

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/Natural86.24%
- Residential9.65%
- Other1.10%
- Public/Institutional1.07%
- 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, 7th 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 7th 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.

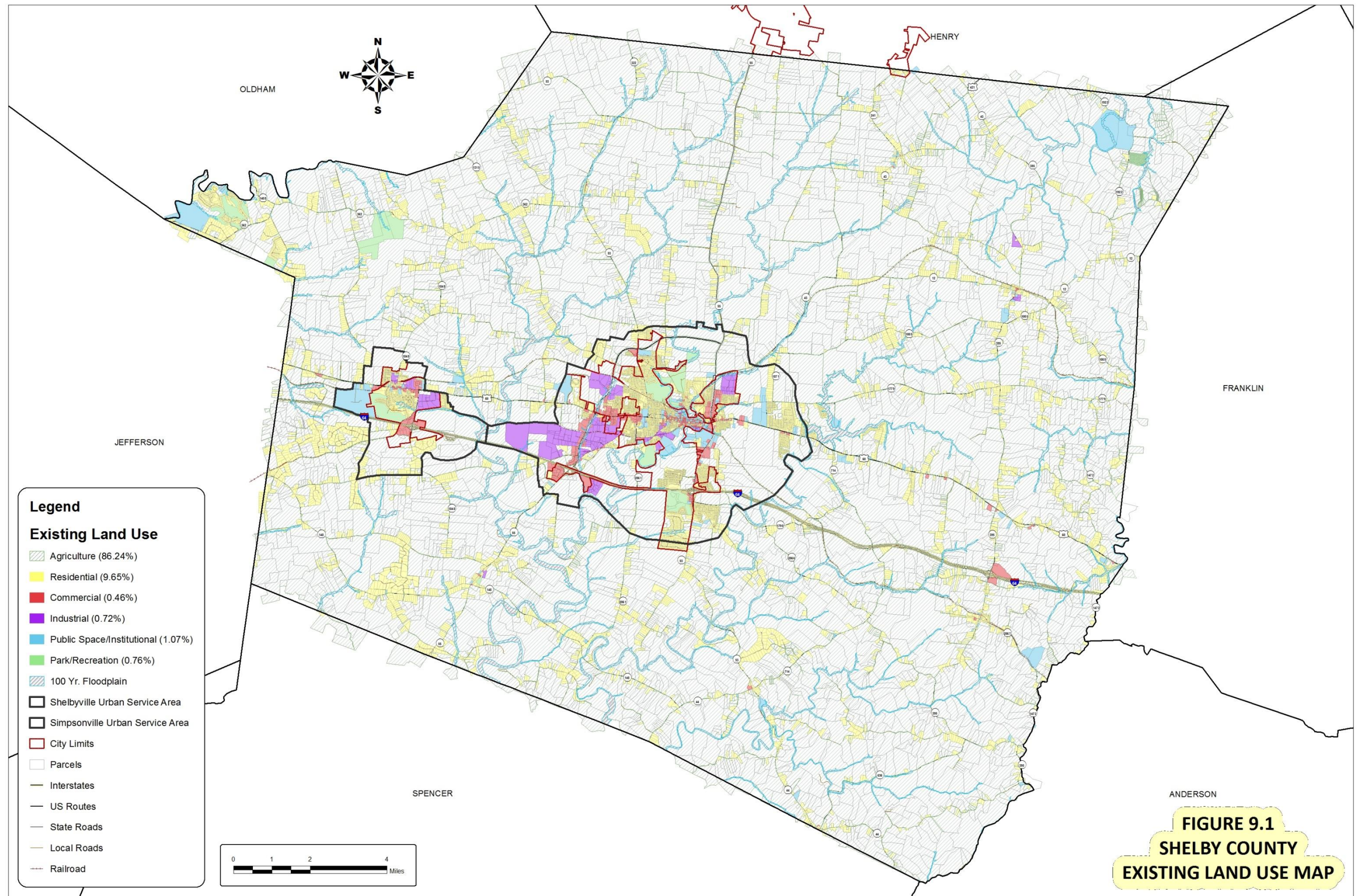
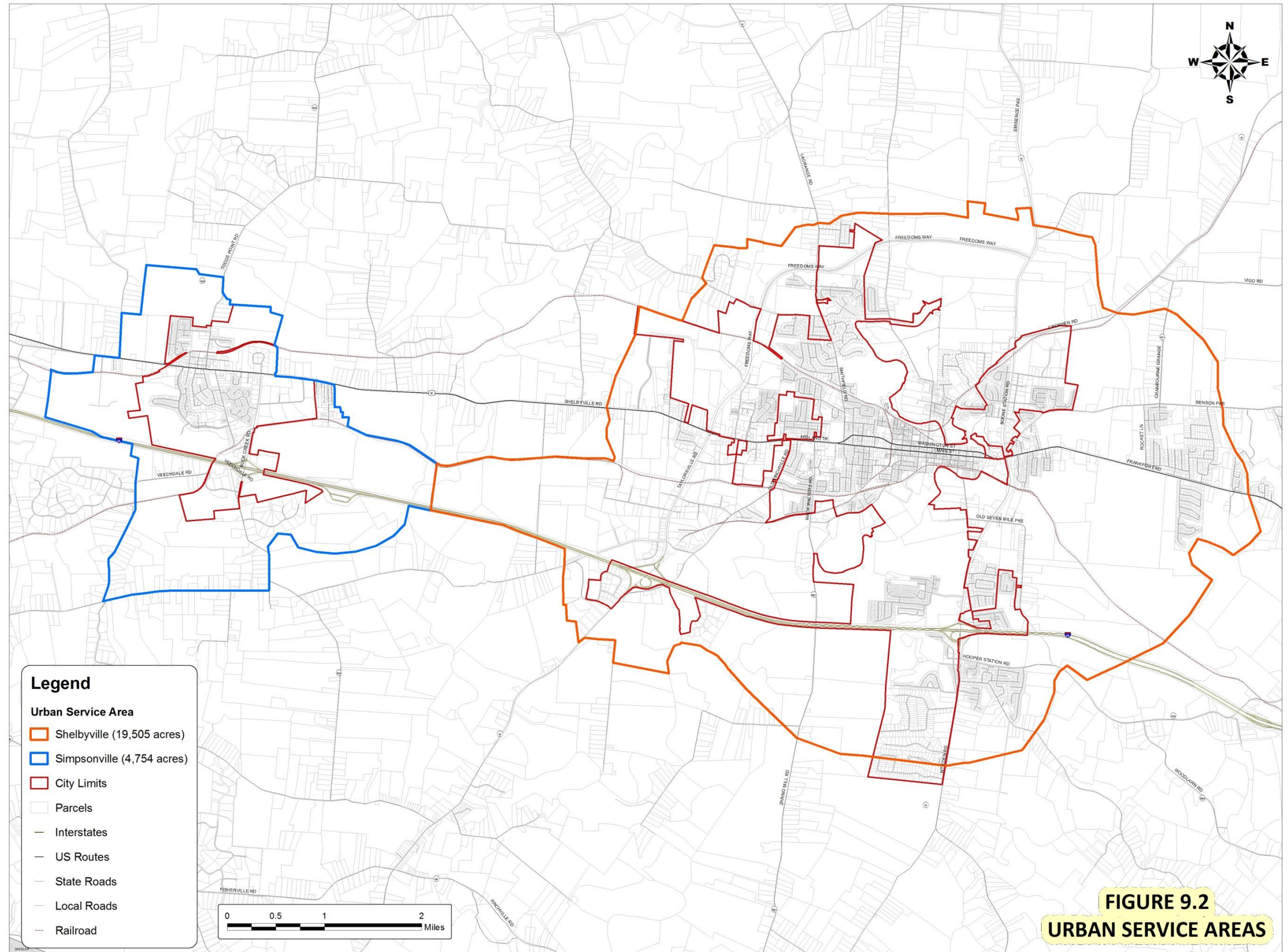
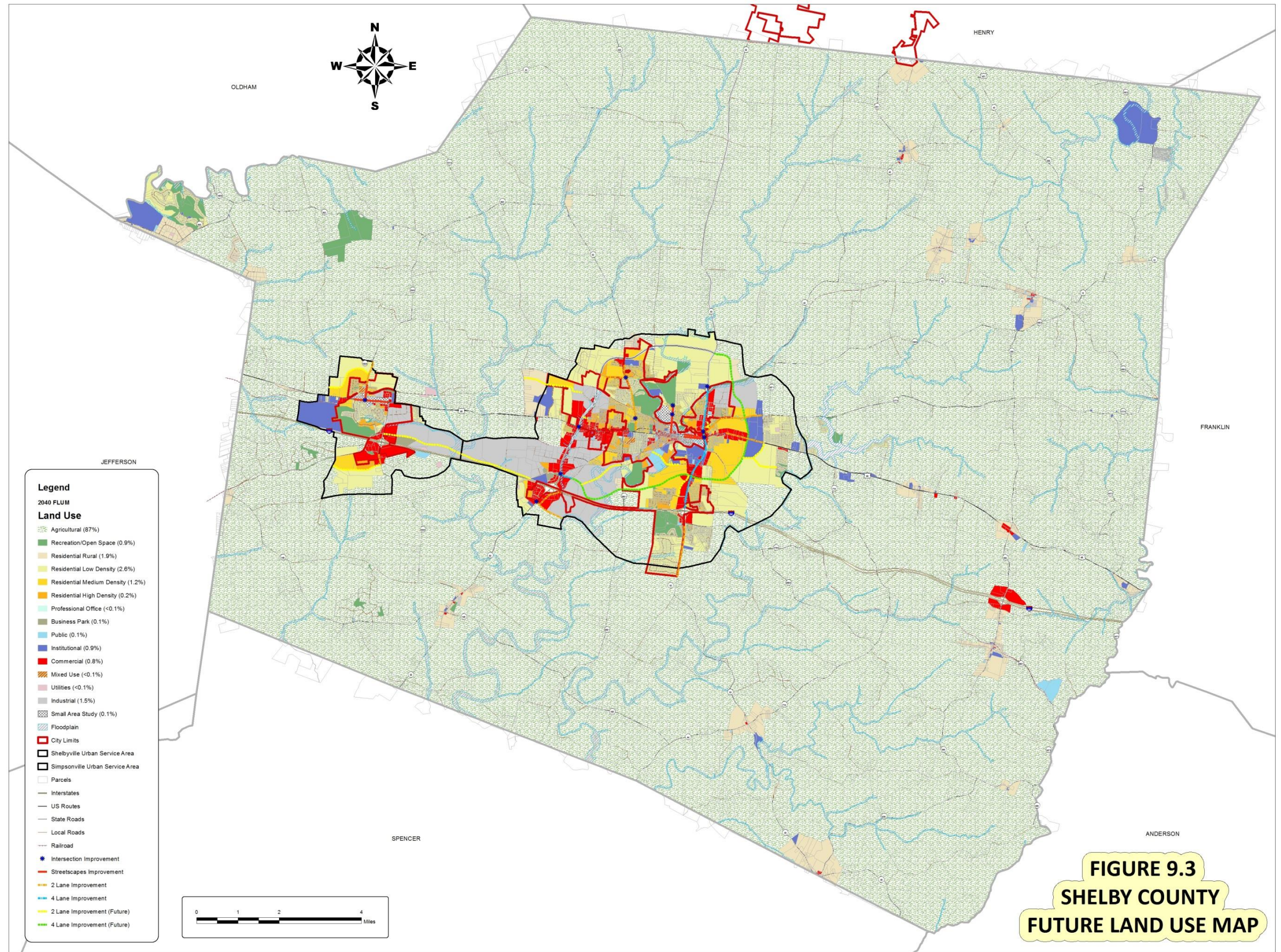
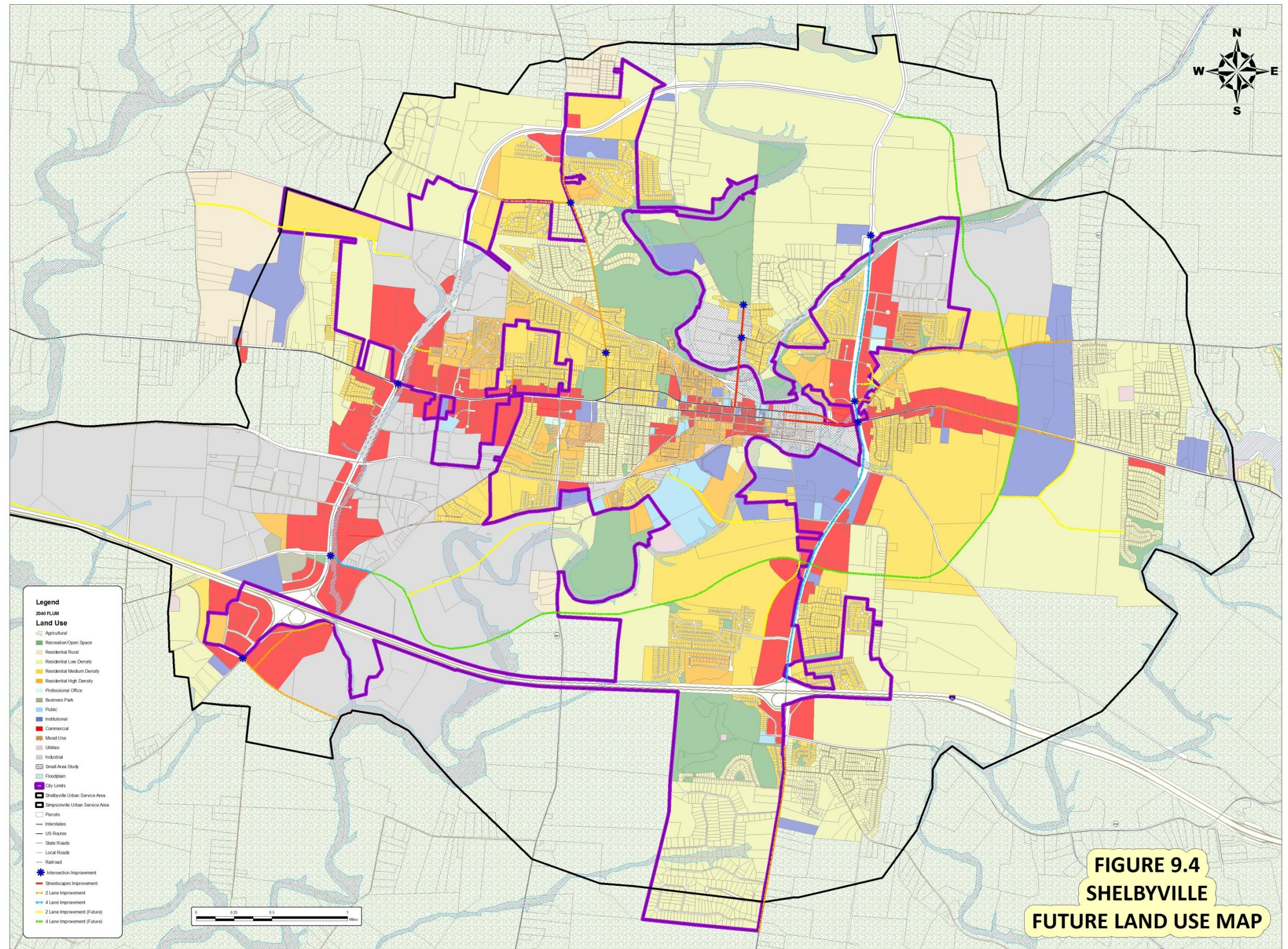


