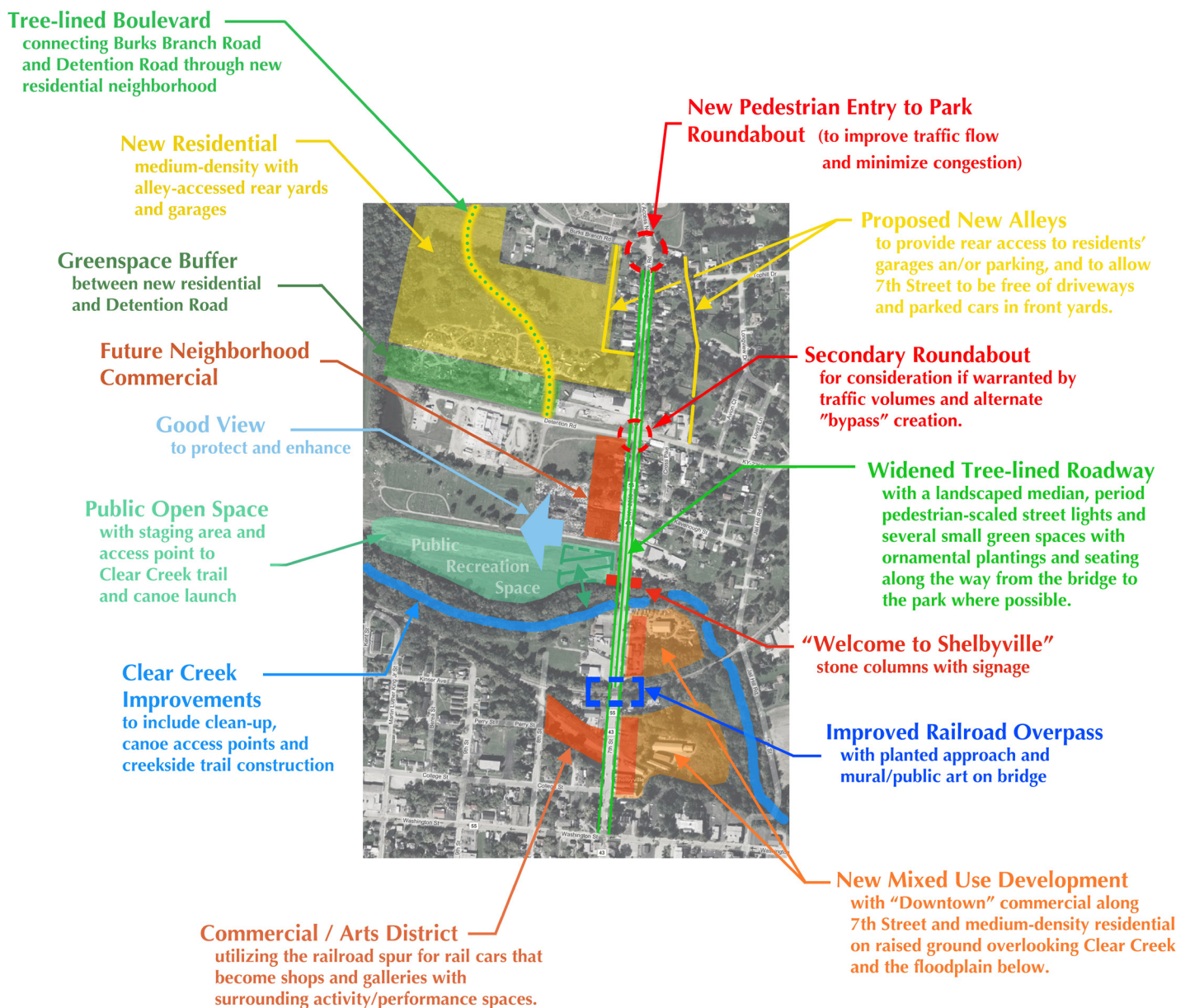


Implementation

Recommendations

Based on input received during the three community meetings, the CSC team developed a set of recommendations for improvement and redevelopment of the 7th Street corridor. As originally intended, the primary focus is on land use, streetscape, and infrastructure, including traffic flow issues. Figure 4 provides a summary of the recommendations for the corridor. Details about our main recommendations are presented on the following pages.

