

THE SHELBYVILLE
2040
COMPREHENSIVE
PLAN

Spark Shelbyville



The 2040 Shelbyville Comprehensive Plan

The 2040 Comprehensive Plan, known as Spark Shelbyville, is a city-wide planning document that outlines, goals, policies, and implementation strategies developed through a public engagement process. The purpose of the 2040 Comprehensive Plan is to enable government officials and citizens to anticipate and constructively respond to growth and change; to encourage the development of a vibrant built environment and a healthy natural environment; and to provide equitable opportunities for all citizens to enjoy a high quality of life.

Critical Goals of the Plan

To create a community-wide vision for the future

To create a resource to inform policy decisions

To set Priorities for Staff and Leadership to initiate tasks and make decisions

To outline Specific Goals and Strategies to achieve the vision



Why is it needed

A Comprehensive Plan, Spark Shelbyville, is required by state law in all jurisdictions that have zoning. The state law referred to here is the Tennessee Code Annotated (known as TCA) sets forth requirements for each jurisdiction. The Comprehensive Plan sets out a vision for the future, establishes goals and recommendations as well as actions to achieve those goals.

What does it include?

Existing Conditions

- Population and Economy
- Environmental Constraints
- Land Use

Future Conditions

- Character Areas
- Implementation
- Duck River Market Analysis and Strategy



Spark Shelbyville: Existing Conditions

This section of the Spark Shelbyville Comprehensive Plan provides an overview of land use existing conditions within the planning study area. The baseline data, researched and analyzed for this section, is designed to enable City Staff, the City Council, the Planning Commission, citizens, the development community, business owners and other stakeholders to better understand the current function of the City's existing natural and built environment to plan for future growth, development, and redevelopment. The planning team evaluated and reviewed existing land use, environmental resources and constraints, population, and the City's economic base to produce this presentation of baseline of existing conditions for the Spark Shelbyville Comprehensive Plan.

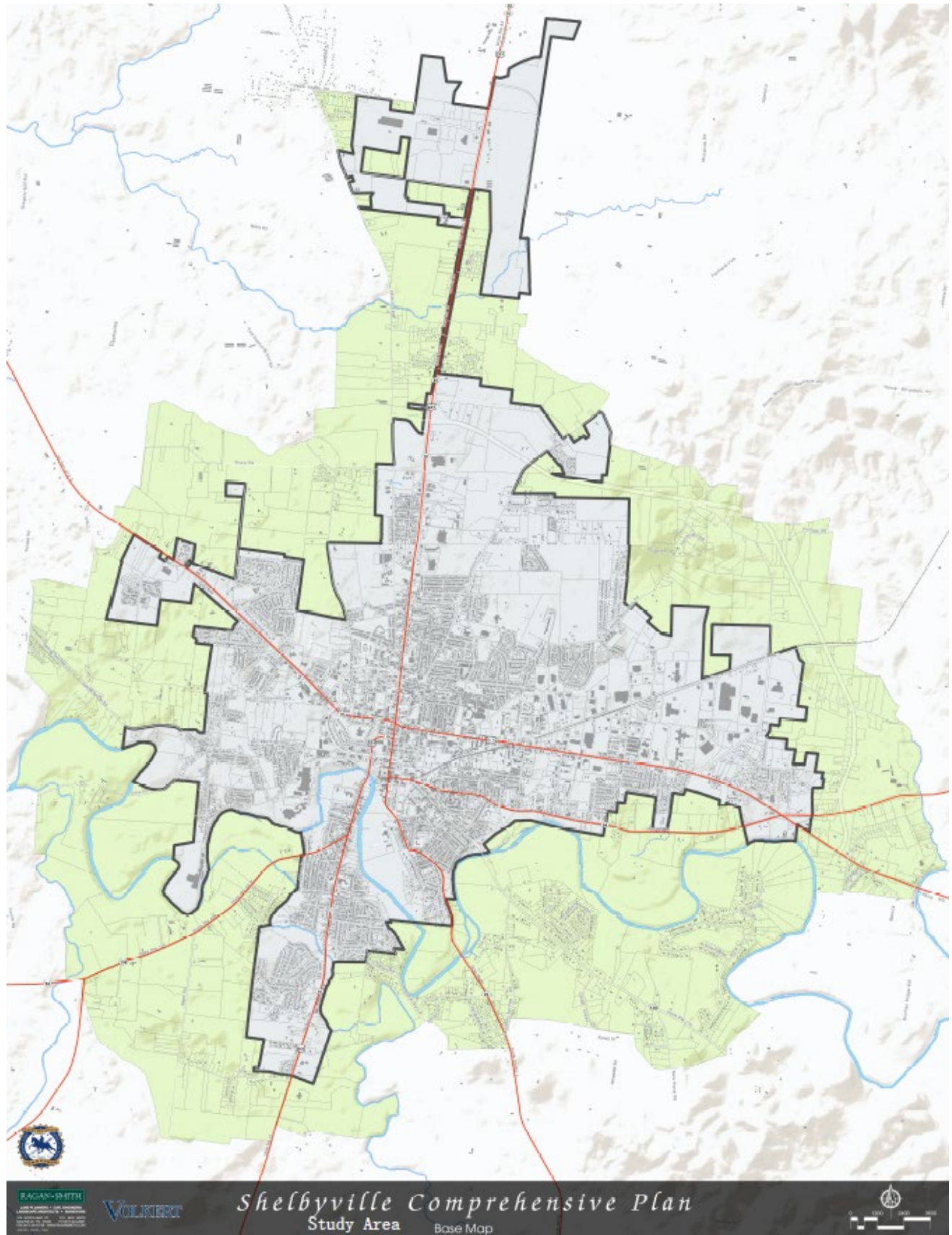
STUDY AREA

The study area for the Spark Shelbyville Comprehensive Plan includes the City of Shelbyville and its Urban Growth Boundary (UGB). Shelbyville is located in Bedford County, approximately fifty miles south of Nashville. The city limits include major transportation thoroughfares: US Highway 231, US Highway 41-A, US Highway 64; State Route 130, State Route 82, and State Route 437, which is the new Bypass connection between US 231 and US 41-A on the northeast edge of the City. Map 1 shows the Study Area.



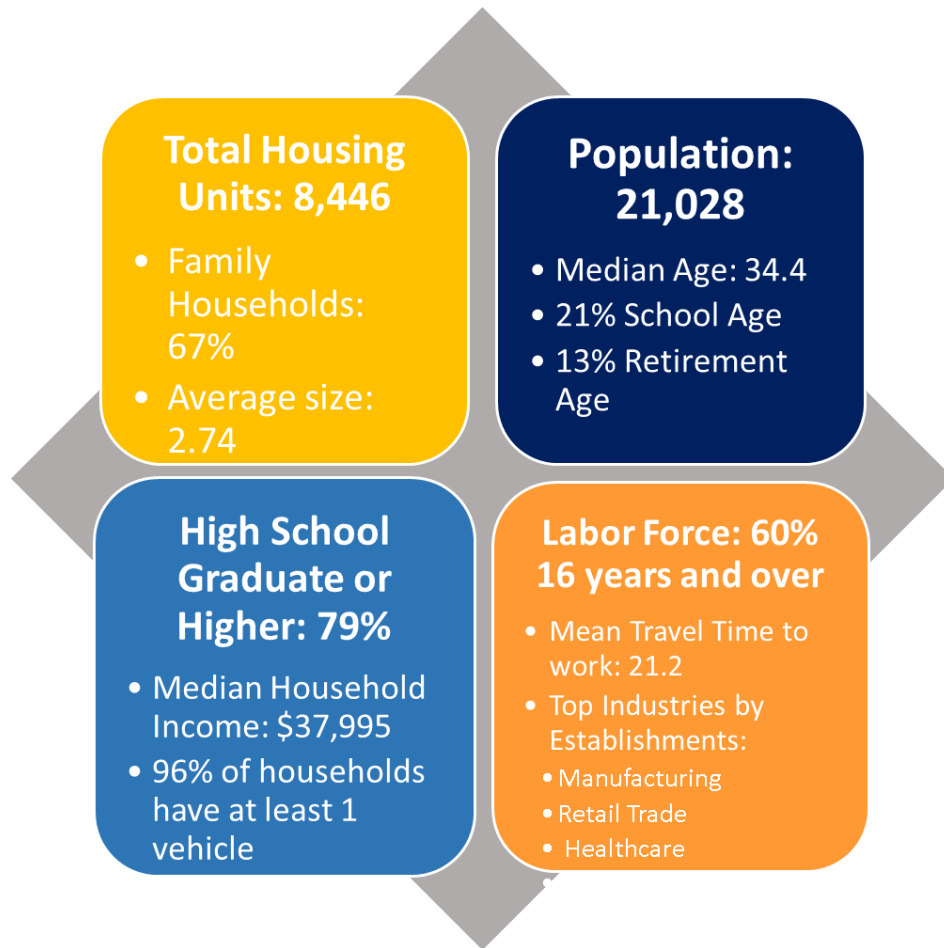
Shelbyville Depot

Map 1: Study Area



POPULATION AND ECONOMY

A more comprehensive compilation of the City's Population and Economy (P&E) was developed as the first step in the Spark Shelbyville comprehensive planning process. Please refer to the Spark Shelbyville P&E report for greater detail on the following information that is provided, in summary form, below.

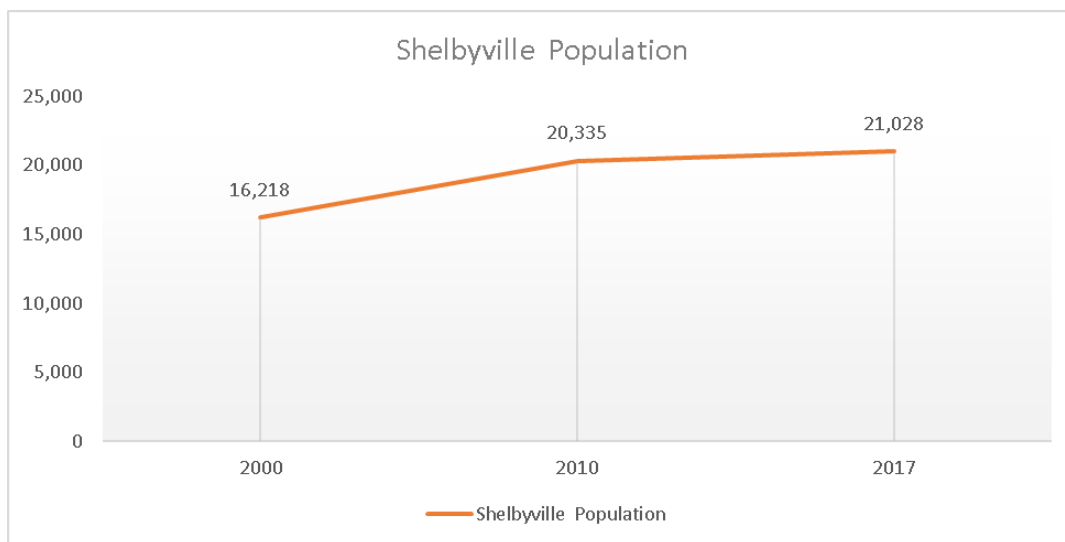


POPULATION

Understanding the age of the population helps create a more defined picture of the community as part of the comprehensive planning process. It allows policy makers to plan for appropriate amenities and services for their citizens. It also points to both short- and long- term economic growth. For instance, there are many economic development implications for a community with a large working age population and a large percentage of school age children. Such a community will need a diversity of jobs, schools, mobility options, consumer needs, parkland, and civic engagement. A community with a working population and school age children also is indicative

of a generally growing population. Likewise, a large number of retirement age citizens requires a different set of needs, including accessibility to healthcare, alternative mobility options, and other services.

The City of Shelbyville has enjoyed steady growth over the past decades, with an estimated 2017 population of 21,028 up from 20,335 in 2010 and 16,218 in 2000. The median age of Shelbyville residents is relatively young at 34.4 years. Approximately 13% of Shelbyville's population is of retirement age. As the overall US population continues to get older and live longer, there are things to consider for a surge in an aging population. This includes the desire to remain at home and the availability of housing that is equipped with appropriate design elements to aid older residents like one-level homes, minimal steps, and wide halls and doorways. More retirees also generally mean more households living on fixed income.



There are nearly 8,446 housing units in the City of Shelbyville, according to 2017 US Census Bureau ACS estimates, which compares to 7,275 in the 2010 Census. The average household size of owner-occupied units is 2.74 persons per household. An increase in housing units coupled with more than two persons per household is indicative of a community with young families in a fast-growing area. Family households make up 67% of household types in Shelbyville, which is also indicative of a community with young families. Of these family households, 34% have related children under 18 years of age. 25% of all households in Shelbyville have individuals 65 years and over. Shelbyville's total households rose from 7,275 in 2010 to an estimated 8,446 in 2017 which represents an increase of more than 1,100 units.

There is a strong correlation between educational attainment and median wages, so it is an important factor in gauging the population and economy of an area. In accordance with State Department of Education TN State Report Card for the 2016-2017 school year, 90.9% of students graduated high

school within four years. This is slightly higher than the state average of 89%, which was an all-time high for Tennessee. For the existing population, Shelbyville has a relatively lower percentage of those persons with attainment of at least a high school diploma. Approximately 79% of Shelbyville residents are high school graduates or higher. This is lower than the national average of 87%, which is also the average for the State of Tennessee. In the City of Shelbyville, statistics show that 11% of residents have obtained a bachelor's degree or higher, lower than the national average of 33%. Bedford County has higher rates with 81% of residents having graduated from high school or obtained a higher degree, with 16% having a bachelor's degree or higher. This compares to the state level of 26% having at least a bachelor's degree.