FIGURE 9.1
SHELBY COUNTY
EXISTING LAND USE MAP

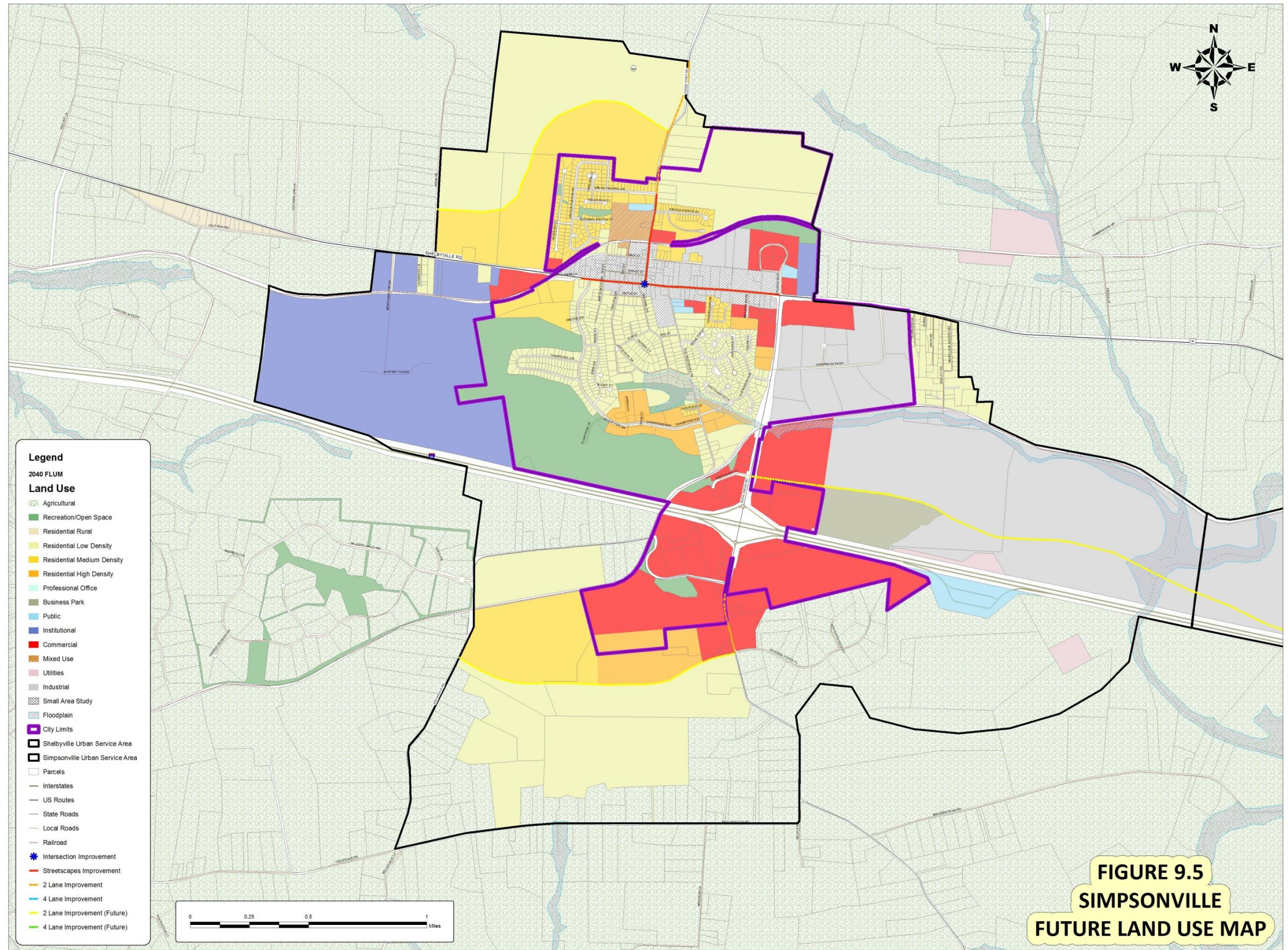


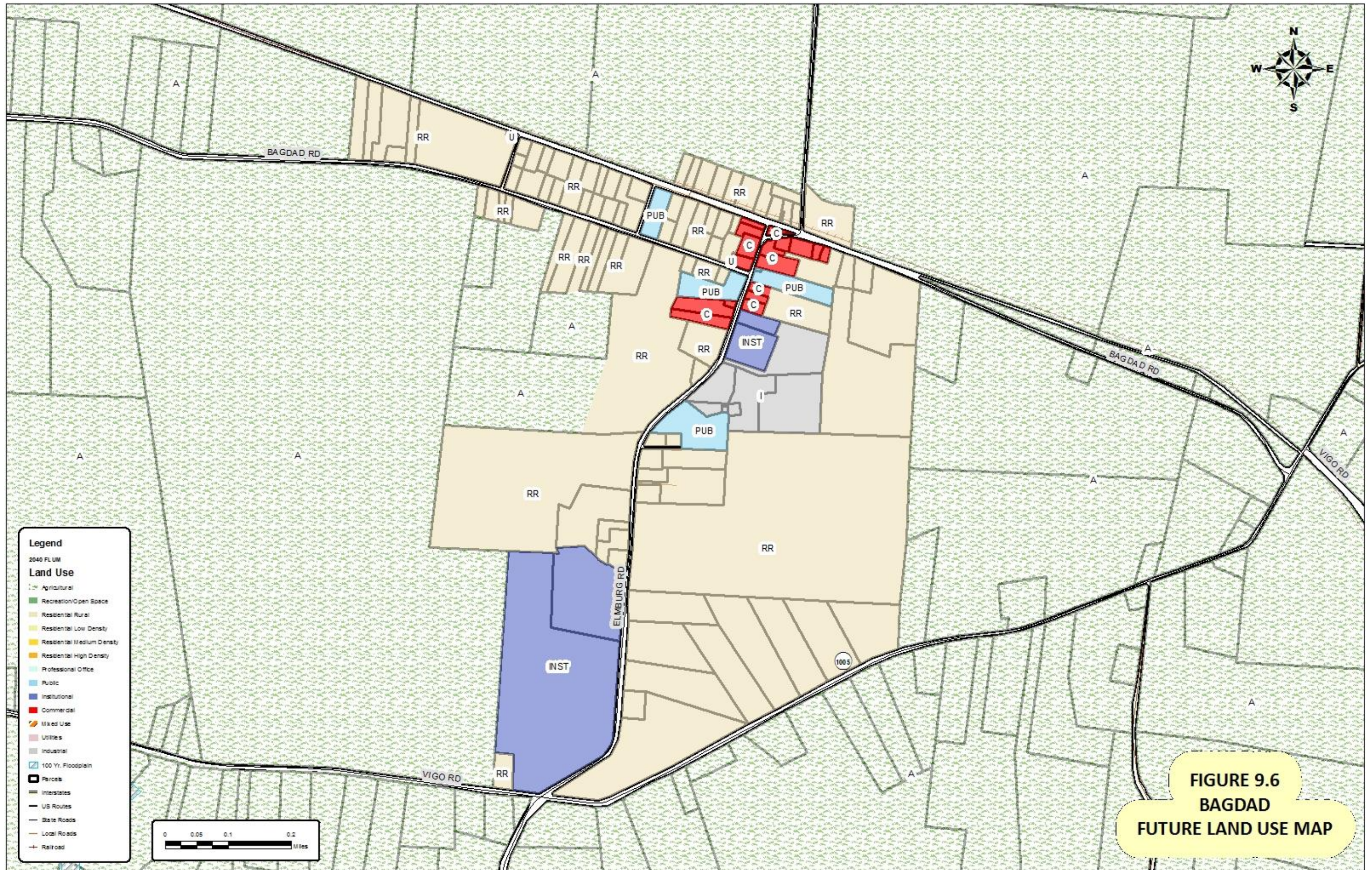


**FIGURE 9.3
 SHELBY COUNTY
 FUTURE LAND USE MAP**



**FIGURE 9.4
 SHELBYVILLE
 FUTURE LAND USE MAP**





Legend

2040 FLUM

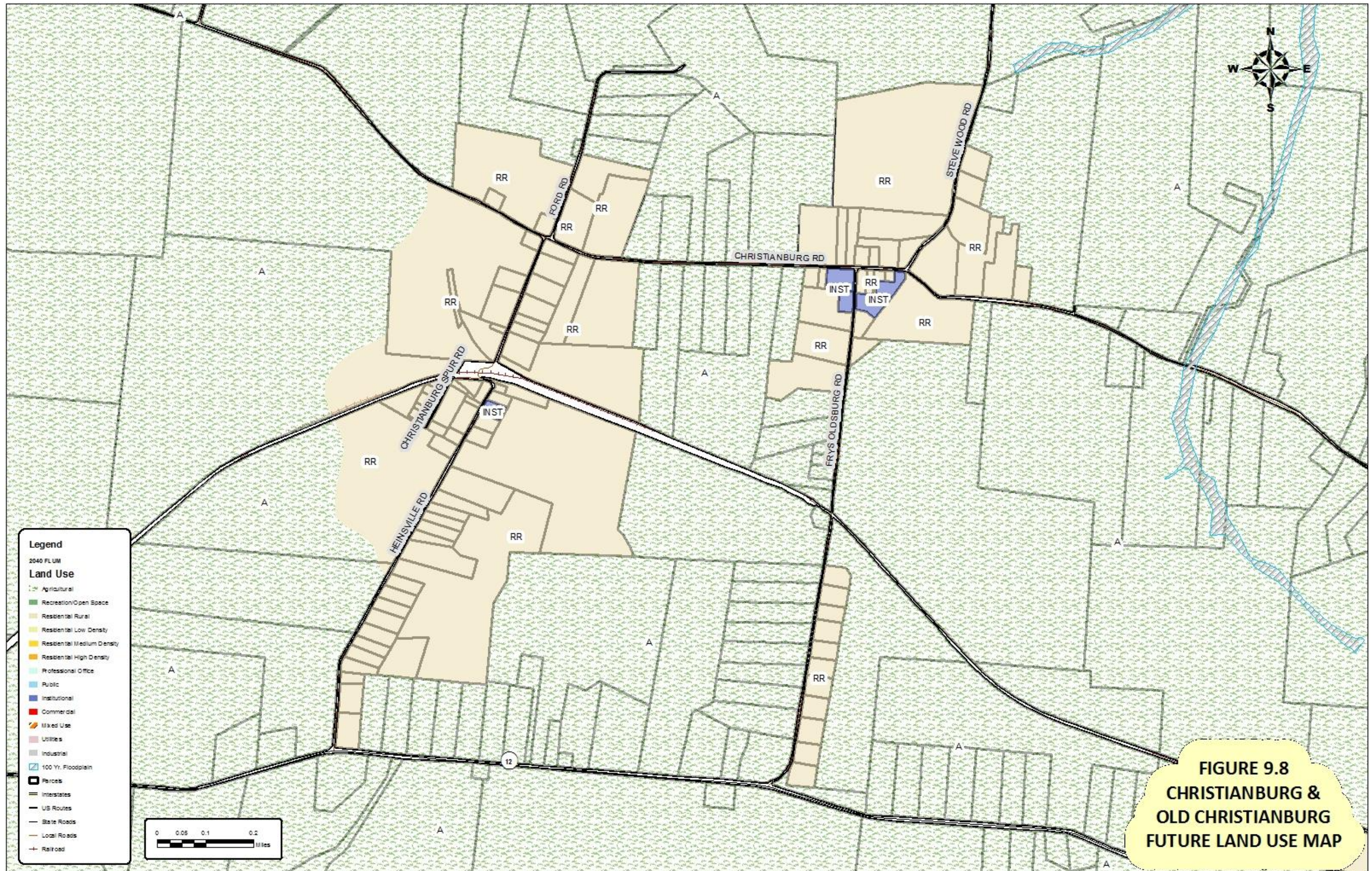
Land Use

- Agricultural
- Recreation/Open Space
- Residential Rural
- Residential Low Density
- Residential Medium Density
- Residential High Density
- Professional Office
- Public
- Institutional
- Commercial
- Mixed Use
- Utilities
- Industrial
- 100 Yr. Floodplain
- Parcels
- Interstates
- US Routes
- State Roads
- Local Roads
- Railroad