FIGURE 4: PRELIMINARY IMPROVEMENT RECOMMENDATIONS



7th Street/Burks Branch Road Streetscape Improvements

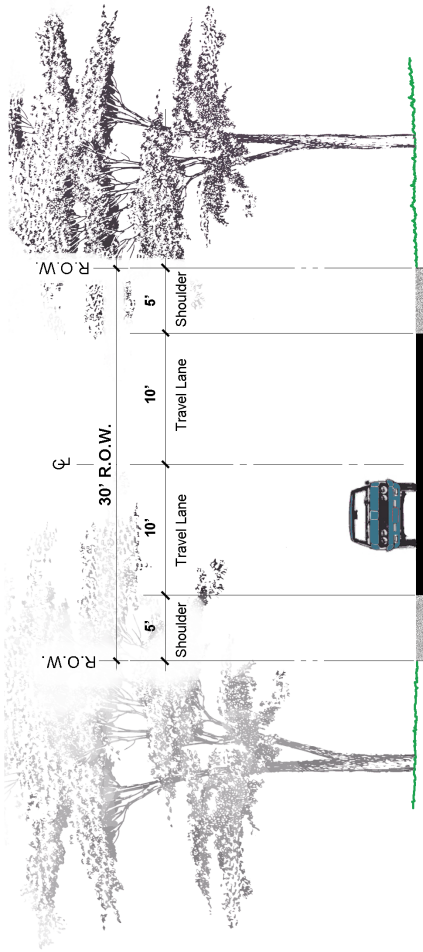
The portion of 7th Street/Burks Branch Road north of Clear Creek currently has a 30-foot public right-of-way, with two 10-foot travel lanes and a 5-foot shoulder on each side (Figure 5). This area, which is comprised mostly of single-family homes, is currently configured with driveway or vehicular access from 7th Street/Burks Branch Road. Based on community input that requested a planted median along this section of roadway, we would propose an increase to a 60-foot right-of-way, which includes a 10-foot planted median with 10-foot travel lanes, 5-foot dedicated bike lanes, 5-foot tree lawns with planted shade trees, and 5-foot sidewalks on each side, as well as curbs and gutters to improve drainage (Figure 6). However, these changes would require property acquisition by the county of approximately 15-feet on each side of the current right-of-way, and would require that vehicular access to residential properties be diverted to alleyways constructed behind the properties once the median and tree lawn portions of the streetscape are constructed. While this streetscape design allows for safe and aesthetically-pleasing pedestrian and cyclist access to the park, which is currently lacking, it may be cost-prohibitive mainly due to right-of-way acquisition and the construction of alleyways.

Thus, we propose an alternative solution that incorporates most of the community's ideas but is more cost-effective, consisting of a 50-foot right-of-way, which includes 10-foot travel lanes, 5-foot dedicated bike lanes, 5-foot tree lawns with planted shade trees, and 5-foot sidewalks on each side, as well as curbs and gutters to improve drainage (Figure 7). These changes would require property acquisition by the county of approximately 10-feet on each side of the current right-of-way. In this scenario, curb-cuts for driveways along 7th Street/Burks Branch Road must be included to provide vehicular access to residential properties. The addition of street trees will extend the character of the park along the roadway, similar to the historic Olmsted parkways found in Louisville. For the portion of 7th Street between Washington Street and the Clear Creek Bridge, we propose continuing the 50-foot right-of-way with the same components as the design for the northern portion of the roadway. The continuation of sidewalks, dedicated bike lanes, and street trees provides continuity in both function and aesthetics along the entire roadway between downtown and Clear Creek Park.



Eastern Parkway, part of Olmsted's parkway system in Louisville. KY

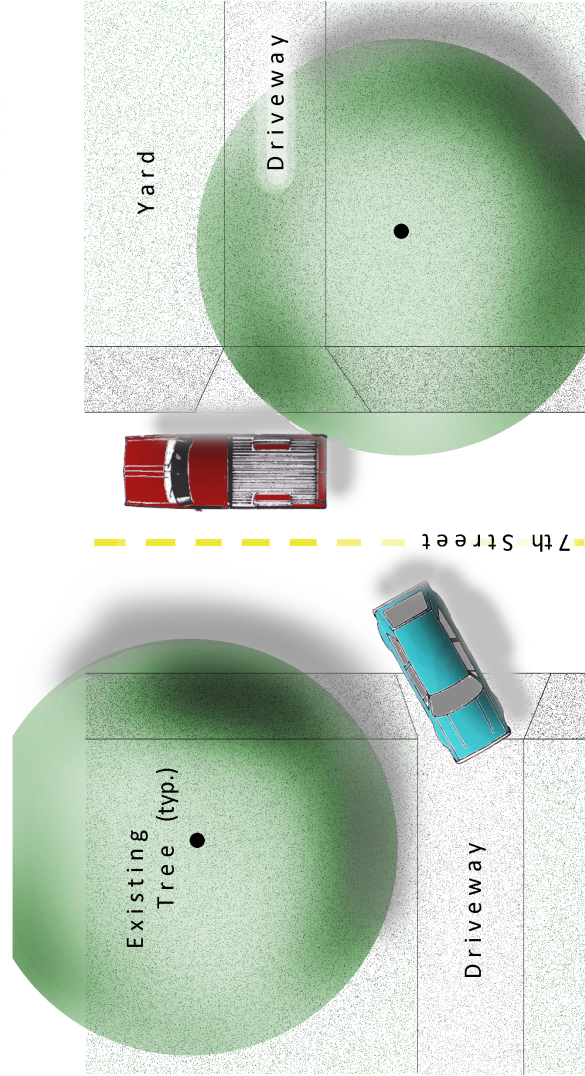
FIGURE 5: EXISTING CONDITIONS



7th Street - Existing Conditions (7th Street / Burks Branch Road north of Clear Creek)

Section

N.T.S.



7th Street - Existing Conditions (7th Street / Burks Branch Road north of Clear Creek)

Plan

N.T.S.