The 2017 median household income for Shelbyville is \$37,995, whereas the median household income for Bedford County is \$47,117. Both the City and the County have a lower median household income than both the State of Tennessee (\$48,708) and national average (\$55,322). Shelbyville has a high percent of persons living in poverty, 24%, compared with Bedford County at 17%, the state of Tennessee at 15%, and the national rate of 12%. The City has nearly 17% of the population with no health insurance coverage, per the Census, while Bedford County's overall uninsured rate is lower at nearly 13%. The State of Tennessee has slightly less than both the City and the County at 11%, while the US national rate is lower still, estimated at 9%. Other health indicators, measured at the county-level, show a fairly unhealthy population, which is reflective of national and regional trends. University of Wisconsin Population Health Institute shows that Bedford County ranks 38th out of Tennessee's 95 counties in Health Outcomes, which is a composite measurement of the Length of Life, Quality of Life, Physical Environment, Social & Economic Factors, Clinical Care, and Health Behaviors. Of particular note, Bedford County ranks 86th out of 95 in Physical Environment that promote a healthy lifestyle.

ECONOMY

The economy of Shelbyville functions in a broader, regional, and national context. The economy plays an essential role in a community's growth and development and is included in the comprehensive planning process to provide key information related to the community's economic and workforce baseline indicators. The economy of a community is created by numerous and interconnected factors: local land use patterns, demographic make-up, the local workforce, regional interactions, the national economy, and international circumstances. Understanding the current range of jobs, businesses, and the available labor force helps plan for the future distribution of financial resources.

With close proximity to Murfreesboro, Nashville, and other regional economic and workforce centers, Shelbyville is also part of the larger regional economic context, which impacts such things as commute times and types of industry in the area. Shelbyville is home to the Calsonic manufacturing plant, which is a regional employer. Its location with access to Interstate 24,

proximity to the Nashville International Airport, the Shelbyville Municipal Airport, as well as linkages to rail facilities makes Shelbyville an attractive economic hub.

Shelbyville's largest age cohort consist of those in the prime labor workforce (considered to be individuals 16 – 64 years old). This labor workforce age cohort is 73% of the City's residents. Commuting patterns show a mean travel time to work of 21.2 minutes, slightly down from 24.4 minutes in 2010. The top three industries, by employed population, which make up Shelbyville's economic base consist of *Manufacturing* (2,900 estimated employed), *Retail Trade* (1,313 estimated employed) and *Educational, Health, and Social Services* (1,232 estimated employed), according to the American Community Survey (ACS) 5-Year Estimates. According to the Census Bureau, the majority of the labor force had occupations in *Production, Transportation, and Material Moving* (3,060 estimated employed), *Sales and Office* (1,865 estimated employed), and *Management, Professional and Related* (1,763 estimated employed).

- Shelbyville's labor force makes up 60% of residents, down from 62% in 2010
- Commuting patterns show a mean travel time to work to of 21.2 minutes
- Top 3 Occupation by Employed Categories
 - *Production, Transportation, and Material Moving Occupations*
 - *Sales & Office*
 - *Management, Business, Science, & Arts*
- Top 3 Industry by Employed Categories
 - *Manufacturing*
 - *Retail Trade*
 - *Healthcare and Social Services*

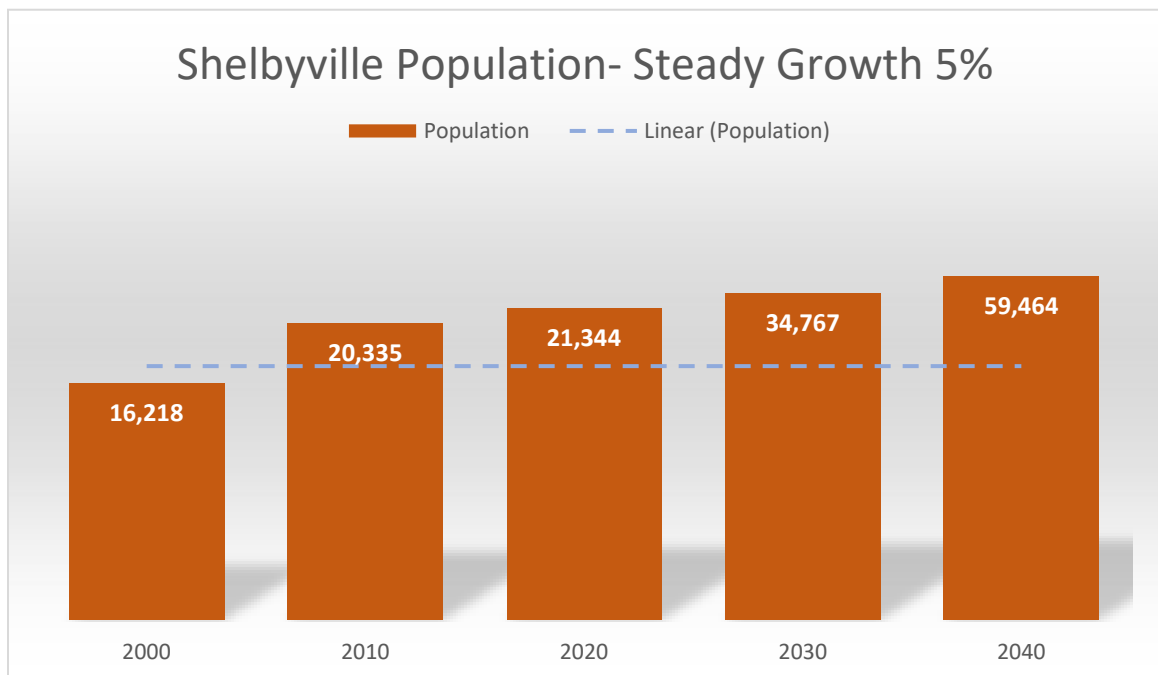
Economic Summary

FUTURE POPULATION PROJECTIONS

The City of Shelbyville is in one of the fastest growing regions in the country. Communities located in and around Nashville have experienced explosive growth rates since the end of the Great Recession. Finding a realistic growth projection number for Shelbyville is a balancing act of anticipating growth from Nashville/Murfreesboro to continue to impact Shelbyville, while also attempting to keep a grounded view of growth. This report fully acknowledges that population forecasting is not an exact nor a certain effort. These projections are based on the 2017 ACS population estimate of 21,028. In order to provide context, a two-fold forecasting method has been employed for this report. The population projections are presented in two ways- an assumption of Steady Growth at 5% and a Robust Growth at 8.5%.

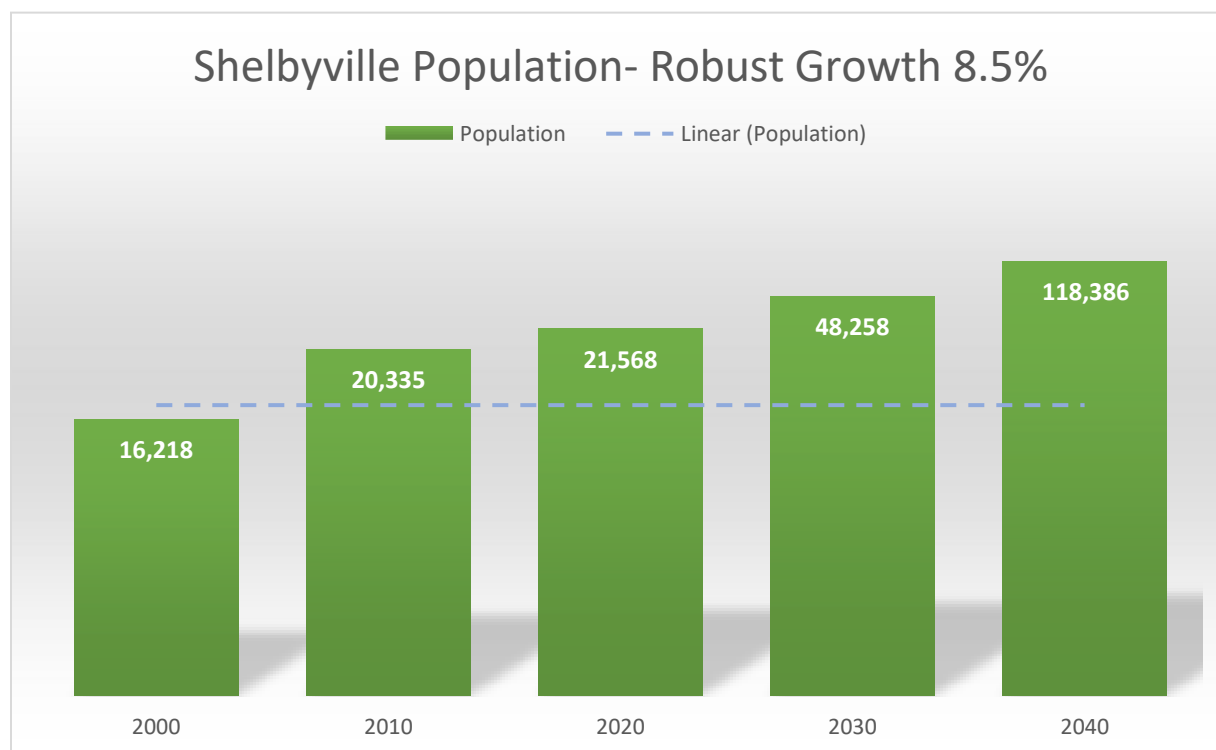
Steady Growth

Under the Steady Growth forecast, the population of Shelbyville is expected to continue to grow from 21,344 in 2020 to 59,464 in 2040 as shown in the figure below. This projection is quite a bit higher than the historic nearly 2% growth Shelbyville has experienced over the last few decades. If the historic numbers continue growth in 2040 would only be at 32,350.



Robust Growth

For comparison and context purposes, the more robust growth forecast is included to align with the growth for other communities in Middle Tennessee. Under the Robust Growth forecast, population would grow from 21,568 in 2020 to 118,386 in 2040.



P&E SUMMARY CONCLUSION

For the complete report of the Population and Economy review of Shelbyville, done as the first element of the comprehensive planning process, please refer to the Spark Shelbyville Population & Economy Report. In summary, the report shows Shelbyville to be a young community with a diversity of families. Similarly, the economic data presents a picture of a robust mix of industries and occupations, many of which have regional impacts within the Middle Tennessee economy. The growth trends for the region and for the rest of Middle Tennessee will not stop at the Shelbyville corporate limits. The projections show growth projected overall for surrounding municipalities, counties, and Middle Tennessee at large. This growth will impact the character of Shelbyville. The City should begin to plan for the accommodation of growth over the course of the next 20 years in order to accommodate and shape this growth on the City's terms.

Note: The 2020 Official Census counts were released in 2021, The number showed that Shelbyville had a population of 23, 557. The population numbers do not affect the policies in the Comprehensive Plan as the future land uses envisioned in the study were built to accommodate the robust growth scenario"

ENVIRONMENTAL CONSTRAINTS

The natural environment, for the purposes of this Plan, is defined as the existing environment prior to urban development or related disturbance. This is different from the built environment, which is defined as the elements of an area that are made by people to create spaces, as part of society, in which people live and work. The natural environment has an elemental impact on the pattern of land use and development within a community. All urban development occur in direct relation to the natural environment and that environment imposes constraints and limitations on all development within the built environment. A built environment that ignores the natural environment will prove to be costly to property/homeowners, to business owners, and to the community as a whole.



This Plan acknowledges that not all land is suitable for development. Therefore, as development or redevelopment occurs, environmental constraints, must be considered in the City's existing and future land use and development policies. If those areas deemed as environmentally constrained are developed, there could be negative impacts on the broader community. The limits and types of land use should be responsive to environmental constraints in order to protect the general welfare of a community. Through increased

knowledge of these environmental constraints and the appropriate use of land, the mistakes of the past can be avoided for future development. The purpose of this section is to review and evaluate the environmental constraints influencing the land use patterns in the Study Area.

This section is organized by separating each individual environmental constraint that may impact growth and development within the Study Area. However, each environmental constraint does not influence development independently. As such, a comprehensive understanding of all environmental constraints within the Study Area is essential to allow and encourage growth,

development, and redevelopment that is minimally harmful to the environment, both built and natural. Therefore, the Environmental Constraints Map presents a composite map of the environmental features and natural conditions reviewed for this report within the Spark Shelbyville Study Area. The remainder of this section examines, in an in-depth manner, each natural and environmental factor reviewed within the Study Area.

The review of the environmental features of the Study Area shows limited areas of constraints related to floodplains and steep slopes. The topography is similar to other parts of the Central Basin, which is a Tennessee geographic region. The Central Basin, also known as the Nashville Basin, is a pear-shaped area covering nearly 6,000 square miles, located around the geographic center of Tennessee. Apart from the valley associated with the Cumberland River, the Central Basin is entirely surrounded by the Highland Rim. Wilson, Rutherford, and Marshall Counties are situated entirely within the Basin; whereas parts of 23 other counties, including Bedford County area included in part.