FIGURE 9.6
BAGDAD
FUTURE LAND USE MAP



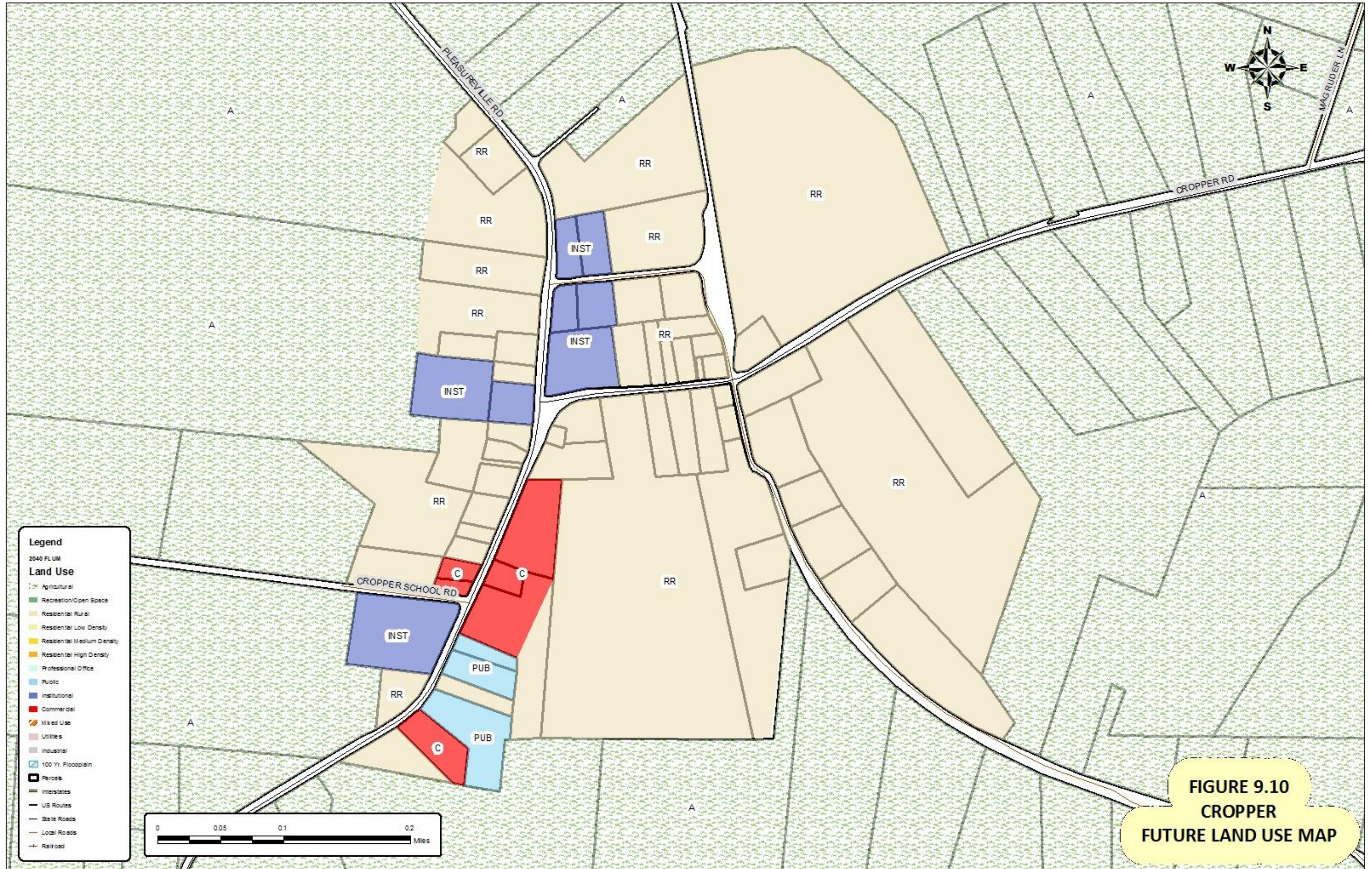
**FIGURE 9.7
 CHESTNUT GROVE
 FUTURE LAND USE MAP**



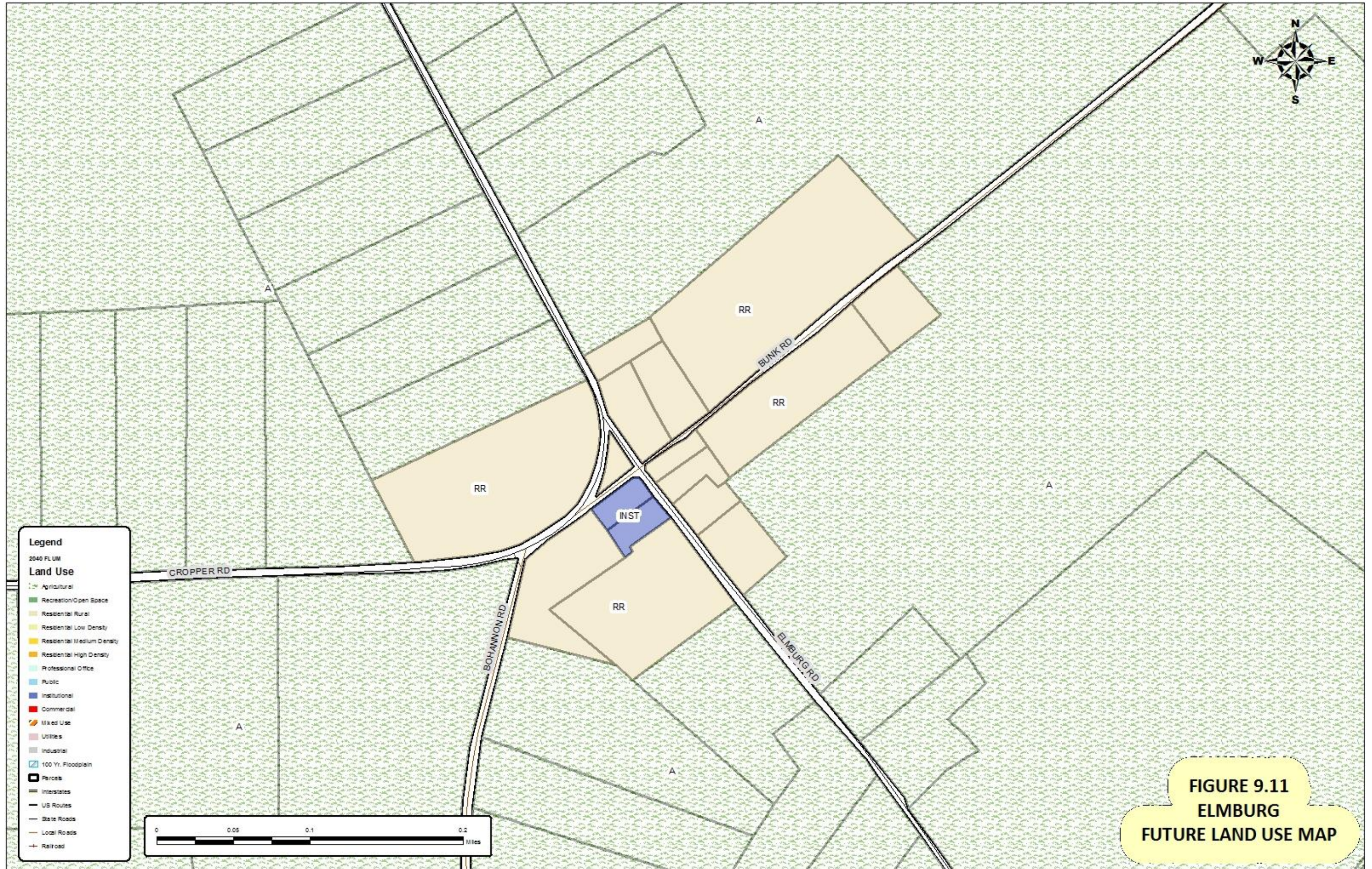
**FIGURE 9.8
 CHRISTIANBURG &
 OLD CHRISTIANBURG
 FUTURE LAND USE MAP**



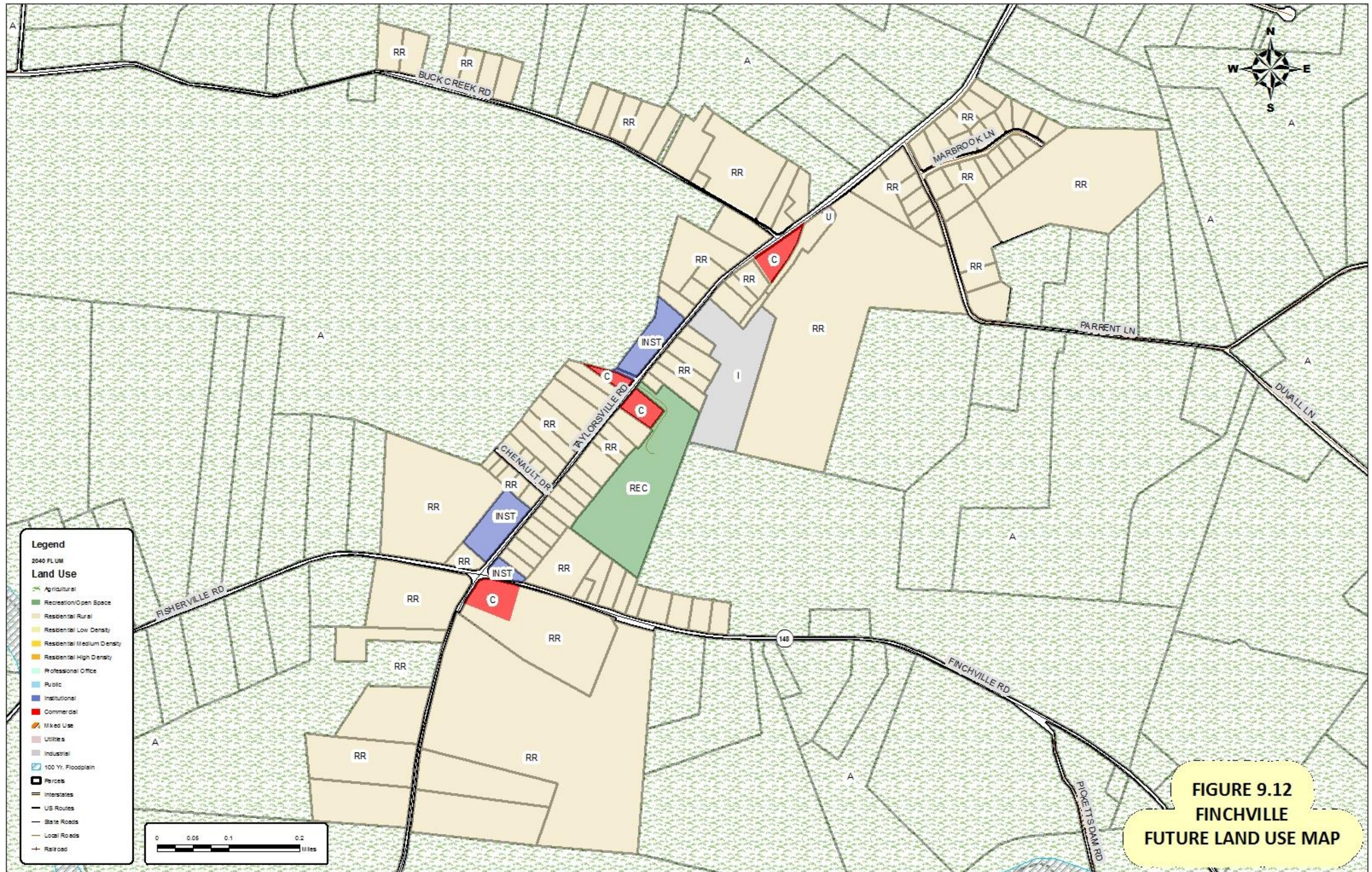
**FIGURE 9.9
 CLAY VILLAGE
 FUTURE LAND USE MAP**