**FIGURE 6: CONCEPTUAL STREET IMPROVEMENT DESIGN (NORTH OF CLEAR CREEK)
BASED ON PUBLIC INPUT AND IDEAL CONDITIONS**

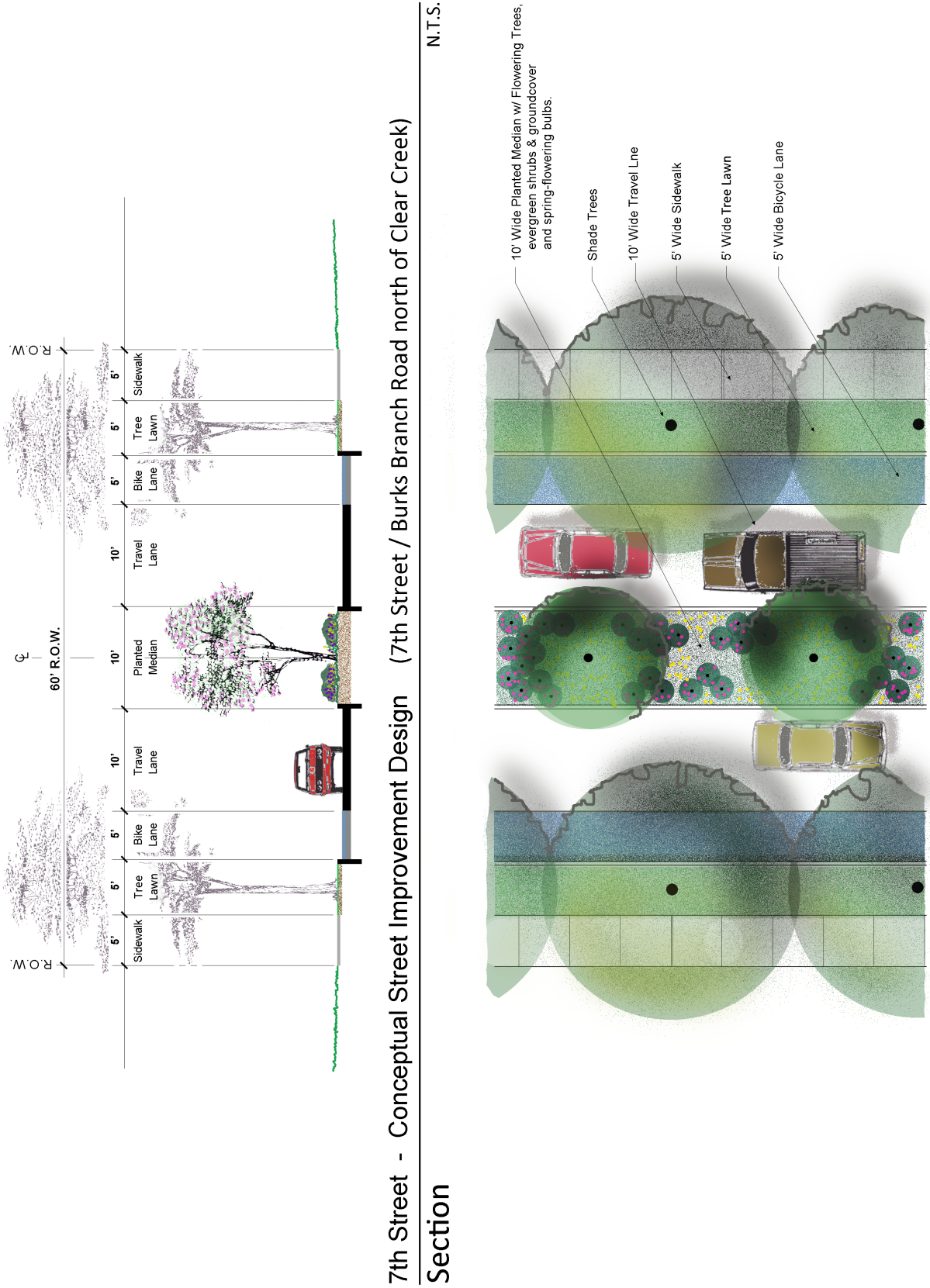
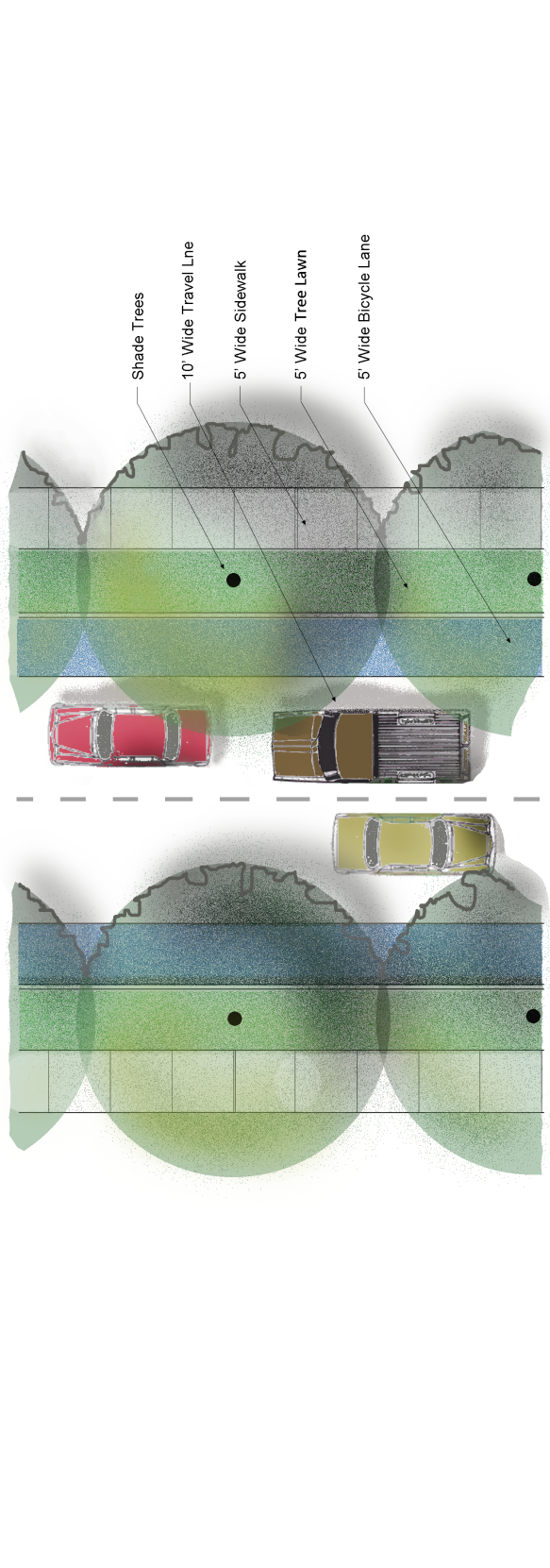
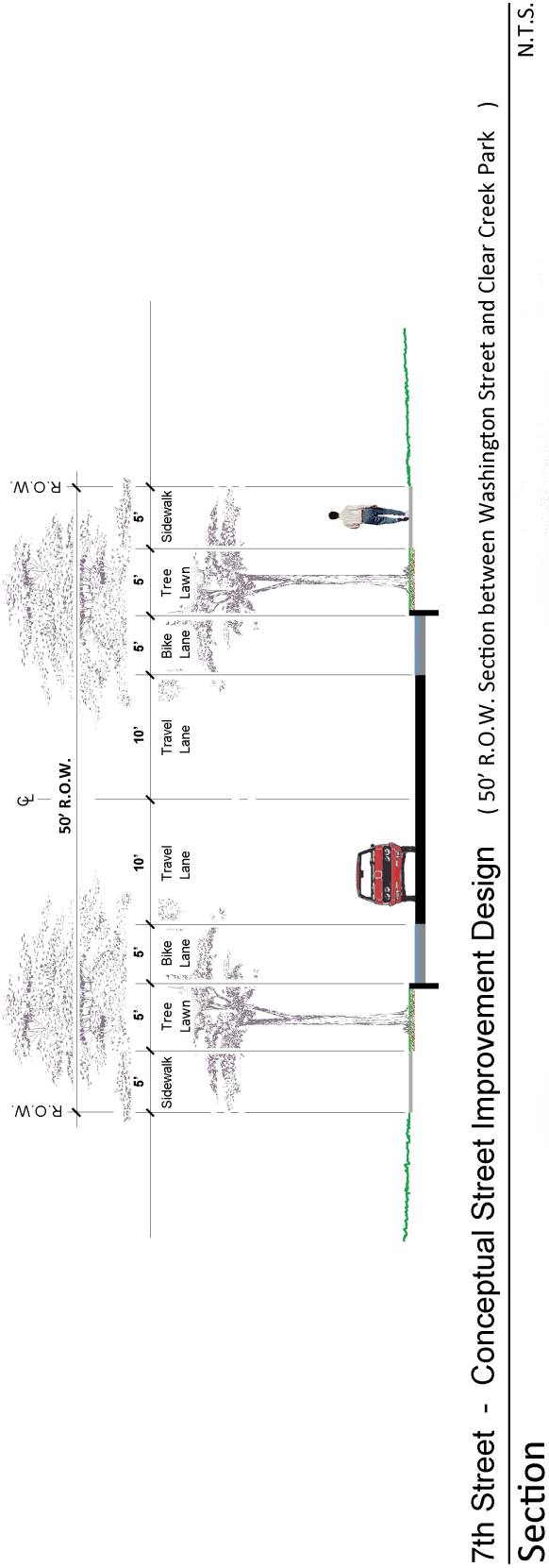