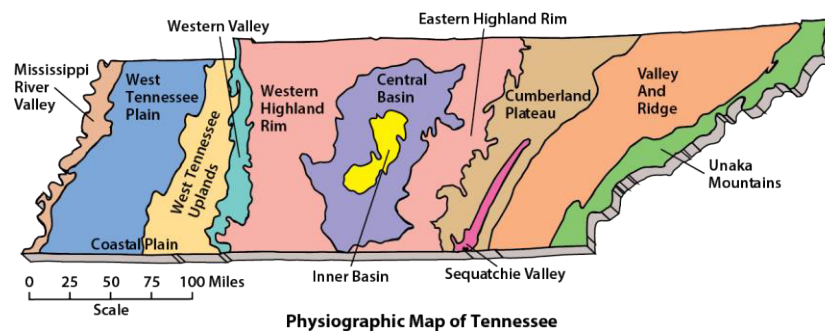


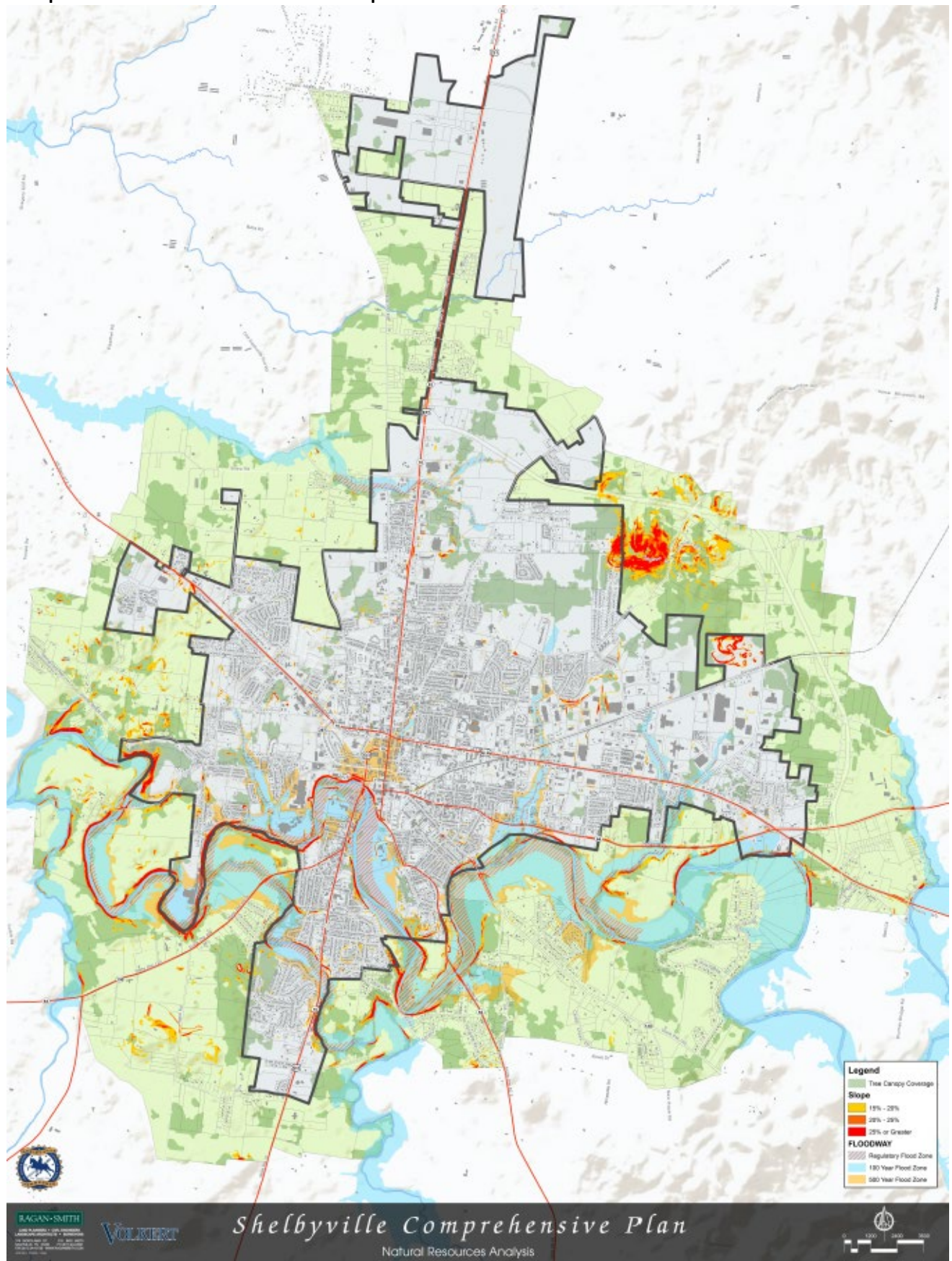
Image courtesy of the University of Tennessee.

The entire City of Shelbyville and the Spark Shelbyville Study area are included within the Central Basin. The geologic elements of the Central Basin date from the Ordovician era and includes limestone as bedrock, with some karst features noted in United States Geological Survey (USGS) Maps for the Study Area. Since areas within the City and its Urban Growth Boundary (UGB) are noted for karst topography, sinkholes should be considered as a possible environmental constraint as part of site and subdivision reviews for new developments. The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Surveys for Bedford County finds that the primary soil series in the Spark Shelbyville Study Area are Talbott silt loam and Bradyville silt loam, both of which are noted as deep, moderately well drain soils formed in weathered limestone.

Floodplains associated with the Duck River and its tributaries will be the most impactful environmental constraint to land development in the Study Area. In addition to floodplain linked directly to the Duck River, Thompson Creek, Bomar Creek, Holland Branch, Big Springs Branch,

Pettus Branch, Flat Creek, Rabbit Branch, and Little Hurricane Creek have mapped floodplain areas. Outside of National Flood Insurance Program (NFIP) mapped floodplain and flood hazard areas, the only other areas noted as constrained for new development are portions of the Study Area in the northeastern city limits and UGB that contain steep slopes associated with Horse Mountain and Pannell Ridge along the new 437 By-Pass for US-41A. Therefore, new annexations should take note of the topography and slopes within the new areas included as part of any annexation request.

Map 2: Natural resources map



TOPOGRAPHY

Topography is a fundamental characteristic of the natural environment. A community's topographic layout literally shapes how that community will grow and where it will not. For the purposes of this Plan, the most important aspect of a topographic review of the Shelbyville Study Area relates to an examination of those areas with moderate and steep slopes, as this will impact future land uses.

A four-category slope classification system was utilized in the analysis of topography in the Shelbyville Study Area. These categories have been chosen because they help determine the most appropriate use of the land based on the steepness of the slope. Slope is the degree of rise or fall, or an expression of steepness, over land surfaces. For example, a slope of 20-percent indicates the land elevation will rise 20 feet for each 100 feet of horizontal distance traversed. The following is a slope-development chart that was used by the planning team in a review of the Study Area:

PERCENT OF SLOPE	NATURE OF TERRAIN	DEVELOPMENT SUITABILITY
0-5	Virtually Flat	High Suitability
6-15	Gentle Slopes	Moderate Suitability
16-20	Moderate Slopes	Low Suitability
20+	Rough And Steep	Not Suitable

Those areas with moderate to steep slopes, including hills and ridgetops, are considered areas in need of preservation within Shelbyville to retain important viewsheds.

FLOODPLAINS AND LAND USE

Just as topography is a fundamental characteristic of a landscape and community, so are waterways, floodplains, and drainageways. The natural environment is always impacted by how water interacts with the surrounding area. An understanding of the impact of land use on the local streams, creeks, and drainageways is necessary for making appropriate and comprehensive land use decisions. Therefore, the following provides a brief outline of the environmental constraints and natural resources related to waterways within the Study Area.

The existing pattern of land use within an area has a direct impact on the hydrology of an area. The more impervious surface an area has, the more severe the stormwater run-off problems become. In an area with drainage problems, all community decision-makers should be sensitive, aware, and proactive about new land use decisions. Each new development should be thoroughly examined for its impact on the community's overall environment.

Management of the natural drainageways, creeks, and streams within Shelbyville is an essential component of the City's ability to ensure quality of life for the residents and protection of private property. As previously noted, NFIP mapped floodplain areas are available for areas along the Duck River, Thompson Creek, Bomar Creek, Holland Branch, Big Springs Branch, Pettus Branch, Flat Creek, Rabbit Branch, and Little Hurricane Creek.



Shelbyville has a long history of flooding associated with the Duck River. Regional and local efforts at floodplain and stormwater management, most notably the Normandy Dam and the Big Springs Flume, have lessened the more destructive flooding events experienced by the community dating right to the founding of the community. As recently as early 2019, the Duck River exceeded flood stage, causing the flood gates at the Holland Street/Canon Boulevard levee to be raised. This flooding highlighted the need to keep initiative-taking floodplain and stormwater management as a central focus of all future planning efforts. To ensure quality growth, new developments should be designed with as little disruption of the natural drainageways as possible. By allowing the natural drainageways and floodplains within the City to remain intact, the impact of all new developments will be lowered, resulting in less flooding hazards for residents and less damage for property owners. All new development and redevelopment in the City should be reviewed with a stricter scrutiny and understanding of the linkage of increasing impervious surfaces, disruption of natural drainageways, and flooding problems in the area.

As long as a floodplain remains in a natural state, with native vegetation, open fields, or marshes, flooding is, generally, not problematic to life or property. However, when human activities and structures occupy and disrupt a floodplain, hazards inevitably develop. It is, therefore, only prudent that, in order to reduce the risk of flood hazards, development of floodplains should be limited and done only in conjunction with proper engineering reviews and practices. Floodplain hazard mitigation can also be accomplished in Shelbyville through a combination of the enforcement of floodplain management and progressive land use controls. Shelbyville Planning Commission should consider a complete review of the floodplain policies in response to the flooding events within the Middle Tennessee region.



LAND USE

Land use involves the totality of the utilization, management, and categorization of the natural and built environments. It refers to the different activities that occur in a particular area and the behavior patterns that result. Transportation patterns, infrastructure, protective services, community facilities, and urban design are all interconnected to the use of land.

Planners employ broad categories of land use, which typically encompasses more specific and detailed uses. The Spark Shelbyville Comprehensive Plan utilized the Land Use Categorization shown on the table to the left, in order to rationalize the existing development pattern within the City of Shelbyville in an efficient way. This categorization system is an initial consideration for the future land use planning efforts for the Study Area. Understanding the existing land use and development pattern is an essential step in creating a set of future land use recommendations that: prevents land-use conflicts; promotes manageable capital improvements; supports economic development; and fosters a true sense of community. The Plan provides a tool for the government officials to manage the development of land within their jurisdiction that is desirable for area residents, businesses, visitors, property owners, and all other stakeholders.

Land Use Categories
Agricultural, Vacant, Farm
Residential
Commercial
Industrial
Public/Semi-Public
Religious
Education, Science, Charitable

Existing Land Use

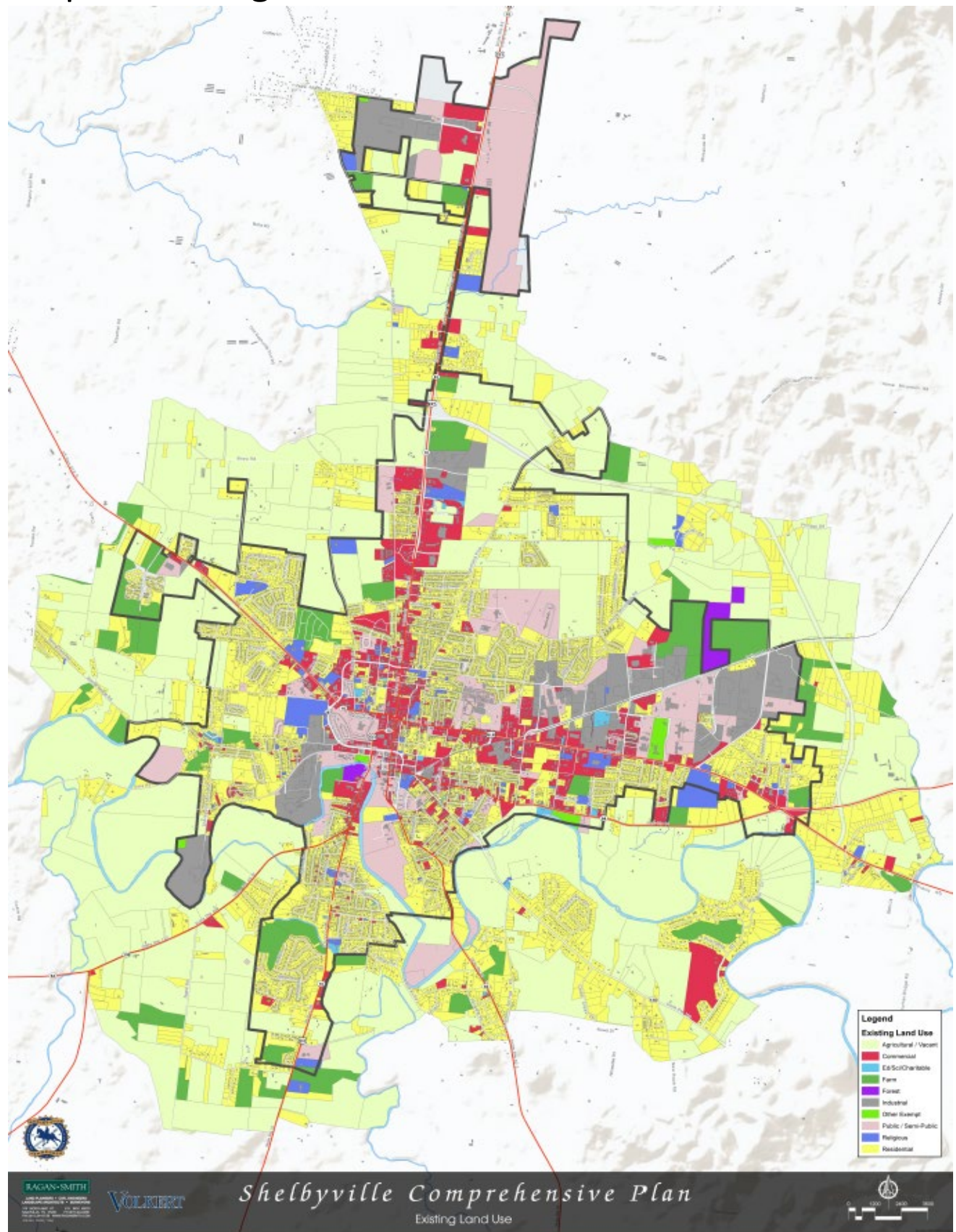
This Plan begins with an inventory of all land and their existing use within the Study Area. Examination of existing land uses highlights potential problems associated with those land uses, as well as areas of conflicting or incompatible uses. Examining the City's current land use pattern also sheds light on the constraints of physical environment, if there are any. Furthermore, examining the City's current land use pattern is instrumental in highlighting the inadequacies of community infrastructure, if applicable, on the evolving land use of the Study Area.