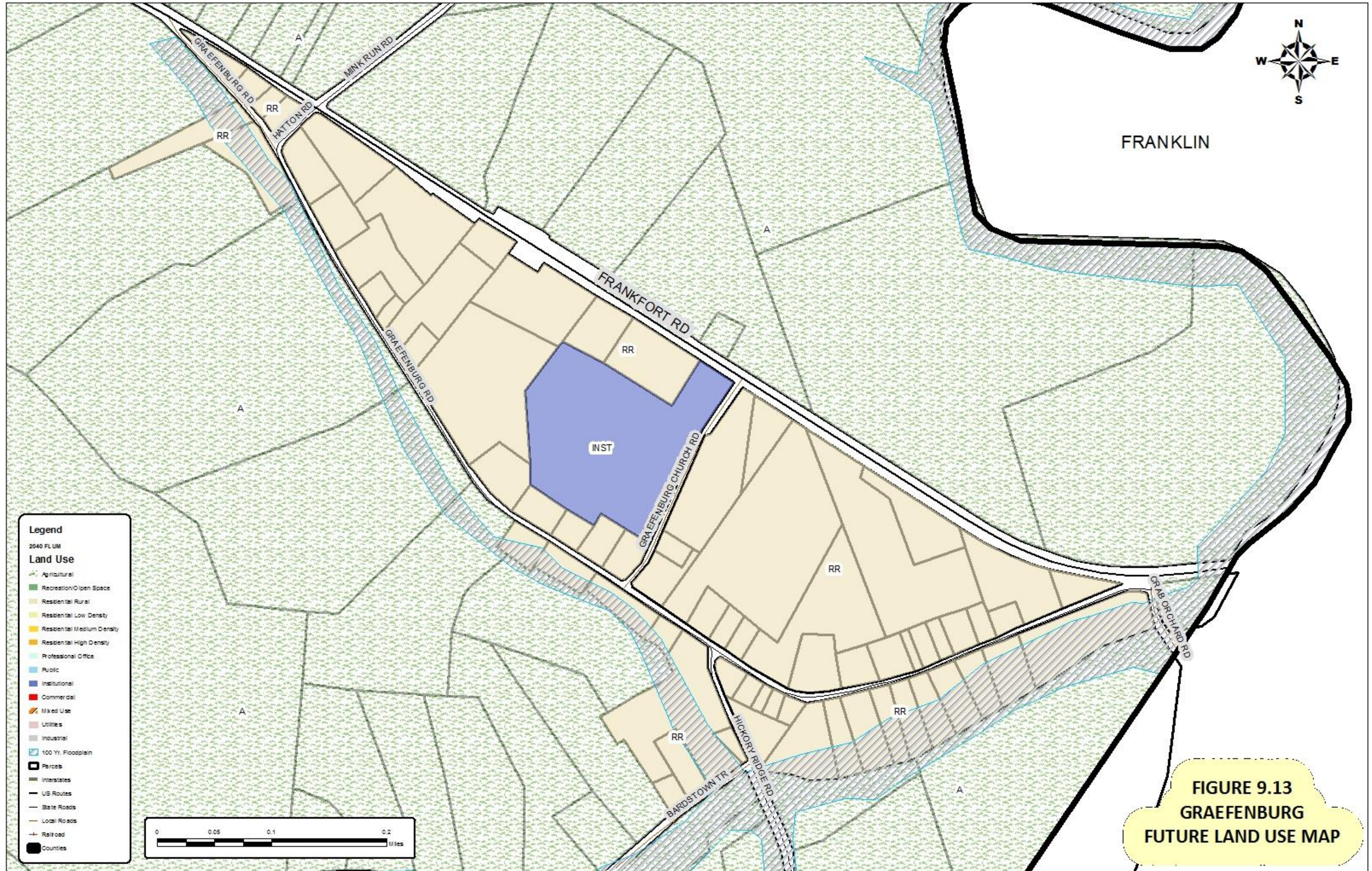


**FIGURE 9.10
 CROPPER
 FUTURE LAND USE MAP**

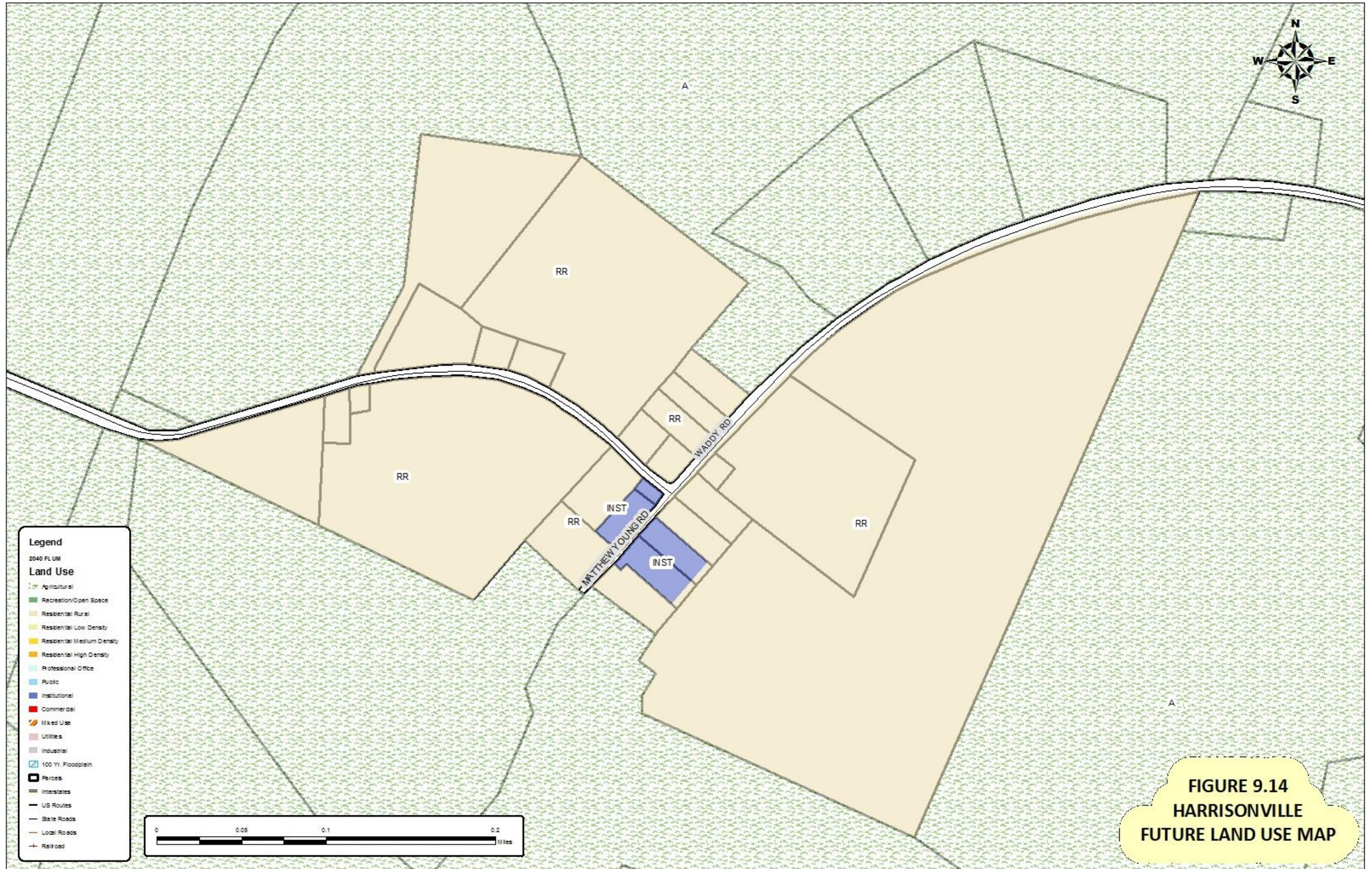


**FIGURE 9.11
 ELMBURG
 FUTURE LAND USE MAP**





**FIGURE 9.13
 GRAEFENBURG
 FUTURE LAND USE MAP**



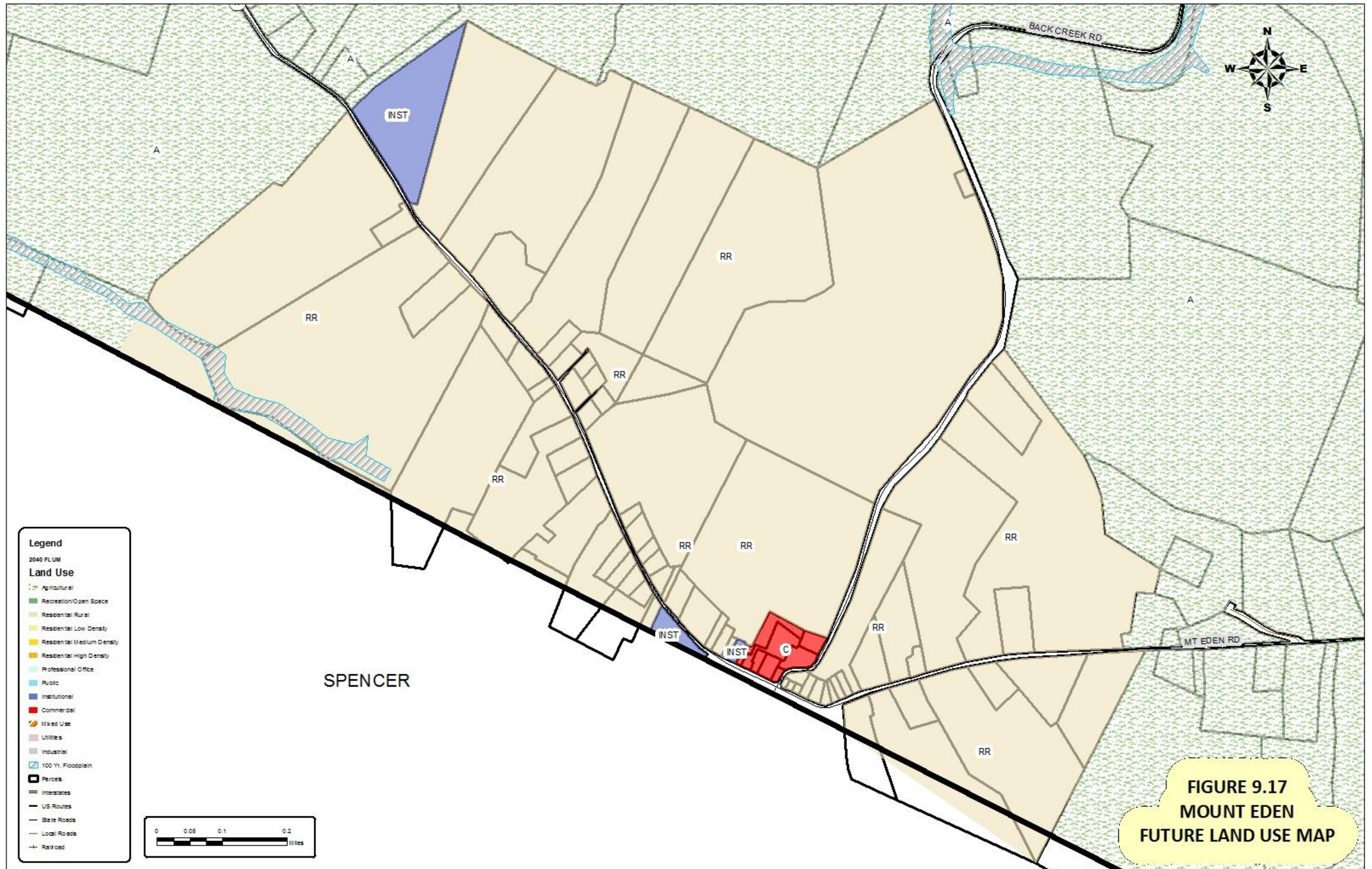
**FIGURE 9.14
 HARRISONVILLE
 FUTURE LAND USE MAP**