FIGURE 7: CONCEPTUAL STREET IMPROVEMENT DESIGN (7th STREET AND BURKS BRANCH ROAD, WASHINGTON STREET TO CLEAR CREEK PARK)



7th Street - Conceptual Street Improvement Design (50' R.O.W. Section between Washington Street and Clear Creek Park) N.T.S.

Street Connectivity around the Patio Home Development

In order to facilitate a reduction in traffic volume at the intersection of Burks Branch Road and the entrance to Clear Creek Park, we propose the construction of a street network south of the proposed patio home development in the northwest portion of the study area. This solution provides alternate routes for vehicular traffic not intending to enter the park, offering a solution to the congestion at the entrance to the park that was mentioned during the community input meetings. Figure 8 shows a proposed boulevard and additional residential units just south of the proposed development, in keeping with the character of the area, and improved streetscape along Detention Road with street trees to continue the “parkway” feel of the rest of the corridor.

FIGURE 8: CONCEPTUAL STREET NETWORK IMPROVEMENTS PLAN



Conceptual Street Network Improvements

Plan

N.T.S.

Mixed-Use Development of Lumberyard Property

In the southeastern portion of the study area, we propose that the former lumberyard site be redeveloped as a mixed-use development, including retail, residential, and open public green space (Figure 9). The development would be bordered to the north by the existing railroad tracks, to the west by 7th Street, to the south by the rear of the properties along Washington Street, and to the east by Clear Creek. Retail space would be located along 7th Street to provide maximum access and visibility to patrons. Medium-density residential and mixed-use buildings (with commercial space on the first floor and residential units above) would be located east of the retail buildings. Since the eastern edge of the development bordering Clear Creek is located in a floodplain, we recommend it be preserved as park to provide public green space and access to the creek. Concerns related to the floodplain also need to be considered when redevelopment solutions are proposed. Other urban-scale “pocket parks” can be distributed throughout the development for residents and shoppers to enjoy views of the creek.

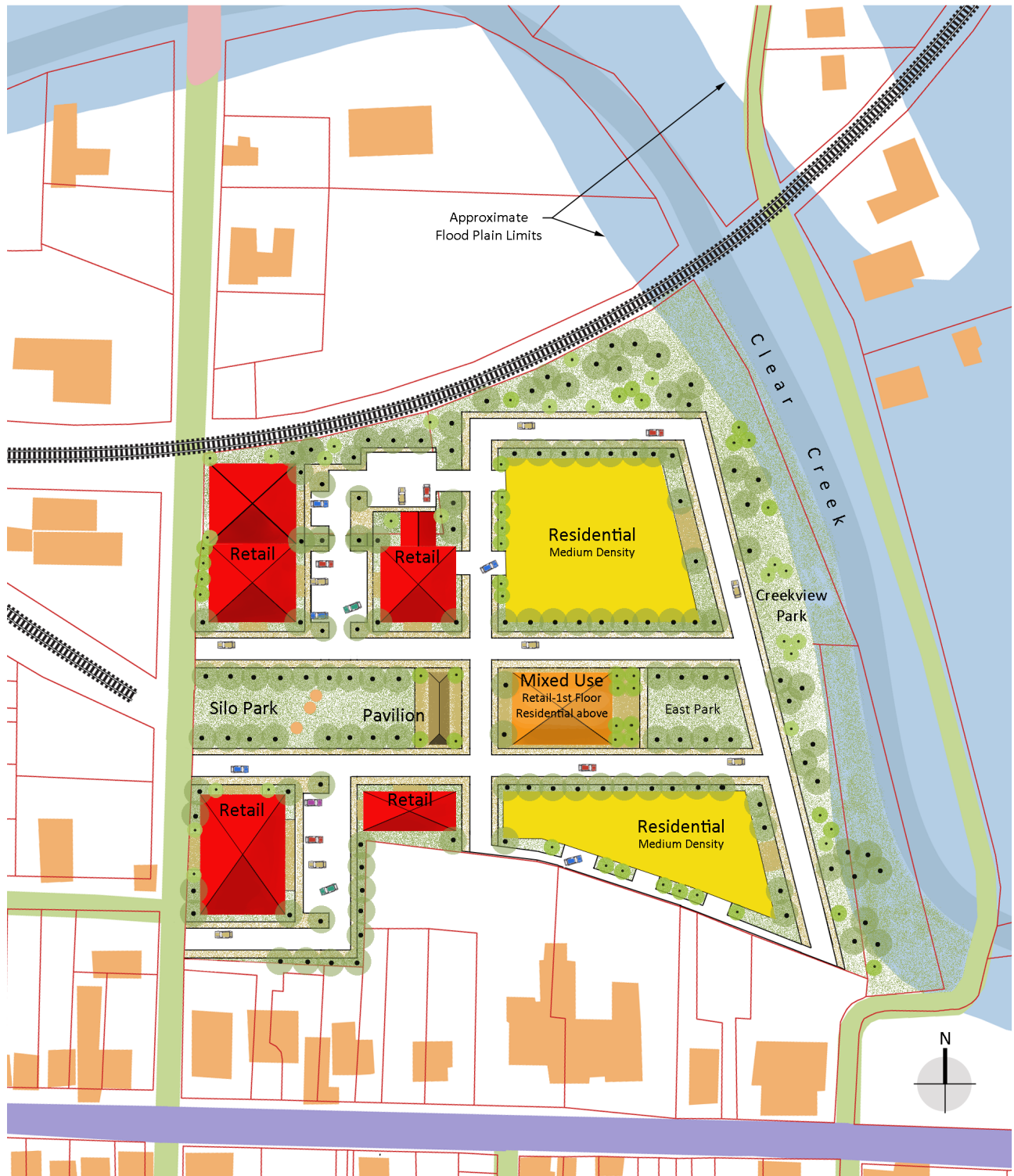
This proposed development provides the opportunity to create a medium-density neighborhood within a block of downtown Shelbyville where residents, shoppers, and the community can enjoy a private and scenic creek view from the hillside while also contributing to the vitality of the corridor. In order to insure that this valuable site is developed in a way that provides open space, preserves public access to the creek, provides a mix of uses, considers the environmental sensitivity of its location near an important waterway, offers high-quality design, and is in keeping with the urban character of its location, we recommend that the city acquire the property and only consider proposals from developers that meet these standards.

We also recommend that the city research the existence of a right-of-way for 6th Street north of Washington Street, which would facilitate the construction of a pedestrian-only street (no vehicular traffic) to link downtown to the proposed mixed-use development. This solution would further increase connectivity between the corridor and downtown and provide a unique feature and safe travel option for pedestrians.