The majority of the incorporated area within the City of Shelbyville is residential land use. Commercial and industrial uses comprise the remaining areas of the city, being located mostly along major thoroughfares. Much of the outlying UGB is low density residential, agricultural, vacant land, and natural areas. The existing land use and development pattern are influenced by the transportation connections, intersections, and corridors within Shelbyville. The majority of the nonresidential uses within the city are located along US-41-A, US-231, SR-130, SR-64, SR-82, and Railroad Avenue. Madison Street (US-41A), North Main Street/Cannon Boulevard (US-231), and the Historic Square are the focus of Shelbyville's commercial activity, while the industrial activity is concentrated along Railroad Avenue, Stanley Boulevard on the east side of the City, along West Jackson Street towards Shelbyville Mills on the west side of the City, and some areas in the new industrial park near the northern city limit along US-231.

A notable trend is the continued expansion of North Main Street/US 231 as the primary commercial and employment corridor within the City. The explosive growth of Murfreesboro, Rutherford County, and the larger Nashville metropolitan region can be felt along this corridor. The expansion of commercial uses from Shelbyville north towards Deason and Murfreesboro has resulted in the movement and relocation of many commercial establishments from Madison Street/US 41-A to North Main/ US 231. The new hospital and industrial park, coupled with the general growth trend north towards Murfreesboro, position US 231 to be the main commercial and employment growth generator for the community, with residential uses, further away from the highway, sure to be in the mix for future development of the area. This leaves other corridors, especially Elm Street (Union Street)/US 41-A, Lane Parkway/US 64, Madison Street/US 41-A, Cannon Boulevard/US 231, and the Historic Square as areas for the City to focus strategic policies to ensure development and redevelopment opportunities are available to property and business owners.



Map 3: Existing Land Use



EXISTING ZONING

Zoning is the process of dividing land in a municipality into zones or districts in which certain land uses are permitted or prohibited. Zoning regulations are a land use regulatory tool for local governments meant to protect the general welfare of a community by establishing minimum development standards. As per Article V of the City of Shelbyville Zoning Ordinance, there are three (3) general zoning districts within its City limits and three (3) overlay districts.

As the Zoning Map below shows, most of the zoning districts within the City are residential. These range from Low Density Residential Districts (R-1 & R-2) to a Multi-Family Residential District (R-4). Commercial Districts, established by the Zoning Ordinance, include a range of commercial uses divided in three



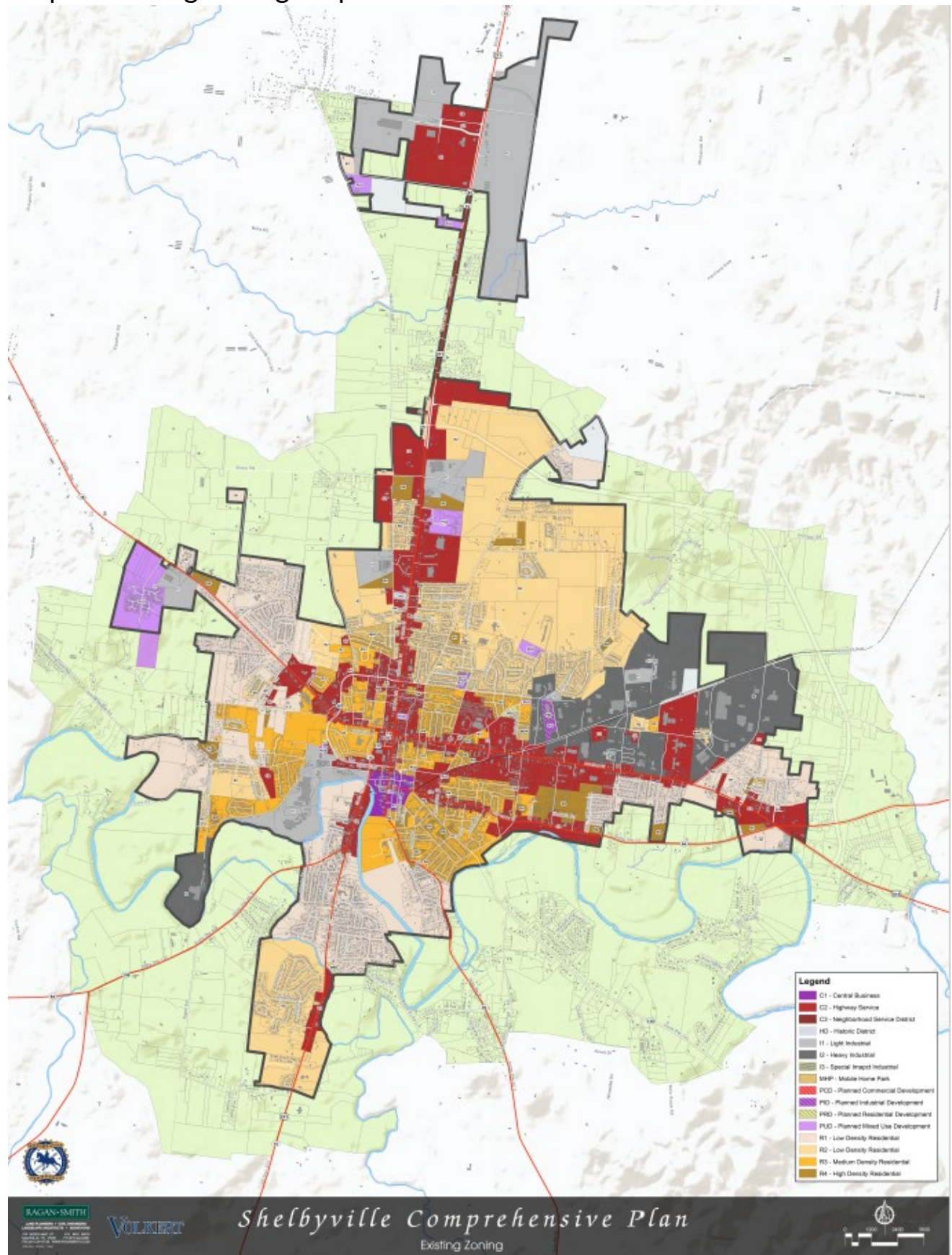
districts based on the intensity of the uses and are located throughout the City. These Commercial Districts are: Central Business District (C-1), General Business District (C-2), and Neighborhood Business District (C-3). These commercial districts are concentrated along the major corridors and main thoroughfares throughout the City. Commercial districts are meant to be located in appropriate proximity to established residential areas and offer local retail and service trades to residents. The City's Zoning Ordinance incorporates both residential and commercial Planned Unit Development (PUD) districts, as well.

There are three industrial districts: Light Industrial (I-1), General Industrial (I-2), and Heavy Industrial (I-3). These industrial zones are suitably focused along Railroad Avenue, with additional pockets of I-1 along Stanley Boulevard, along West Jackson Street, along Frank Martin Road and on the east side of US 231 Highway close to the By-pass (US 437 Highway). In general, industrial districts are meant to provide sufficient space in appropriate locations

to meet the needs of the City's expected economic expansion for all types of distribution activities, manufacturing, and related activities. With the nature of industrial uses, it is of particular importance to provide for the separation of these uses to protect adjacent residential and commercial areas from offensive noise, vibration, odor, heat, humidity, glare, and other issues.

The zoning pattern within the City of Shelbyville follows a typical grouping, with nonresidential (commercial, office, and industrial) zones clustered at transportation intersections and along the main corridors, with residential zones occupying the majority of the City's land area. An appropriate mix of base zoning districts is important for the successful development and continued growth of the City of Shelbyville. This offers residents, business owners, property owners, and developers the ability to live, work and play within the Study Area, creating a sense of community and ownership, as well as establishing a clear and predictable land use regulatory framework for all property owners. Zoning is a tool to encourage sustainable land use and not meant to simply restrict and limit potential new uses if they are consistent with the vision set forth in the Future Land Use Map. It also allows the preservation of important natural and historically significant areas and helps create meaningful, smart, and cohesive development throughout the community, when deployed strategically for broad-based, inclusive community development. Zoning regulations are designed to be consistently and equitably enforced but are meant to be adaptable to respond to the change in community circumstances and goals. A primary goal of this planning process, including the Comprehensive Plan and the Future Land Use Map, is to inform the future zoning and land use regulatory strategy for the entire community.

Map 4: Existing Zoning Map



Existing Conditions Conclusion

As noted, this section of the Spark Shelbyville Comprehensive Plan establishes the baseline information that provides the foundation of the overall planning process. To understand the current and future needs of a community, a thorough understanding of the present context is essential. The built environment, community demographics, the natural environment, and the economic conditions are presented as the first section of this Comprehensive Plan to provide a foundation upon which to develop the Plan's future conditions.



Spark Shelbyville: Future Conditions

This section provides the Future Land Use Map and Future Land Use Policies for development and redevelopment throughout the City of Shelbyville. To achieve the vision of this Plan, this section establishes the overall policies for the City's residents, decision-makers, property owners, business owners, City Staff, and all stakeholders to use in future land use decisions. These policies are meant as a policy guide for all rezonings, changes in use, and capital improvements for the City of Shelbyville. The Future Land Use Section of this Plan is built around a planning concept called Character Areas. Each Character Area utilized by this Plan is based on the existing development pattern and seeks to create a desired vision that will align with the community's desired growth potential.

Character Areas

Character Area-based planning focuses on creating a built environment that is cohesive in geographic areas throughout a community. Character Area planning places an emphasis on sustaining or reinventing the way an area looks and how it functions, based on the context of that given area. This Plan contains policies and tailored strategies that apply to each area, with the goal of enhancing the existing character or promoting a desired character for the future. Character Areas can be defined as areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas, or require special attention because of unique development issues.

The Character Areas in this Plan are reflective of the existing development pattern within the City and are also forward-looking by anticipating change due to either redevelopment or new development possibilities. Thirteen (13) Character Areas are identified in this Plan with a range of appropriate intensities/uses to help enhance the existing character or promote a desired character for the future. The thirteen (13) Character Areas can be broken down into three (3) groups according to the predominant land use categories: Residential areas, Mixed-Use areas, and Industrial/Office areas.

Residential	Mixed Use Areas & Corridors	Industrial/Office
<ul style="list-style-type: none"> • Low Density Residential • Mixed Density Residential 	<ul style="list-style-type: none"> • Square District • Core District • Madison Street Corridor • By-Pass • Belmont Corridor • 231 South/Cannon Boulevard Corridor • Depot Street Corridor • Union Street Corridor • North Main Corridor • North Gateway 	<ul style="list-style-type: none"> • Innovation

Future Land Use Map and Character Area Policies

Each Character Area is organized into a Policy Chart that is meant to provide the review and guidance for land use policy decisions throughout the City and, if annexation occurs, within the Urban Growth Boundary (UGB). The Future Land Use Map provides a generalized view of how land is intended to be used. It does not necessarily show land uses as they exist today, nor does it show current zoning information. The table and the policies listed under each Character Area below correspond to the various Character Areas identified in the Future Land Use Map. Where Planned Unit Developments (Mixed, Commercial or Residential) are permitted in any Character Area, the maximum density allowed in the Planned Unit Developments will only be allowed to be less than or similar to the maximum density in the highest allowable standard zone in this Character Area, unless otherwise stated under the policies of the Character Area. For example, if the highest allowable standard zone in one of the Character Areas is the Low Density Residential (R-2) District, then the maximum Density permitted if a PUD is proposed in this area cannot exceed the maximum density in the R-2 District, i.e., 4.35 Units/Acre.

Development Limitations

1. Existing and proposed roads located within the 100-year Floodplain as designated by the Federal Emergency Management Agency (FEMA) should not promote future growth unless they are raised above the 100-year flood.
2. The area located between the Harts Chapel Road and 2417 HWY 231 North and classified as "North Gateway Character Area" has no sewer service.

3. The area classified as “Bypass Character Area” located between HWY 231 to the east and HWY 41A to the southwest has no water or sewer services available.
4. The area classified as “Bypass Character Area” located between Fairfield Pike to the northwest and HWY 41A to the southeast has no water or sewer services available.
5. All the character areas located along HWY 41A South, south of the intersection of HWY 41A South and HWY 64 East, have no water or sewer services available.
6. The area classified as “Bypass Character Area” located between Fairfield Pike to the southeast and HWY 231 to the northwest has a limited water and sewer capacity.
7. The character area/areas along Union Street (HWY 41A N) north of Grand Station Boulevard has/have no sewer servicing.
8. The majority of the area classified as “Depot Street Corridor Character Area” and located east of Bethany Lane cannot be served by sewer.

SPARK SHELBYVILLE-

Low Density Residential Policy

Character Area Policy	
Low Density Residential	Character: The Low Density Residential Character Area consists of primarily residential development at a low density that does not exceed 4.35 dwelling units per acre for the total area of a subdivision, with a typical minimum lot size ranging 10,000 to 15,000 square feet that ensures a feeling of open space. Subdivisions in this character area allow a gross density of up to 4.35 dwelling units per acre.
	Civic, religious, or other uses that may be nonresidential are permitted in this Character Area, but they are expected to respect the residential character of this area by providing architectural interest. New development should create neighborhoods with a sense of identity and place, while respecting both the natural environment and blending with existing, surrounding neighborhoods.
	Appropriate Zoning Categories and Uses R-1 Low Density Residential and R-2 Low Density Residential
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and Shelbyville, Power, Water & Sewerage System (SPWSS) as a primary consideration for approval.
	Design and Context Principles: New dwellings and structures should complement and aid in establishing the residential character of the area and provide housing choices for the community. New developments or redevelopments should include a mix of architectural styles, while also blending with existing, adjacent development patterns and lot sizes. Open space preservation is encouraged through the use of Residential PUDs or clustering/alternative lot layout and design through conventional zoning. Any nonresidential structures that are permitted in a residential area should be designed to fit the residential character of this area and should be located along arterial or collector roadways. Parking areas should be screened/buffered from any adjoining residential uses.