**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**

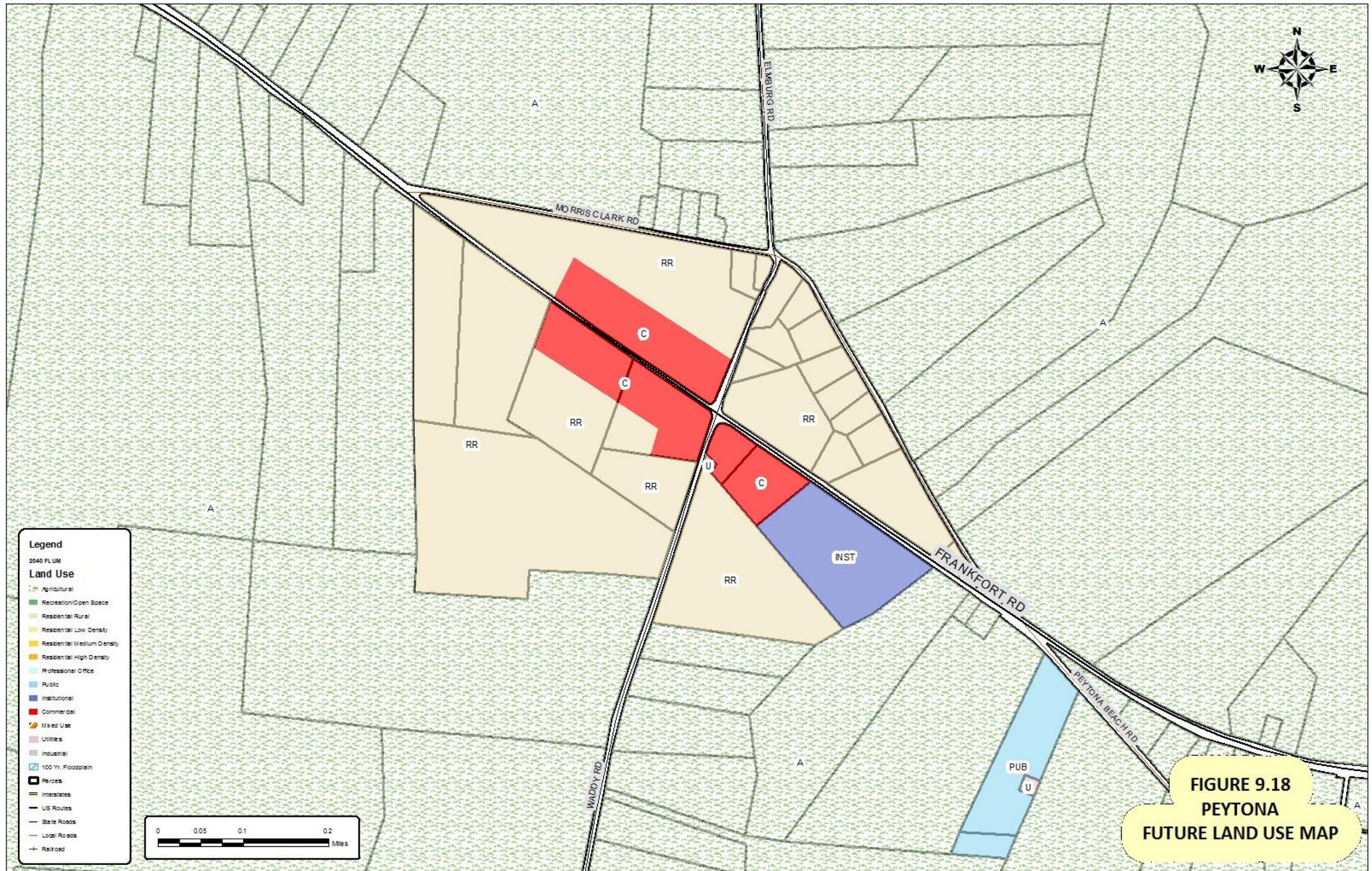
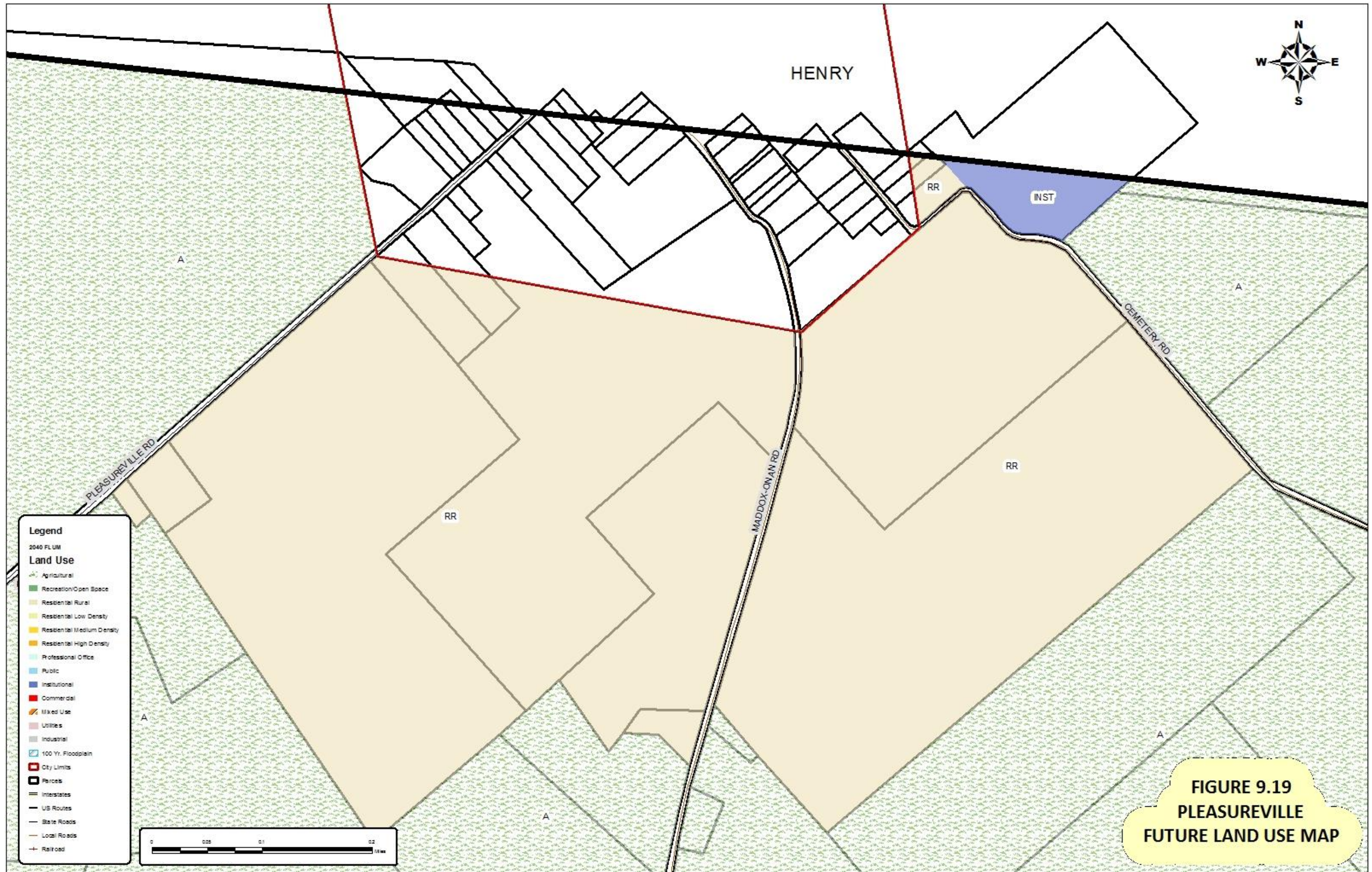
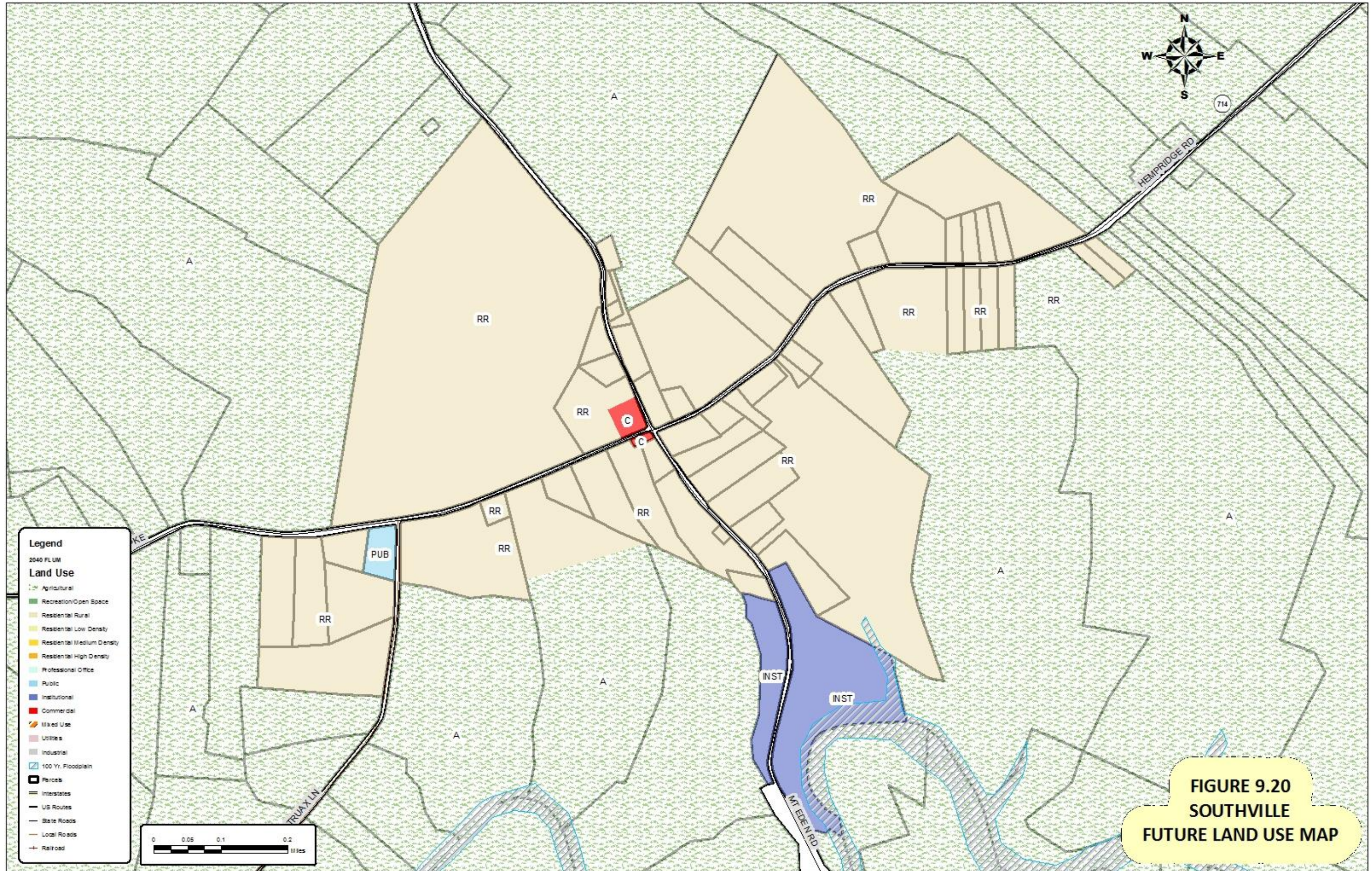