Example of attractive mixed-use building types found at Norton Commons in Louisville, KY

FIGURE 9: CLEARVIEW PARK REDEVELOPMENT CONCEPT



Clearview Park Redevelopment Concept - (Retail / Residential / Public Open Space)

Plan

N.T.S.

Railroad Spur Arts District

A commercial “arts district” is a unique option for utilizing the current railroad spur across from the former lumberyard property (Figure 10). Rail cars can be parked on the spur and serve as shops, restaurants, and art galleries, while the area surrounding the tracks can be covered with a hard surface and serve as a plaza that includes performance spaces, seating, or outdoor dining areas. The existing building on the site can be reused as a performance space or artist studio. Parking can be made available on the periphery so as not to interfere with the pedestrian character of the district.



Rail car adaptive reuse examples. Victoria Station is an international chain of rail car themed upscale restaurants.

Source: http://www.thestudiotour.com/ush/attractions/food_victoriastation.shtml



Victoria Station facilities serve not only as destination dining locations, but as venues for concerts, art fairs, and community festivals.

Source: http://www.thestudiotour.com/ush/attractions/food_victoriastation.shtml

FIGURE 10: RAILROAD SPUR ARTS DISTRICT CONCEPT



Converted Railroad Cars
(shops, artist studios, galleries)

Benches around Shade Trees

Shade Trees

Plaza (precast pavers)

Flowering
Trees

The Club Car Cafe
(with Outdoor Plaza seating)

The Spur Line Artist Studios
&
Indoor Performance Space
(converted existing building)

The Station Master's House
"All Things Trains"
(information, books, photos, toys, gifts, etc.)

Perry Street

7th Street

College Street

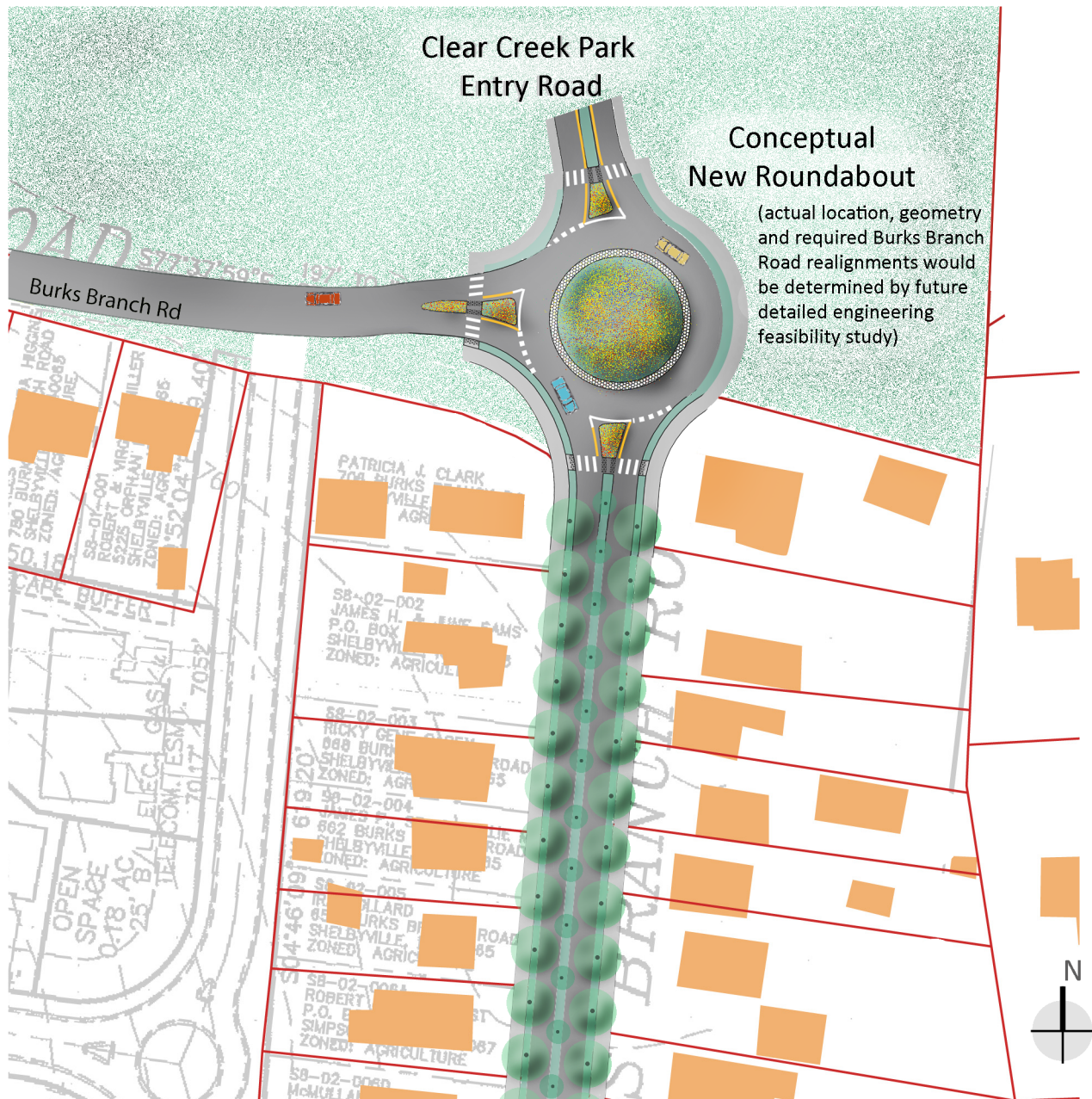
Roundabout at Entrance to Clear Creek Park