The intent of this Character Area is to enhance and preserve existing low density single family residential neighborhoods and create new, similar residential neighborhoods.

General Description:

The Low-Density Residential Character Area is characterized by exclusive residential development and neighborhoods, with limited, intermixed, and compatible governmental and/or civic uses, as permitted. The general development pattern is defined by a single, residential use on individual lots. Street networks are typically defined by a grid of streets or curvilinear streets, depending on topography and site conditions, and include moderate distances between intersections. Buildings have deep to moderate setbacks, depending on the underlying standard zoning district (R-1 or R-2), and use the building structure or landscaping to frame the street.

Open and Green Space Description:

Green space is largely incorporated on individual lots, but neighborhood and community parks should be located within and near neighborhoods to enhance the quality of life of residents.

Future Development Description:

Future development should emphasize interconnectivity, design diversity for future housing, and a mixture of lot sizes, within the acceptable zoning districts. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multiuse paths in order to link current and future neighborhoods and major destinations such as community centers, health facilities, personal services, commercial clusters, parks, schools, or other such uses.

Primary Future Uses

MOST APPROPRIATE: Low Density single family detached residential uses are the most appropriate use in this Character Area.

APPROPRIATE, WITH RESTRICTIONS: Governmental, Religious, and/or Civic Uses such as places of worship, schools, low impact governmental services, community centers, parks, or other passive recreational uses (including greenways and trails) are typically only appropriate if they are compatible with surrounding residential development and are located on a Collector or Arterial Street.

Mixed Density Residential Policy

Character Area Policy	
Mixed Density Residential	<p>Character:</p> <p>The Mixed Density Residential Character Area is intended to serve as a Low and Medium-Density Residential Character Area. It consists of residential development that includes quality neighborhoods and housing options for the community at a low or medium density per acre, with a wider range of typical lot sizes, ranging from 7,500 to 15,000 square feet.</p> <p>Subdivisions in this Character Area allow a gross density of up to 5.8 single-family dwelling units per acre.</p> <p>The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.</p> <p>Civic, religious, or other uses that may be nonresidential are permitted in this Character Area, but they are expected to respect the residential character of this area by providing architectural interest.</p> <p>New development should be designed to create neighborhoods with a sense of identity and place, avoiding monotonous design, and include pedestrian facilities and community amenities to provide open space throughout the community.</p> <p>Appropriate Zoning Categories and Uses</p> <p>R-1 & R-2 Low Density Residential Districts, R-3 Medium-Density Residential District, Residential Planned Unit Development (PUD). Rezoning applications to the new zoning district, the R-3A zoning district, which permits medium to high density residential development could be considered in this character area if the following criteria are met:</p> <ul style="list-style-type: none"> • The property is located on an arterial or collector street or at the intersection of an arterial street and a collector street. • The property is a corner lot, and one of the two streets is at least a collector street. • The property has existing utility services. • The property is adjacent to commercial uses or existing higher intensity zones. <p>Infrastructure:</p> <p>New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission, City Council and SPWSS as a primary element of approval.</p> <p>Design and Context Principles:</p> <p>New dwellings and structures should aid in establishing the residential character of the area and provide housing choices for the community. Subdivisions of 20 lots or more should include variations in housing styles to avoid a monotonous development pattern. Open space preservation is encouraged through the use of clustering/alternative lot layout, the PUD process, and design through conventional zoning.</p> <p>Any nonresidential structures that are permitted should be designed to fit the residential character of this area. Parking areas should be screened/buffered from any adjoining residential uses.</p>

The intent of this Character Area is to allow for a variety of housing choices within the City of Shelbyville providing different price points for affordability while establishing regulations for open space and design to protect the overall character of existing neighborhoods.

General Description:

The Mixed Density Residential Character Area is characterized by low and medium density single family detached residential development, duplex development, triplex or quadplex buildings in neighborhoods that have limited intermixed governmental and/or civic uses. The governmental and/or civic uses shall be compatible with the general character of the area. The general development pattern is defined by a single use activity on individual lots. Street networks are typically defined by a grid of streets or curvilinear streets, depending on topography and site conditions, and include moderate distances between intersections. Buildings have moderate setbacks and use the building structure or landscaping to frame the street.

Future Development Description:

Future development should emphasize interconnectivity, design diversity of new housing, and a mixture of lot sizes, within the acceptable zoning districts. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multiuse paths in order to link current and future neighborhoods and major destinations such as the libraries, community shopping centers, health facilities, personal services, parks, schools, or other such uses.

Primary Future Uses

MOST APPROPRIATE: Low Density (R-1 & R-2) or Medium Density (R-3 & PUD) single family detached residential uses or duplex developments are the most appropriate use in this Character Area. Triplex or quadplex buildings are appropriate uses in the areas that meet the criteria for rezoning to the R-3A zoning district.

APPROPRIATE, WITH RESTRICTIONS: Governmental, Religious, and/or Civic Uses such as places of worship, schools, low impact governmental services, community centers, parks, or other passive recreational uses (including greenways and trails) are appropriate only if they are compatible with surrounding residential development and are located on a Collector or Arterial Street.

Square District Policy

Character Area Policy	
Square District	Character: The Square Character Area is the city center and center of the community for Shelbyville and Bedford County. The development pattern is established, but there are several un- developed tracts within the Character Area. Changes to the area are likely and encouraged as development and redevelopment occurs. Since this is the City’s core and center, new development and redevelopment should focus on a mix of uses and services that are more urban in lot sizes and setbacks. Retail, restaurant, hospitality, office, and attached residential and multifamily residential uses are particularly appropriate for this area.
	High Density Residential Development in the form of multi-family buildings with no density cap is encouraged in this area.
	Appropriate Zoning Categories and Uses C-1 Central Business, Mixed Use (PUD)Planned Unit Development
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area represents the city center of Shelbyville and an importation focal point for all of Bedford County. Therefore, the design and context should be more reflective of the most urban development in the City. This includes short or no setbacks, small lot sizes, and complementary mixed uses. New developments should include a mix of architectural styles. Buildings should include quality materials with architectural details and features. Parking should be located to the side or behind buildings and mitigated by landscaping.

The intent of this Character Area is to enhance, promote, and activate the historic downtown Square as the center of the community. As part of the Comprehensive Planning Process, the City of Shelbyville developed a Market Analysis and Strategy Plan for the Duck River landing in Downtown Shelbyville.

General Description:

The Square Character Area is characterized by a wide range and compatible mixture of commercial, civic, retail, hospitality, office, and residential uses. These neighborhoods are intermixed with compatible governmental, religious, and/or civic uses. The general development pattern is reflective of a true urban mixed use town center.

Streetscape Description:

The streetscape of the Square is a unique asset of the City and County. In fact, the design of the Square, known as the “Shelbyville Plan”, is a template for numerous communities. This is the most urban and walkable environment within the City and the streetscape should be reflective of a pedestrian friendly environment with landscaping, plantings, street furniture, and other amenities that will encourage investment around the Square.

Parks, Open Space, & Greenway Connectivity:

The City should work proactively to increase greenway and trail connectivity throughout the community, particularly in the Square District Character Area, to promote safe and secure multimodal connections to the center of the community. There is a unique opportunity to utilize a trailhead for a Duck River Blueway System that would link the downtown area with the natural resources such as the Duck River.

Additionally, enhancements to the River Bottom Park should be prioritized to add to the open space and amenities for the overall community.

Future Development Description:

Future development and redevelopment should emphasize architecturally interesting and historically appropriate buildings. As noted, this should be designed to be the most urban area of the City and should include a compatible mixture of uses to achieve this level of development.

The built environment should be designed to reflect a true sense of place, and not just be a generic development, to cultivate an active and lively urban environment. Master Planned developments are encouraged in this Character Area to ensure a more intensive level of detail is provided during the development process. The City should adopt historic design standards requirements in order to help foster a built environment that reflects the historic importance of the Square, while also encouraging investment and new context-responsive development. Street trees, landscaping, greenway and park enhancements, and community supported historic design standards will aid in the development of this Character Area.

Primary Future Uses

MOST APPROPRIATE:

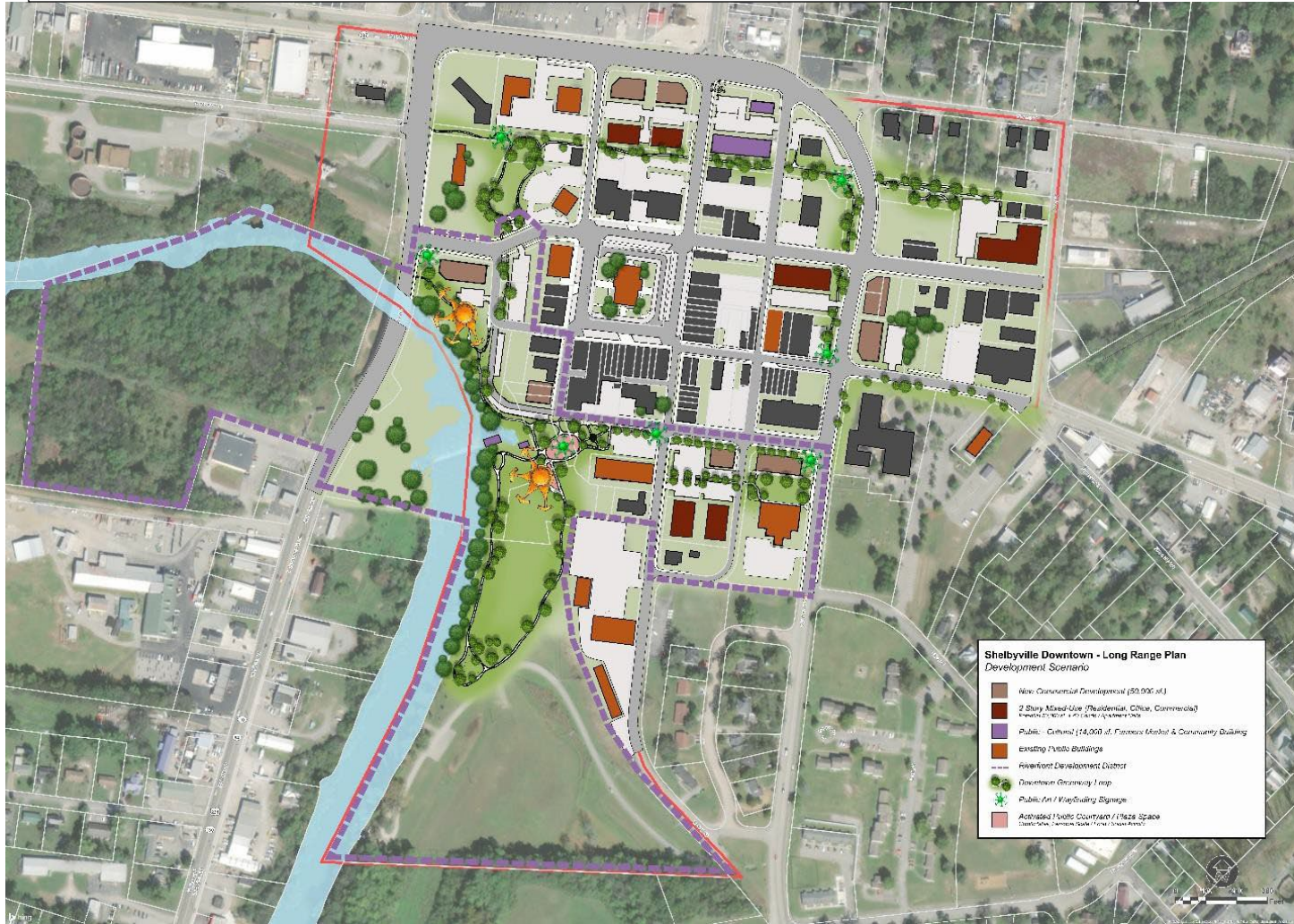
The Square Character Area is open to a wide range of primary future uses. Commercial, Retail, Restaurant, Office, Multifamily Residential, and Hospitality uses are the most appropriate uses within and around the Square.

SITE DESIGN:

All uses along, within, and around the Square Character Area should be developed or redeveloped in conjunction with multimodal transportation elements, including sidewalks, greenways, and landscaping/streetscape elements.

To help establish a vision for the overall development of this Character Area, a vision plan was created to help show, conceptually, how development should occur, over time. This vision is by no means binding, and it imagines the area from a master planning, high-level mind set.

VISION PLAN FOR THE SQUARE



The urban design plan is merely provided for property owners and community stakeholder to imagine, “What if...”

Architectural and site design elements are essential aspects in the creation of quality development within and around the Square for the City of Shelbyville. A principal objective for this Character Area is to create a built environment that allows for places for the community to gather, to shop, to dine, and to call home. If successful, it will reinforce a sense of community identity and spirit, grow the tax base, and integrate spaces for community events.