FIGURE 9.18
PEYTONA
FUTURE LAND USE MAP



**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**

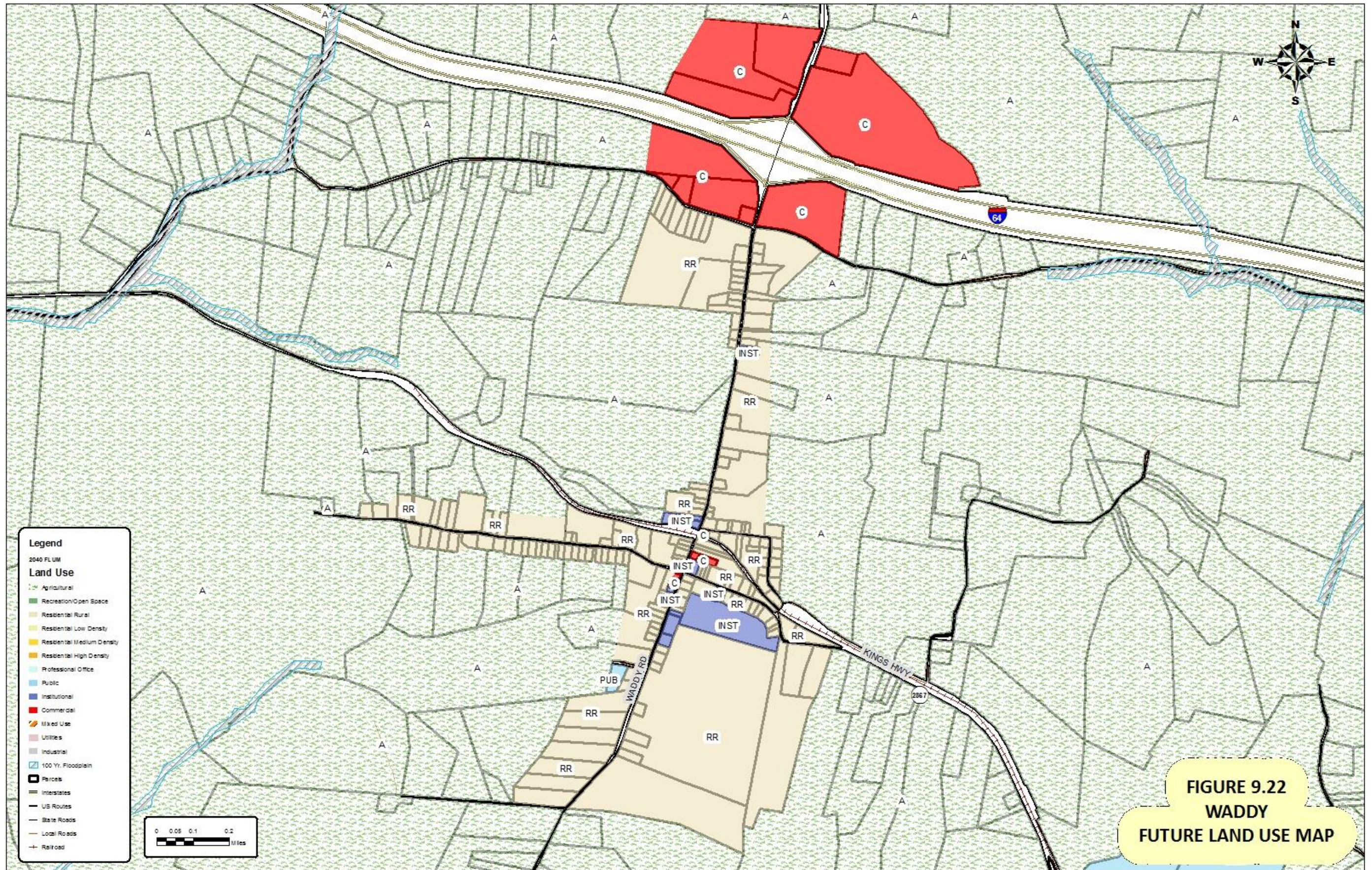


FIGURE 9.22
WADDY
FUTURE LAND USE MAP