In order to facilitate improved traffic flow along Burks Branch Road and improve access to Clear Creek Park, we propose a new roundabout be constructed at the park's entrance (Figure 11). According to comments from community participants, traffic jams and long wait periods to turn at the intersection of Burks Branch and the park entrance are common during peak traffic times. In addition, the roundabout can serve as an important focal point for the northern edge of the corridor and provide a vista for those travelling along Burks Branch Road. While the exact location, geometry, and road realignments would need to be determined by a detailed traffic engineering feasibility study, the rendering shows what the proposed roundabout might look like, including crosswalks, pedestrian "islands," and a central island with plantings, signage, or statuary. Depending on the results of a feasibility study, the ideal location of the roundabout may require property acquisition in the residential area just south of the park.

Secondary Roundabout at Intersection of Burks Branch Road/7th Street and Detention Road/Eminence Pike

If warranted by traffic volume and circulation following the construction of the roundabout at the entrance to Clear Creek Park, we propose a secondary roundabout be constructed at the intersection of Burks Branch Road/7th Street and Detention Road/Eminence Pike. While the size of the roundabout would need to be determined by a detailed traffic engineering feasibility study, it would likely be smaller in scale than the roundabout at the park entrance but should have a similar appearance to promote aesthetic continuity along the corridor.

FIGURE 11: CONCEPTUAL TRAFFIC ROUNDABOUT



Conceptual Traffic Roundabout - Burks Branch Road @ Clear Creek Park

Plan

N.T.S.

Railroad Bridge Improvements

The railroad bridge that crosses the corridor near the trailhead is currently unsightly, but has the potential to be a focal-point for those traveling through, or to, the corridor. We recommend that the railroad bridge be cleaned and painted, and the area around the bridge be improved by adding attractive plantings, street furniture, signage, and pedestrian-scale lighting. Since the bridge is located adjacent to the trailhead and near a potential access point to the creek for watercraft, these themes may be helpful to draw upon when designing the improvements. Signage at or near the bridge may also indicate to travelers that they have “arrived” in Shelbyville, and may include a “Welcome to Shelbyville” message or an indication that this is the location of the trailhead and access to the creek. A similar project was undertaken with the Preston Highway railroad bridge in Louisville, Kentucky. The area was cleaned and the bridge and walkways painted using a “nature” theme. As part of the project, new sidewalks, pedestrian-scale street lighting, and street furniture were also added around the bridge to give it a sense of place and set a precedent for the rest of the neighborhood.



Preston Highway Railroad Bridge, Louisville, Kentucky, before renovation



The area was cleaned of debris and the overpass was painted with murals depicting flowers and trees in bright, but tasteful colors



Preston Highway Railroad Bridge, Louisville, Kentucky, after renovation



The renovation included new sidewalks, street furniture, and pedestrian-scale lighting

Clear Creek Improvements

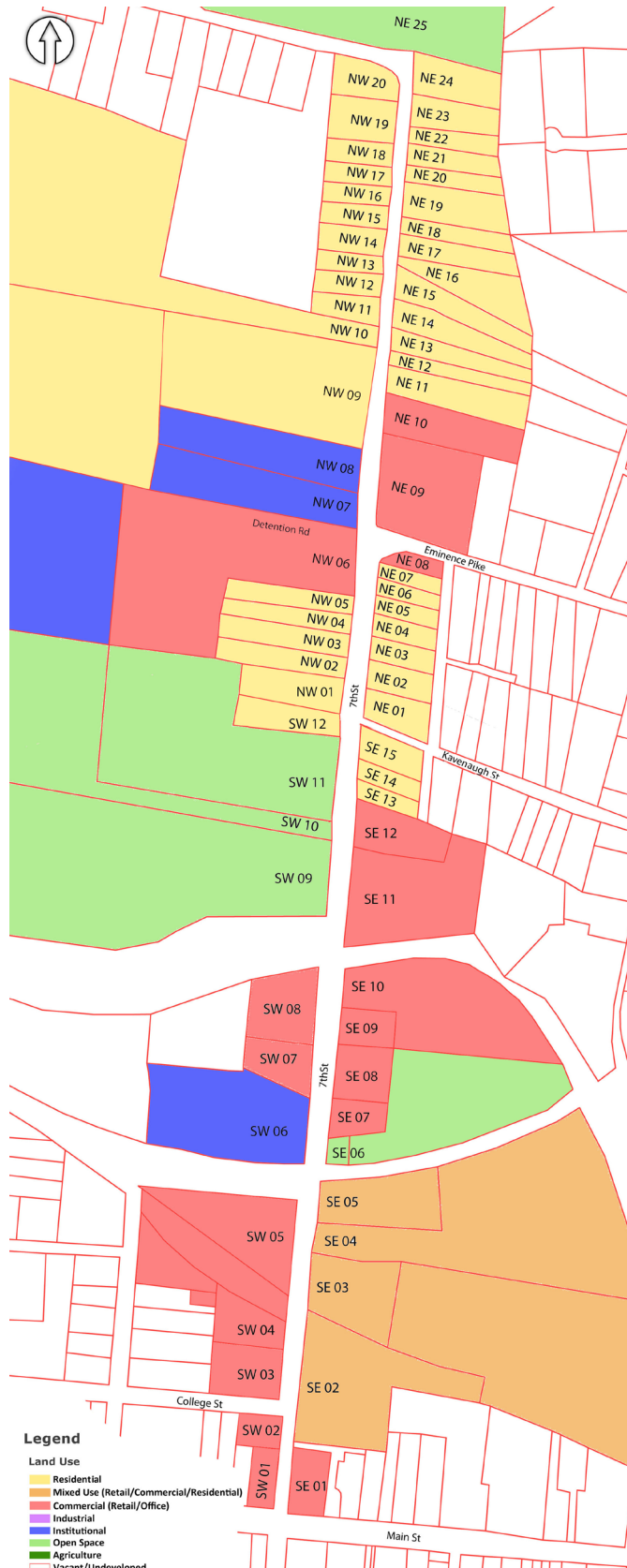
We recommend that improvements be made to Clear Creek, highlighting it as a defining natural element of the corridor. Stewardship of the creek should be a priority when considering proposed development in the corridor, particularly how land use, construction, and water runoff may affect the healthy functioning of the creek. Preservation, or restoration (if warranted), of the creek's natural ecosystems should be considered a priority as the corridor is redeveloped, which will contribute to the overall ecological health and quality of life in the area. We also propose the addition of features that will improve public access to the creek such as signage, creek-side walking trails, and launch-points for watercraft such as canoes and kayaks.