Core District Policy

Character Area Policy	
Core	<p>Character:</p> <p>The Core Character Area functions as a transitional area between existing uses and new development patterns. The intent of this Character Area is to enhance & continue the evolving development pattern of the Square Character Area while at the same time complimenting the existing residential development. The development pattern in this Character Area is evolving and compatible changes are encouraged as development and redevelopment occurs.</p> <p>Since properties within this Character Area are located along major corridors and are adjacent to a variety of other existing land uses, these properties are appropriate for a wide range of uses and building types. New development should focus on a mix of uses and services. Retail, restaurant, and attached residential uses are particularly appropriate for this Character Area.</p> <p>Medium and High-Density Residential Development in the form of multi-family buildings are encouraged in this Character Area. The maximum residential density in this Character Area under a PUD (Planned Unit Development) is 25 Unit/Acre. The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.</p> <p>Appropriate Zoning Categories and Uses</p> <p>R-3 Medium Density Residential, R-3A (Medium-High Residential), R-4 High Density Residential, C-2 General Commercial, C-3 Neighborhood Commercial, Mixed Use or Residential PUD (Planned Unit Development)</p> <p>Infrastructure:</p> <p>New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.</p> <p>Design and Context Principles:</p> <p>This Character Area includes redevelopment opportunities in areas between existing land uses, diverse development patterns, and zoning districts. Therefore, the design and context should be flexible in providing appropriate infill development that works to improve the built environment. This includes developments with a variety of setbacks, lot sizes, and complementary mixed uses. New developments should include a mix of architectural styles. Buildings should include quality materials with architectural details and features. Parking spaces/areas should be subordinate to the building and mitigated by landscaping. Pedestrian connections should be encouraged to create a safe and welcoming walking or biking environment.</p>

The intent of this Character Area is to enhance and promote areas appropriate for a neighborhood-scale mixture of compatible and complementary residential and nonresidential uses. The commercial component in this Character Area is not intended for large-scale highway commercial type uses. The commercial uses in this Character Area are intended to be smaller pockets of personal service or convenience commercial type uses in close proximity to the Square and to the residential uses. The commercial uses in this Character Area will help improve the quality of life for residents in Shelbyville by creating vibrant neighborhoods with compatible mixture of residential uses and accessible small scale commercial and/or personal service uses.

General Description:

The Core Character Area is characterized by a mix of residential, small-scale commercial, and low-impact personal uses. These uses are intermixed with compatible governmental, religious, and/or civic uses. The general development pattern is largely urban and can generally be defined by single- and multi-use activity on small to medium lot sizes, depending on the surrounding development pattern. Street networks and intersections are defined by site context. Buildings have short to moderate setbacks and use the building structure or landscaping to frame the street.

Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and context-responsive development. All development should be neighborhood-scale of 1 to 2 stories, while designed to be sensitive to surrounding residential uses. Along major corridors and within Mixed or Residential PUDs, buildings up to 4 stories may be appropriate, based on the design of the development. However, under no circumstances should 4-story buildings be considered immediately adjacent to single family residential uses. Buffering and transitional features such as landscaping and decorative fences should be employed on nonresidential uses to ensure that there are no adverse impacts on the neighboring properties and that the residential character is maintained. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes in order to link current and future neighborhoods.

Primary Future Uses

MOST APPROPRIATE:

This Character Area is open to a mixture of primary future uses with the primary function being the creation of an urban neighborhood with commercial nodes that provides personal services and necessary goods to the residential uses nearby.

Residential uses, Offices, Commercial uses, and Civic uses are all appropriate, depending on surrounding development pattern and site context. Multifamily may be appropriate but should not be concentrated within one area.

SITE DESIGN:

The context of the Core Character Area should be reflective and complementary of the surrounding residential uses and the Square Character Area. All uses within this Character Area should be developed or redeveloped in conjunction with Access Management and should incorporate multimodal transportation elements in order to make for a walkable environment. Landscape should be fully incorporated into any new site plans in order to both provide buffering from any use incompatibilities (such as office or commercial uses adjacent to residential uses) and to provide screening from nonresidential site elements (such as parking lots, dumpsters, and loading zones).

Madison Street Corridor Policy

Character Area Policy	
Madison Street Corridor	Character: The Madison Street Corridor Character Area represents highway/general commercial type uses along a major corridor within Shelbyville. This corridor has experienced some changes as more growth has occurred along U.S. Highway 231 North. The development pattern is generally established and will continue to evolve as a primary mixed commercial corridor that provides market and service opportunities to the community. Changes to the area are likely and are encouraged as development and redevelopment occurs. Since this is a mixed commercial corridor, new development should focus on a combination of retail uses, multifamily residential, and personal services that provide markets for local and regional customers.
	The maximum residential density in this Character Area under a PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District. The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.
	Appropriate Zoning Categories and Uses R-3, R-3A, R-4 High Density Residential, C-2 General Commercial, C-3 Neighborhood Commercial, Mixed Use or Residential Planned Unit Development (PUD) (Only parcels with frontage on the arterial and collector roads maybe commercial or high density residential). High Density Residential development should only be considered when appropriately distanced from incompatible uses.
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area represents a high activity mixed use corridor. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials on facades facing the corridor. New developments should include a mix of architectural styles. Landscape Buffers should be required between non-compatible uses. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping. Loading zones and service areas should be screened from adjoining properties.

The intent of the Madison Street Corridor Character Area is to enhance and improve this commercial corridor and marketplace for Shelbyville and to allow for development and redevelopment along a major transportation corridor.

General Description:

The Madison Street Corridor is characterized by a mix of high intensity commercial uses, with some office and industrial development. The general development pattern is largely existing, with a mixture of highway/general commercial uses, governmental facilities, including schools, as well as some smaller office, hospitality, and industrial uses. Redevelopment and development along this corridor are expected and should be encouraged. Incremental site improvements,

such as landscaping or architectural improvements, are envisioned as part of any future development/redevelopment along the corridor. Buildings have short to moderate setbacks and use the building structure and landscaping to frame the street. Large fields of parking lots are discouraged and should be mitigated with landscaping and tree islands.

Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and architecturally interesting development to provide this corridor with a sense of place. As noted, this is a commercial and market area for the residents of Shelbyville. While this corridor is a major US/State Route and a transportation corridor, the built environment can be designed to reflect a true sense of place. Small incremental upgrades to site elements as development and redevelopment occurs can improve the aesthetic appearance along Madison Street. Street trees, landscaping, and increased pedestrian connectivity will help add to the built environment. Community supported commercial design standards through a future overlay district would also help with redevelopment along this corridor.

Primary Future Uses

MOST APPROPRIATE:

The Madison Street Corridor Character Area is open to a wide range of primary future uses. Commercial, Personal Services, Office, Medical, Governmental, and religious uses, and medium and high residential developments are the most appropriate uses throughout the corridor. (Only parcels with frontage on the arterial and collector roads maybe commercial or high density residential)

NOT APPROPRIATE:

New industrial uses should be located in other Character Areas within the City that support and are designed for such intensive uses. Existing industrial uses should not expand or add land, but should be relocated to more appropriate areas, as identified by this Plan.

SITE DESIGN:

All uses along the Madison Street Corridor should be developed or redeveloped in conjunction with Access Management requirements and should incorporate multimodal transportation elements, including sidewalks, greenways or paths, and landscaping/streetscape elements.

Character Area Policy	
By-Pass Corridor	<p>Character:</p> <p>The By-Pass Corridor Character Area is an important transportation link around the northside of City. The intent of this Character Area is to provide a flexible set of growth and development policies for a new corridor that will complement the existing residential and non-residential development existing along this corridor, while opening new areas for appropriate development. The development pattern is largely unestablished and should be expected to evolve. Changes to the area are likely and are encouraged as development and redevelopment occurs. New development should focus on a mix of local, regional retail uses and personal services that provide markets for customers if they have direct access to the By-pass. Hospitality, retail, restaurant, high density residential, and industrial/warehousing uses are particularly appropriate for these areas.</p>
	<p>The maximum residential density in this Character Area under a Mixed and Residential PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District. The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.</p>
	<p>Appropriate Zoning Categories and Uses</p> <p>C-2 General Business District if there is a direct access to the By-Pass, C-3 Neighborhood Commercial, R-2 District, R-3 District, R-3A District, R-4 District, Mixed Use and Residential Planned Unit Development (PUD). Only parcels with direct frontage on the By-pass Road maybe classified as commercial, mixed use or high density residential</p>
	<p>Infrastructure:</p> <p>New service or extensive redevelopment of existing services should be expected as part of development along the By-Pass Corridor. New services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.</p>
	<p>Design and Context Principles:</p> <p>The design and context should be flexible to accommodate a range of neighborhood scale commercial and personal service uses, with an emphasis on quality materials on facades facing the corridor. Attached residential uses and multifamily uses are appropriate in areas that have direct access to the By-Pass Road. Proper transitions between multi-family uses and attached residential uses and any existing residential neighborhoods will be required. New developments should include a mix of architectural styles to provide a sense of identity along the corridor. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping and screened from existing residential uses.</p>

The intent of the By-Pass Corridor Character Area is to create focused and flexible areas for a mixture of uses to create controlled development along the State Route 437 By-Pass.

General Description:

This Character Areas is characterized by a mixture of uses residential, commercial/retail, office, hospitality, and personal services. The general development pattern reflects high and medium levels of intensity based on the access to the By-pass. The built environment consists of one - to multi-story buildings and includes both single use and mixed-use activities. Parking should mostly be relegated to the side and rear of buildings. Buildings will have moderate to no setbacks if they are fronting on the By-pass.

Future Development Description:

Future development and redevelopment should emphasize Tennessee State Department of Transportation access control, connectivity, and master planned developments. All developments should emphasize uses that generate high to medium levels of activity but respect the context of the surrounding area. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes linking current and future neighborhoods and major destinations.

Primary Future Uses

MOST APPROPRIATE:

Mixed use development is the most appropriate use. Planned Multifamily Residential, Restaurant, Office, Commercial, and Hospitality uses are all appropriate.

Industrial/warehousing uses may be considered on a case-by-case basis related to site context. Only parcels with direct frontage on the By-Pass road maybe commercial or high density residential.

SITE DESIGN:

The context of this Character Area should be reflective of high levels of activities and intensity. Master planned developments that incorporate quality site design features and architectural materials with a variety of multifamily residential, retail, office, restaurant, and hospitality-type uses are encouraged. All uses within this Character Area should be developed or redeveloped in conjunction with Access Management requirements and should incorporate multimodal transportation elements in order to make for a walkable environment.

Belmont Avenue Corridor

Character Area Policy	
Belmont Avenue Corridor	Character: The Belmont Avenue Corridor Character Area is intended to enhance and promote areas appropriate for a neighborhood-scale mixture of compatible and complementary residential uses along a historic corridor. This corridor is not intended for large-scale development, rather it is meant to guide development and investment along a residential corridor.
	The maximum residential density in this Character Area under a Residential PUD (Planned Unit Development) is the same as the maximum density allowable in the R-3 District. The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.
	Appropriate Zoning Categories and Uses R-1 & R-2 Low Density Residential, R-3 Medium Density Residential, Residential Planned Unit Development (PUD).
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area includes a portion of the areas that is designated as a historic district. Therefore, consideration for design is required to make sure new development and redevelopment is compatible with the existing development. Development located adjacent to residential uses should transition height and scale, appropriately. New developments should include an element of the existing architectural styles in the historic district along Belmont to help preserve this distinct neighborhood. Buildings should include quality materials with architectural details and features.

The intent of the Belmont Avenue Corridor Character Area is to enhance and promote a historic corridor with appropriate residential-scale in-fill development that complements the existing residential neighborhood. New development should be compatible and complementary to the Historic developments.

General Description:

The Belmont Avenue Corridor Character Area is characterized by a mix of historic residential and some small-scale commercial uses near Depot Street. The general development pattern is largely established as low density residential. Buildings have short to moderate setbacks and use the building structure or landscaping to frame the street.

Future Development Description:

Future development and redevelopment should emphasize state access control, connectivity, historic preservation, and context-sensitive development. All development should be neighborhood- scale, mostly 1-2 stories, while designed to be sensitive to existing residential uses.

Primary Future Uses

MOST APPROPRIATE:

This Character Area is open to new residential in-fill, with the primary function being the creation of mostly low density residential development that helps protect and preserve the historic nature of the Belmont Avenue Corridor.

231 South/Cannon Boulevard Corridor

Character Area Policy	
231 South/Cannon Boulevard Corridor	Character: The 231 South/Cannon Boulevard Corridor Character Area represents a mixed-use corridor that functions as a main thoroughfare and southern gateway into Shelbyville. The development pattern is established but will continue to evolve. Changes to the area are likely and are encouraged as development and redevelopment occurs. Since this is a mixed commercial and residential corridor, new development should focus on a combination of residential, retail, and service uses.
	The maximum residential density in this Character Area under a Mixed and Residential PUD (Planned Unit Development) is the same as the maximum density allowable in the R-3 District. The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.
	Appropriate Zoning Categories and Uses R-1 & R-2 Low Density Residential, R-3 Medium Density Residential, C-2 General Commercial, C-3 Neighborhood Commercial, Mixed and Residential Planned Unit Development (PUD)
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area represents a low to medium activity mixed use corridor. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials for the building facades along the corridor. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping. Large parking areas should include pedestrian features and landscape. Loading zones and service areas should be screened from adjoining properties and be located behind or to the side of the buildings. State of Tennessee Department of Transportation (TDOT) access management and streetscape improvements should be included in new development and redevelopment in order to create an extension of a gateway along this corridor.

The intent of the 231 South/Cannon Boulevard Corridor Character Area is to encourage appropriate and neighborhood-scale commercial development and redevelopment along a major transportation corridor while protecting the existing residential uses.

General Description:

The 231 South/Cannon Boulevard Corridor Character Area is characterized by a mix of range of uses, intensities, and densities along the length of the thoroughfare. The general development pattern is largely existing, with a mixture of highway commercial uses, as well as some smaller office, hospitality, and retail uses. Development and redevelopment should be encouraged and incremental site improvements, such as landscaping and/or architectural improvements, are expected as part of any redevelopment of existing properties in this area.

Buildings should have short to moderate setbacks and use the building structure and landscaping to frame the street. Large fields of parking lots are discouraged and should be mitigated by

landscaping and tree islands.

