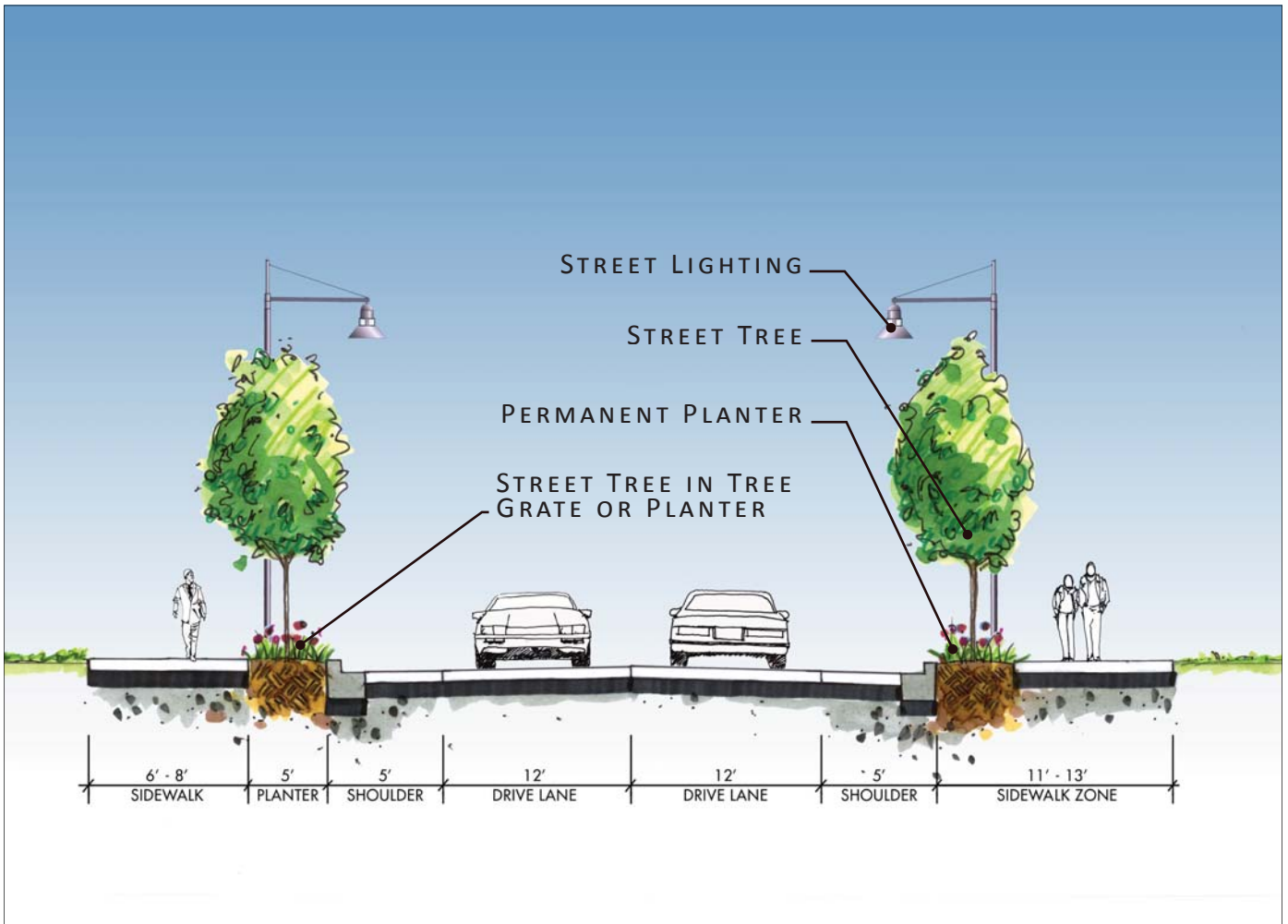


TRANSITIONAL SUBURBAN DISTRICT CROSS SECTION

As shown in the illustration below, the proposed roadway cross section in the Transitional District also does not change the travel lanes. One 12-foot travel lane remains in each direction and no on-street parking is proposed. The proposed cross section shows a five-foot shoulder with curb and gutter followed by minimum five-foot landscaped planter and a suggested six to eight-foot sidewalk with buried utilities. Like the Core District, the pedestrian amenities and landscaping are consistent to reinforce the character of the Village Center.



Current Cross Section of U.S. 60 - Transitional Suburban District



Transitional Suburban District Cross Section



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