For more information about preserving and enhancing waterways such as Clear Creek, see the *Kentucky Wet Growth Tools for Sustainable Development: A Handbook on Land Use and Water for Kentucky Communities* produced by the University of Louisville's City Solutions Center and The Center for Land Use and Environmental Responsibility.

Proposed Land Use

Overall, this land use proposal aims to connect the southern portion of the corridor with downtown, create distinct areas with a critical mass of commercial and residential uses, reuse vacant buildings in a way that congruent with surrounding uses, and remove industrial uses from the corridor. The primary recommendation for land use in the corridor is the reuse of industrial sites as commercial and mixed-use. We propose the southern section of the corridor build on existing uses along 7th Street and downtown, including office space and retail, to develop properties as both commercial and mixed-use (including residential along with office and retail space). We propose that the existing residential uses along the corridor remain, as well as converting several small industrial and commercial parcels near the intersection of 7th and Kavenaugh Streets to residential use. We also propose that the existing greenspace be preserved, including Clear Creek Park, the trailhead, cemetery, and the agricultural property just south of the cemetery. In order to establish a commercial destination at the intersection of Burks Branch Road and Eminence Pike/ Detention Road, we propose the reuse of land that is currently part of the detention center property as commercial, as well as the reuse of several other smaller properties around that intersection as commercial. Figure 12 is a detailed map of proposed land uses.

FIGURE 12: PROPOSED LAND USE



Legend

- Land Use
- Residential
 - Mixed Use (Retail/Commercial/Residential)
 - Commercial (Retail/Office)
 - Institutional
 - Open Space
 - Agriculture
 - Vacant/Undeveloped



Project Phasing

We recommend that improvements to the corridor be completed in three phases. Phase 1 includes the “low-hanging fruit,” where both cosmetic and functional improvements can be made with little or no property acquisition or zoning changes. The first phase also includes city acquisition of the former lumber yard site, which is urgent and will allow the city to insure the development of the site reflects the ideas put forth at the community meetings. Phase 2 includes projects that will likely require some property acquisition or a change in use, but would nevertheless be relatively easy to undertake. Phase 3 involves more complex property acquisition strategies for development of the roundabout at the entrance to Clear Creek Park, as well as the widening of the public right-of-way in the residential district just south of the park entrance. Each subsequent phase includes projects that will likely require more effort to undertake, particularly those that will require property acquisition by the city and county.

Phase 1	Phase 2	Phase 3
<ul style="list-style-type: none"> • Railroad overpass improvements • Signage • Streetscaping improvements, including widening the roadway, along 7th Street from Detention Road/Eminence Pike to Washington Street • Clear Creek improvements, including open public space • City acquisition of lumber yard site 	<ul style="list-style-type: none"> • Commercial/Arts District at railroad spur • Mixed-use development on former lumber yard site and raised ground overlooking Clear Creek 	<ul style="list-style-type: none"> • Roundabout at the entrance to Clear Creek Park • Residential district improvements: widening of public right-of-way along Burks Branch Road • Mixed-use “downtown” development along southern portion of 7th Street • Secondary roundabout at Detention Road/Eminence Pike, if warranted

Implementation Strategy

Any redevelopment along the 7th Street and Burks Branch Road is complicated by the fact that portions of the roadway fall under separate city, county, and state jurisdiction. The corridor is relatively short, and the goal should be to coordinate efforts so that changes to the roadway are seamless from one jurisdiction to another and reflect the intended character and use of each portion of the corridor, rather than being defined by the level of jurisdiction. This will require some degree of collaboration between city, county, and state officials. Also, many of the proposed improvements within the corridor may require the acquisition of property to increase public rights-of-way or insure that development is consistent with the community’s ideas and the recommendations based on those ideas contained in this report. We encourage the city and county to acquire properties when necessary to carry out those goals and preferences the project participants and community members put forth as part of this planning process, and to continue the public discussion begun by this process throughout the development of the corridor.