Future Development Description:

Future development and redevelopment should emphasize Tennessee State Department of Transportation (TDOT) access control regulations, connectivity, and architecturally interesting development to provide this corridor with a sense of place. While this corridor is a major State Route (U.S. Highway 231) connecting points in the southwest portion of the city, the built environment can be designed to reflect a welcoming gateway into Shelbyville. Street trees, landscaping, pedestrian mobility options will aid in the redevelopment of this corridor.

Primary Future Uses

MOST APPROPRIATE:

The 231 South/Cannon Boulevard Corridor Character Area is open to a wide range of primary future uses. Residential, Commercial, Personal Services, Office, Medical, Governmental, and Religious uses are the most appropriate uses throughout the corridor.

Commercial, Personal Services, Office, and Medical uses should be concentrated between Lewis Avenue to the south and the Duck River Bridge to the north.

Residential uses should be concentrated from Lewis Avenue to the north to the city limits to the south.

SITE DESIGN:

All uses along the 231 South/Cannon Boulevard Corridor Character Area should be developed or redeveloped in conjunction with State of Tennessee Department of Transportation (TDOT) access management requirements and should incorporate multimodal transportation elements, including sidewalks and multi-use paths. Landscaping/streetscape elements are encouraged as part of new development or redevelopment. Commercial uses should fit the context of adjoining residential uses with appropriate buffering and screening of parking lots and loading zones.

Depot Street Corridor

Character Area Policy	
Depot Street Corridor	Character: The Depot Street Corridor Character Area represents a mixed-use corridor that functions as a main thoroughfare and eastern gateway into Shelbyville. The development pattern is established but will continue to evolve. Changes to the area are likely and are encouraged as development and redevelopment occurs. Since this is a mixed commercial and residential corridor, new development should focus on a combination of residential, retail, and service uses.
	The maximum residential density in this Character Area under a Mixed Use or Residential PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District. The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.
	Appropriate Zoning Categories and Uses R-3 Medium Density Residential, R-3A Medium-High Residential, R-4 High Density Residential, C-1 Central Business, C-2 General Commercial, C-3 Neighborhood Commercial, Mixed Use or Residential Planned Unit Development (PUD)
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area represents a mixed-use corridor. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials for facades along the corridor. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping. Large parking areas should include pedestrian features and landscape. Loading zones and service areas should be screened from adjoining properties. State of Tennessee Department of Transportation (TDOT) access management requirements should be included in new development and redevelopment along this corridor.

The intent of the Depot Street Corridor Character Area is to encourage compatible development and redevelopment along a major transportation corridor.

General Description:

The Depot Street Corridor is characterized by a mix of range of uses, intensities, and densities along the length of the thoroughfare. The general development pattern is largely existing, with a mixture of highway commercial uses, as well as some smaller office, and retail uses. Development and redevelopment should be encouraged and incremental site improvements, such as landscaping or architectural improvements, are expected as part of development and redevelopment of existing properties in this area.

Buildings have short to moderate setbacks and use the building structure and landscaping to frame the street. Large fields of parking lots are discouraged and should be mitigated by landscaping and tree islands.

Future Development Description:

Future development and redevelopment should emphasize the State of Tennessee Department of Transportation (TDOT) access management, connectivity, and architecturally interesting development to provide this corridor with a sense of place. While this corridor is a major State Route (State Route 64), the built environment can be designed to reflect a welcoming gateway into Shelbyville. Street trees, landscaping, pedestrian and mobility options will aid in the redevelopment of this corridor. The development in this Character Area should aid and support the development/redevelopment goals of both the Square District and the Core Character Areas.

Primary Future Uses

MOST APPROPRIATE:

The Depot Street Corridor Character Area is open to a wide range of primary future uses. Residential, Commercial, Personal Services, Office, Medical, Governmental, and Religious uses are the most appropriate uses throughout the corridor.

NOT APPROPRIATE:

New industrial uses should be located in other Character Areas within the City that are designed for such intensive uses. Existing industrial uses should not expand or add land, but should be relocated to more appropriate areas, as identified by this Plan.

SITE DESIGN:

All uses along the Depot Street Corridor Character Area should be developed or redeveloped in conjunction with State of Tennessee Department of Transportation (TDOT) access management requirements and should incorporate multimodal transportation elements, including sidewalks, and multiuse paths. Landscaping/streetscape elements are encouraged.

Union Street Corridor

Character Area Policy	
Union Street Corridor	Character: The Union Street Corridor Character Area represents a mixed use corridor that functions as a main thoroughfare and western gateway into Shelbyville. The development pattern is established but will continue to evolve. Changes to the area are likely and are encouraged as development and redevelopment occurs. Since this is a mixed commercial and residential corridor, new development should focus on a combination of residential, retail, and services uses.
	The maximum residential density in this Character Area under a Mixed Use or Residential PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District. The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.
	Appropriate Zoning Categories and Uses R-1 & R2 Low Density Residential, R-3 Medium Density Residential, R-3A Medium-High Density Residential, R-4 High Density Residential, C-2 General Business, C-3 Neighborhood Commercial, Mixed Use and Residential Planned Unit Development (PUD).
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area represents a mixed use corridor. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials for facades fronting on the corridor. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping. Large parking areas should include pedestrian features and landscape. Loading zones and service areas should be screened from adjoining properties. Applicable access management should be included in new development and redevelopment along this mixed use corridor.

The intent of the Union Street Corridor Character Area is to ensure harmonious development adjacent to existing residential neighborhoods and to lay the groundwork for the evolution of this Character Area into a mixed use corridor. Developments should include a variety of designs and uses.

General Description:

The Union Street Corridor Character Area has a range of uses, intensities, and densities along the length of the thoroughfare. The general development pattern is largely existing, with a mixture of general commercial uses, as well as some smaller office, hospitality, and retail uses. Development and redevelopment should be encouraged and incremental site improvements, such as landscaping or architectural improvements, will help create an attractive and appealing area.

Buildings have short to moderate setbacks and use the building structure and landscaping to frame the street. Large fields of parking lots are discouraged and should be mitigated by landscaping and tree islands. In case new commercial or residential developments are located

outside of a cohesive mixed use development, architectural or land use transitions or natural buffers should be incorporated to ensure the development would be compatible with adjacent developments.

Future Development Description:

Future development and redevelopment should emphasize applicable access control, connectivity, and architecturally interesting development to provide this corridor with a sense of place. This is a primary gateway and mixed use corridor. While this corridor is a major State Route (U.S. Highway 41-A) connecting to points east and west of the city, the built environment can be designed to reflect a welcoming gateway into Shelbyville. Street trees, landscaping, pedestrian and mobility options will aid in the redevelopment of this corridor.

Primary Future Uses

MOST APPROPRIATE:

The Union Street Corridor Character Area is open to a wide range of primary future uses. Residential, Commercial, Personal Services, Office, Medical, Governmental, and Religious uses are the most appropriate uses throughout the corridor.

NOT APPROPRIATE:

New industrial uses should be located in other Character Areas within the City that are designed for such intensive uses. Existing industrial uses should not expand or add land, but should be relocated to more appropriate areas, as identified by this Plan.

SITE DESIGN:

All uses along Union Street Corridor Character Area should be developed or redeveloped in conjunction with State of Tennessee Department of Transportation (TDOT) access management requirements and should incorporate multimodal transportation elements, including sidewalks, and multiuse paths. Landscaping/streetscape elements should be included in new developments.

North Main Street Corridor

Character Area Policy	
North Main Street Corridor	Character: The North Main Street Corridor Character Area represents a mixed use corridor that functions as a main thoroughfare and northern gateway into the heart of Shelbyville. The development pattern is established but will continue to evolve. Changes to the area are likely and are encouraged as development and redevelopment occurs. Since this is a mixed commercial and residential corridor, new development should focus on a combination of residential, retail, and service uses.
	The maximum residential density in this Character Area under a Mixed Use PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District.
	Appropriate Zoning Categories and Uses C-2 General Commercial, C-3 Neighborhood Commercial, Commercial/Mixed Use Planned Unit Development (PUD). Only parcels with frontage on an arterial or collector road may be commercial or mixed use planned unit development.
	Infrastructure: New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area represents a mixed use corridor and major commercial center for the City. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials for facades facing the corridor. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping. Large parking areas should include pedestrian features and landscape. Loading zones and service areas should be screened from adjoining properties. Tennessee State Department of Transportation (TDOT) access management, streetscape improvements, and appropriate landscape should be included in new development and redevelopment in order to create an extension of a gateway along this major commercial corridor.

The intent of the North Main Street Corridor Character Area is to enhance and strengthen this mostly commercial center by allowing for a wide range of commercial, medical, office, hospitality, and residential uses

General Description:

The North Main Street Corridor Character Area is characterized by a mix of high intensity uses, representing a commercial center for the City of Shelbyville. The general development pattern is largely existing, with a mixture of commercial and personal service uses, as well as some smaller office, and hospitality uses. Development and redevelopment should be encouraged and incremental site improvements, such as landscaping or architectural improvements, are expected as part of development/redevelopment in this Character Area.

Future Development Description:

Future development and redevelopment should emphasize Tennessee State Department of Transportation (TDOT) access control, connectivity, and architecturally interesting development to provide this corridor and center with a sense of place. While this corridor is a major State Route (U.S. Highway 231), the built environment can be designed to reflect a welcoming gateway into Shelbyville. Street trees, landscaping, and pedestrian mobility options will aid in the redevelopment of this corridor.

Primary Future Uses

MOST APPROPRIATE:

The North Main Street Corridor Character Area is open to a wide range of primary future uses. Residential, Commercial, Personal Services, Office, Medical, Governmental, and Religious uses are the most appropriate uses throughout the corridor. Only parcels with frontage on an arterial or collector road may be classified as commercial.

SITE DESIGN:

All uses along North Main Street Corridor Character Area should be developed or redeveloped in conjunction with State of Tennessee Department of Transportation (TDOT) access management requirements and should incorporate multimodal transportation elements, including sidewalks, and multiuse paths. Landscaping/streetscape elements should be used within new development.

North Gateway Corridor

Character Area Policy	
North Gateway Corridor	Character: The North Gateway Corridor Character Area is intended to create an attractive and well-planned entrance to Shelbyville along US-231. The development pattern in this area is evolving. Changes to the area are likely and are encouraged as development and redevelopment occurs. Since this area includes the City's most direct connection to Interstate 24 and is evolving into a main gateway into the community, new development should focus on a mix of uses and services that are both local and regional. Hospitality, medical, office, retail, restaurant, and multifamily uses as part of Mixed Use Planned Unit Developments are particularly appropriate for these areas. The maximum residential density in this Character Area under a Mixed Use PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District.
	Appropriate Zoning Categories and Uses Generally C-2 General Commercial, C-3 Neighborhood Commercial, Commercial or Mixed Use Planned Unit Development (PUD) that includes multifamily uses
	Appropriate Zoning Category and Uses with Restrictions I-1 Light Industrial, I-2 General Industrial, I-3 Heavy Industrial (appropriate further away from the west side of HWY 231 North)
	Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.
	Design and Context Principles: This Character Area represents a high activity mixed use corridor. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials for building facades along the corridor. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping. Large parking areas should include pedestrian features and landscape. Loading zones and service areas should be screened from adjoining properties. State of Tennessee Department of Transportation (TDOT) access management considerations, streetscape improvements, and appropriate landscape should be included in new development and redevelopment to help create a sense of place and an inviting gateway into the city. Industrial, warehousing, and manufacturing uses should be limited to the 231 North Business Park.

The intent of the North Gateway Character Area is to enhance and promote areas appropriate for both local and regional development by encouraging new development that consists of compatible and complementary master planned developments.

General Description:

The North Gateway Character Area is characterized by a mix of high intensity regional employment centers, with commercial, retail, office, medical, residential, and industrial development. The general development pattern is in evolution as growth from Murfreesboro impacts this corridor, with a mixture of medical, aviation, warehousing, governmental, and

industrial uses currently located within this gateway. Development and redevelopment should be encouraged, and master planned developments are envisioned as the most efficient way to manage growth throughout the gateway. Buildings have variable setbacks. Large fields of parking are discouraged and should be mitigated with landscaping and tree islands. Green space is limited and should be provided through pocket parks, streetscapes, community parks, and greenways.

Future Development Description:

Future development and redevelopment should emphasize the State of Tennessee Department of Transportation (TDOT) access control and connectivity. New developments are required to incorporate a mix of architectural styles and site designs to help provide this gateway corridor with a sense of place. While this corridor is a major State Route connecting points north and south along a major thoroughfare, the built environment can be designed to reflect a welcoming gateway into Shelbyville. The City of Shelbyville should work towards landscape, streetscape improvements and signs in order to help foster a built environment reflective of the vision of this Character Area as a gateway.

Primary Future Uses

MOST APPROPRIATE:

The North Gateway Corridor Character Area is open to a wide range of primary future uses. Mixed use/Residential Planned Unit Developments, Commercial, Personal Services, Hospitality, Office, and Medical uses are the most generally appropriate uses throughout the corridor.

APPROPRIATE, WITH RESTRICTIONS:

New industrial, warehousing, and manufacturing uses shall be located in the 231 North Business Park.

SITE DESIGN:

All uses along the North Gateway Corridor Character Area should be developed or redeveloped in conjunction with the State of Tennessee Department of Transportation (TDOT) access management requirements and should incorporate multimodal transportation elements, including sidewalks, and multiuse paths. Landscaping/streetscape elements should be utilized in new development. Since this is designed to create a gateway into the City of Shelbyville, attention should be paid to the architecture and site design of new developments.

Character Area Policy	
Innovation	<p>Character:</p> <p>The Innovation District Character Area includes those areas within the City that are appropriate for a variety of industrial and warehousing uses due to transportation linkages. The large portion of this Character Area is currently undeveloped. This Character Area reflects the special opportunities, whether for industrial or warehouse uses, which can be clustered along a highway with easy transportation linkages.</p> <p>Changes to the overall development pattern are likely to happen due to the existence of large undeveloped lands or parcels. New development should focus on creating a safe and functional character area for a wide range of industrial related uses.</p>
	<p>Appropriate Zoning Category and Uses</p> <p>I-1 Light Industrial, I-2 General Industrial, I-3 Heavy Industrial, PUD (Planned Unit Development) for industrial uses which is sometimes referred to as PID (Planned Industrial Development) District.</p>
	<p>Infrastructure:</p> <p>Extensions to transportation, water, sewer, and other services should be expected. New services to this area will be a costly investment for the City and, therefore, extensions to services should be master planned and phased. New service or extensive redevelopment of existing services should be vetted and reviewed by the City Council as a primary element of approval.</p>
	<p>Design and Context Principles:</p> <p>This Character Area represents an area with a flexible approach to all types of industrial, manufacturing, or warehousing uses. Buildings should be designed to establish a clean, safe, and attractive built environment that is also functional for industrial or warehousing uses. Buildings should include quality materials that are functional but durable, with architectural details and features for street-facing facades. Parking should be scaled to the size, scale, and scope of the uses. Parking lots and loading areas should be mitigated by landscape.</p> <p>In these areas, appropriate screening and buffering should be applied in the site planning process to protect existing residential uses. If possible, less intensive industrial uses (light industrial, flex space, and/or office uses) are the most appropriate uses in areas that adjoin existing residential uses.</p>

The intent of this Character Area is to enhance the business and employment base of the City of Shelbyville, while allowing for a flexible mixture of office, light industrial, and similar uses. The main purpose of this Character Area is to enhance and promote the needs of business, office, and industrial activities within the City.

General Description:

The Innovation District Character Area is characterized by a mix of uses that form and support the City's employment base. Although the main focus in this Character Area is to allow for industrial and economic development; however, civic uses are also appropriate. The general development pattern reflects a high level of intensity allowable within the City for industrial, manufacturing, research, and similar type uses. The built environment consists of one - to multi-

story buildings and includes both single use and mixed-use activities, including campus-style developments. Street networks and intersections are defined by site and layout of the area. Buildings have moderate to deep setbacks. Landscaping should be used to soften and minimize the intense economic and industrial activities in this Character Area.

Future Development Description:

Future development and redevelopment should emphasize the State of Tennessee Department of Transportation (TDOT) access control and connectivity. Additionally, new development should consider unique pedestrian-friendly additions such as greenways or multi-use trail/bike routes.

Primary Future Uses

MOST APPROPRIATE:

Industrial, manufacturing, and research type uses are the most appropriate uses.

NOT APPROPRIATE:

To ensure the protection of land for economic development residential uses are not appropriate in this Character Area.

SITE DESIGN:

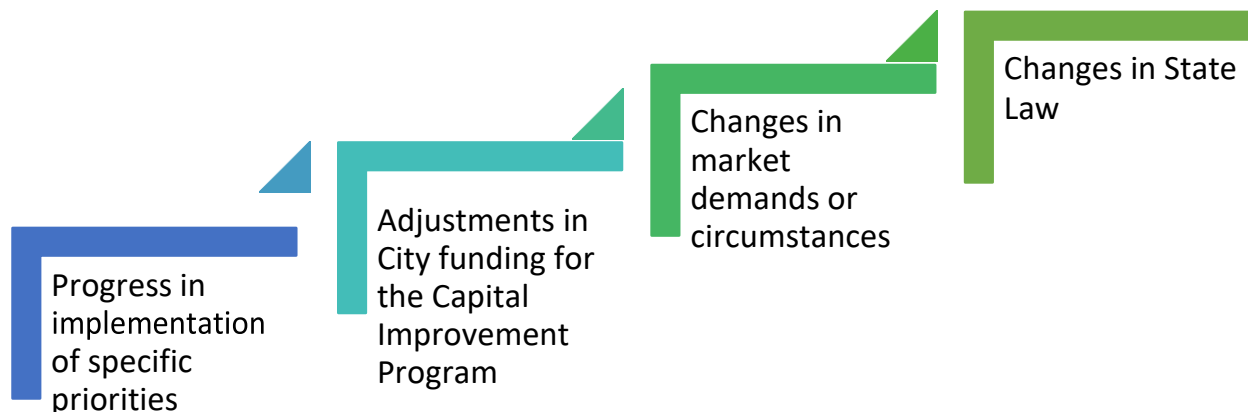
The site design of development or redevelopment within the Innovation District Character Area should be reflective of an employment district, while providing appropriate site design and transitional buffering to nearby residential uses. This area functions as one of the City's primary economic development assets and site design in this area should be flexible to allow for redevelopment and adaptive reuses of existing sites for new purposes. All uses within this Character Area should be developed or redeveloped in conjunction with the State of Tennessee Department of Transportation (TDOT) access management requirements to ensure the efficient and safe movement of traffic, including freight-related vehicles.

Implementation

Once the Shelbyville 2040 Comprehensive Plan is adopted, the work of accomplishing the policies, goals, and objectives becomes the true measure of success of the overall planning process. Moving from a vision to actionable steps is challenging and will not be a simple, clear-cut task. This section establishes the groundwork and provides the toolkit necessary for City Staff, the Municipal Planning Commission, the City Council, the development community, as well as the citizenry of the City of Shelbyville to achieve the vision of this Plan.

5 Year Reviews

Every 5 years a review of the Comprehensive Plan should be undertaken with respect to current conditions and trends. A report on the findings of the review should then be prepared by City Staff. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the Plan will remain relevant, functional, and will continue to give the Planning Commission, City Staff, developers, property owners, and citizens effective guidance and will aid decision-making throughout the City. The five-year review of the Plan should include consideration of progress in the implementation of specific priorities, adjustments to the City's overall budget, changes in the market, and changes in state law.



Plan Amendments

This Plan is intended to be a living planning document for the City of Shelbyville. It should be a Plan that responds to changing needs and conditions. As changes occur and new priorities emerge, the Plan should be revised so that it will remain current and effective in meeting the City's needs.

Plan amendments should be made after thorough analysis of immediate needs, as well as consideration for the long-term effects of proposed amendments. The City Staff and the Planning Commission should consider each proposed amendment carefully to determine whether or not it is consistent with the Plan's intent and whether it will be beneficial for the long-term health and vitality of the City. Amendments should occur per the typical Planning Commission review process.



Specific Implementation Strategies

Implementation is one of the most important, yet most difficult, phases of the comprehensive planning process. Without practical and realistic processes for implementation, the recommendations contained within the Plan will be difficult to realize. The City should work towards the implementation of the following priorities on an incremental and deliberate basis.

The three tables on the following pages provide a coordinated listing of Plan implementation priorities. Few cities have the ability to implement every recommendation or policy within their comprehensive planning document immediately following adoption. Shelbyville will be no exception. Plan implementation, therefore, must be prioritized to guide short term, medium term and long term actions. These priorities must be balanced with timing, funding, and City Staff's time and resources. While all the recommendations share some level of importance, they cannot all be targeted for immediate implementation.

The first table lists the **Short-Term Priorities** that should be targeted for implementation within one-three years following the adoption of this Plan. The second table lists the **Medium-Term Priorities** that should be implemented in four-five years following the adoption of this Plan. The third table outlines the **Long-Term Priorities** that will not be able to be achieved with a one-time action; but require on-going actions and attention.



Short Term PRIORITIES		
IMPLEMENTATION ACTION	RESPONSIBLE GROUP	IMPLEMENTATION MECHANISM
FOCUS ON The Implementation Guides in the Duck River Economic Plan	Economic Development for Shelbyville	SUPPORT FROM CITY/COUNTY
MAJOR THOROUGHFARE PLAN (MTP): Commence an updated MTP process to cover upgrades/new routes for the City's Street network.	City Engineering, Planning Commission, City Council	City Budget/Capital Improvements Plan
CONSISTENT DEVELOPMENT DECISIONS: Use this Plan and the MTP to guide monthly development reviews for Planning Commission and City Council actions.	City Staff, Planning Commission, City Council	Zoning Ordinance and Subdivision Regulations
CONSISTENT POLICY: Use this Plan to achieve the overall Shelbyville 2040 goals and objections to interweave land use and transportation throughout the City.	City Staff, Planning Commission, City Council	Zoning Ordinance, Subdivision Regulations, and Capital Improvements Plan
UPDATE TO ZONING ORDINANCE AND SUBDIVISION REGULATIONS: <ul style="list-style-type: none"> Initiate a process to update the regulatory framework for Zoning and Subdivision Regulations. Revise Planned Unit Development (PUD) review and adoption process to streamline review process, and also to clarify that PUDs are exceptions to standards that require beneficial results for the community. Initiate amendments to the PUD requirements to allow flexibility, with more assurance of the final outcome. Revise the Subdivision Regulations to include provisions for parkland and greenspace dedication or in-lieu fees. 	City Staff, Planning Commission, City Council,	Zoning Ordinance and Subdivision Regulations

<ul style="list-style-type: none"> • Introduce a new residential zoning district to allow for medium to high density development. The new zoning district, the R-3A district, will permit multi-family development with a lower permitted density than the existing R-4 zoning district. The proposed R-3A zoning district will permit duplex, triplex, and quadplex building types, but not an apartment complex. 		
231 GATEWAY PLAN: Identify and create a small area plan/streetscape plan to enhance the 231-gateway entrance into the City to help define the image of Shelbyville as development moves north.	City Staff, Planning Commission, City Council	City Budget/Capital Improvements Plan
Permitting Platform: Fast-track and streamline the permitting process by automating and moving these processes into a digital environment. From start to finish, customers will receive real-time updates about project tasks.	City Staff, Planning Commission, City Council	City Budget
Annexed Lands: Revise the Zoning Ordinance so that newly annexed land will be zoned in accordance with the City's Future Land Use Map.	City Staff, Planning Commission, City Council	Zoning Ordinance

Medium Term PRIORITIES

IMPLEMENTATION ACTION	RESPONSIBLE GROUP	IMPLEMENTATION MECHANISM
ACCESS MANAGEMENT: Adopt pro-active Access Management standards that implement the policies of and goals of the Comprehensive Plan and the Major Thoroughfare Plan.	City Engineering, Planning Commission, City Council	Zoning Ordinance, Subdivision Regulations, and/or Access Management Ordinance
MADISON STREETScape PLAN: Adopt a detailed streetscape plan to enhance the Madison Street corridor. This streetscape plan/design documents should include appropriate landscaping recommendations and other enhancements to increase the curb appeal to help spur development and redevelopment.	City Staff, Planning Commission, City Council	City Budget/Capital Improvements Plan
Traffic Impact Studies (TIS): Strengthen requirements for TIS's in the Subdivision Regulations.	City Staff, Planning Commission,	Subdivision Regulations

Long Term PRIORITIES		
IMPLEMENTATION ACTION	RESPONSIBLE GROUP	IMPLEMENTATION MECHANISM
ARCHITECTURAL REVIEW: Work proactively with community stakeholders to create a corridor- based architectural review system to ensure the use of quality building materials in commercial areas and along appropriate corridors.	City Staff, Planning Commission, City Council	Zoning Ordinance/Design Review Manual
Improvements to existing neighborhood: Construct sidewalks and improve the quality of existing neighborhoods	City Staff, City Council	City Budget/Capital Improvements Plan
Coordination with the County: Coordinate with Bedford County to achieve uniform development standards in areas located within the Urban Growth Boundary	City Staff, County Staff, City Council, County's Board of Commissioners, City's Planning Commission, County's Planning Commission	Zoning Ordinances and Subdivision Regulations in both the City and the County
Streetscape improvements: Initiate a project to improve the streetscape along Main Street and Madison Street to create a more welcoming experience. Street trees, landscaped planter, lighting, wider sidewalks, interpretive signs based on the City's heritage and other design treatments will help improve the pedestrian experience.		

Conclusion

Land use planning is vital to the economic, social, and environmental health of the City of Shelbyville. Land use decisions drive development patterns and impact the City of Shelbyville's revenues and expenditures, service delivery and costs, and environmental integrity. Most importantly, the effects of land use decisions are enduring as they will affect the city for many years. Therefore, the City of Shelbyville in recognition of the vital role that land use planning plays prepared this new Comprehensive Plan, referred to as The Spark Shelbyville 2040 Comprehensive Plan.

The Spark Shelbyville 2040 Comprehensive Plan includes aspects related to Shelbyville's future growth and development. This Plan offers Shelbyville policies to guide future comprehensive development, redevelopment, and revitalization. The culmination of the process for Spark Shelbyville 2040 Comprehensive Plan is an interconnected Plan that provides Shelbyville the way forward in long range land use. However, the study acknowledges the need to complete a Major Thoroughfare Plan (MTP) in the future.

This Comprehensive Plan fulfills the Tennessee Code Annotated (TCA) requirements for a general plan that guides and accomplishes a coordinated, adjusted, and harmonious development for the City of Shelbyville. This Plan will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity, and the general welfare. It is presented to identify areas where orderly growth is appropriate, due to the presence of existing infrastructure or the logical extension thereof, but also those areas where growth is not appropriate. The intent is to promote efficient and cohesive development and to recognize that unfettered expansion results in inefficient use of land and increased costs for the City of Shelbyville and its citizens.

This Plan provides a comprehensive vision to offer City Council, Planning Commission, City Staff, developers and design professionals, property owners, business owners, citizens, and all interested stakeholders with a unified effort and implementable tools to equip Shelbyville to both embrace and guide growth and redevelopment through the year 2040.

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Appendix I – City Limits and Urban Growth Boundary (UGB) Map

