

CHAPTER 6: PRIORITIZATION AND RECOMMENDATIONS

RECOMMENDATIONS

Access management recommendations were drafted and presented to the public at a facilitated workshop held July 25, 2006. Ideas were also solicited on which land use treatments were most desirable in each segment of the corridor. Participants reviewed pictures of various land use treatments and selected their preferred approach based on their overall goals for each corridor section. A more detailed discussion followed, allowing participants to discuss trade-offs of various access management and land use approaches. See Appendix C for public meetings and summaries.

After reviewing the public's comments, the study team walked the corridor to gain a "real world" perspective on how best to respond to public comments and make adjustments where technically feasible. Wherever possible, the study team sought additional input from the owner or tenant located at each site.

The recommendations were then revised and presented again to the public at an open house held November 2, 2006. Draft "cut sheets" - aerial photos on which access management and land use proposals were superimposed - were posted at the open house and then made available for public review at the Dearborn County Plan Commission office and Lawrenceburg Library.

Following the November public meeting, the study team met with elected officials from each city located along the corridor to review the concepts again and to share issues and opportunities raised by the community. *See Appendix C-4 for summaries of these meetings.* Based on all the comments collected at these and the public meetings outlined above, as well as additional technical analysis and review of national guidelines, the following recommendations emerged:

Overall Corridor Recommendations

US 50 Corridor Collaborative - Dearborn County, along with the communities of Greendale, Lawrenceburg, Aurora and Dillsboro should form a collaborative to assure consistency and sustainability along the US 50 corridor. The collaborative should be a non-governing but engaged body of elected officials which agree to a set of goals and principles for the US 50 Corridor. A preliminary set of goals and principles are included in Chapter 2. The collaborative should meet on a regular basis and discuss the future of US 50.

Zoning and Access Management Regulations - Each community should independently adopt the uniform zoning recommendations listed in Chapter 7 and the access management regulations developed by INDOT. The regulations can be customized

based on the legal and unique requirements of the communities, but should be consistent through out the US 50 Corridor.

US 50 Corridor Section Recommendations

Section 1: Stateline Road to I-275/SR 1. The proposed projects listed in Chapter 5 and shown Appendix B should be implemented over time as development occurs and opportunities are presented.

Section 1: I-275/SR 1 to Argosy Parkway. The proposed projects listed in Chapter 5 and shown in Appendix B should proceed for further analysis and design. Dearborn County and Greendale should actively seek funding and participation from INDOT and OKI to help progress the project. The project should include not only improvements to US 50, but also the parallel road system shown in Appendix B. Conceptual site plans for the development of parcels are shown under the Land Use Recommendations.

Section 2: Argosy Parkway to SR 48. The proposed projects listed in Chapter 5 and shown in Appendix B should be suspended pending the approval of a preferred alternative in the INDOT US 50 Environmental Assessment Study. Access management practices should be incorporated into the analysis and design of this section as the project proceeds. Conceptual site plans for redevelopment of parcels are included below in the Land Use Recommendations.

Section 3: SR 48 to Tanners Creek Road. The proposed projects listed in Chapter 5 and shown in Appendix B should be implemented over time as opportunities present. The area to the east, near SR 48, is dependent on the results of the INDOT US 50 Environmental Assessment. The US 50 Gateway access management recommendations should be included in the INDOT study plans.

Section 3: Tanners Creek Road to SR 350. Most of the proposed projects listed in Chapter 5 and shown in Appendix B should be implemented over time as opportunities present. The City of Aurora should take an active role in consolidating driveways and defining driveway widths when possible in this section of the corridor. The US 50/Scyamore Road intersection improvements should proceed in the short term with Dearborn County and the City of Aurora actively seeking funding and participation from INDOT and OKI. Conceptual site plans for redevelopment of parcels in this section are included below in the Land Use Recommendations.

Section 4: SR 250 to SR 62. The proposed projects listed in Chapter 5 and shown in Appendix B should take place over time as development occurs and opportunities are presented. Conceptual site plans for development of parcels in this section are included below in the Land Use Recommendations.

SECTION ONE: STATE LINE ROAD TO ARGOSY PARKWAY

Note: This section includes I-275 to Argosy Parkway

Recommendations: Pedestrian Connections

- Create connections between complementary uses to encourage walking and discourage additional traffic on US 50. Examples of complementary uses include hotels and restaurants/retail, automobile service centers and convenience/drug stores, or offices and restaurants. Separate sidewalks from the roadway by a treelawn at least 10 feet wide.
- Improve access to the levee bike path by increasing access points along this corridor segment and improving signage and parking availability at the Walnut Street terminus.
- Extend the levee bike trail to connect with the Lawrenceburg riverfront trail.
- Require sidewalk construction with development, property enhancement and access management projects, in order to minimize disruption to property owners and maximize leveraging of funding resources. Avoid issuing variances to sidewalk requirements, and instead require alternative pedestrian routes to be provided when sidewalk construction is constrained by site-specific conditions.

Recommendations: Streetscape Improvements

- Replace excessive curb cuts with treelawns to create a continuous green strip on either side of the roadway. Coordinate this recommendation with curb cut eliminations and consolidations resulting from access management recommendations.
- Plant street trees in proposed center medians and in treelawns along the side of the road.
- Create a regional gateway at the I-275 Interchange that welcomes motorists to Dearborn County and southeastern Indiana. Landscape beds should be added to the corners of this intersection as well as the median. A decorative welcoming sign should be placed in the median or adjacent to the roadway.
- Add landscape beds to the intersections of US 50 with Lorey Lane and Urban Way, coordinated with development of this site. The purpose of this streetscaping would be to improve the appearance of this well-traveled section of the corridor and to distinguish this site as a “town center” for the community of Greendale.

New Development

Two sites within the I-275 to Argosy Parkway section have been depicted below to demonstrate the application of recommended land use and design guidelines to new

development (see Figure 1-16).

Site 1 - New Professional Office Development

Existing Conditions. This site consists of approximately 2.1 acres located at the intersection of US 50 and Faith Way. The current use is a gravel truck parking lot, which detracts from the appearance of this important section of the corridor and could easily be moved to another location. A wetland area currently exists at the southwest corner of the site.

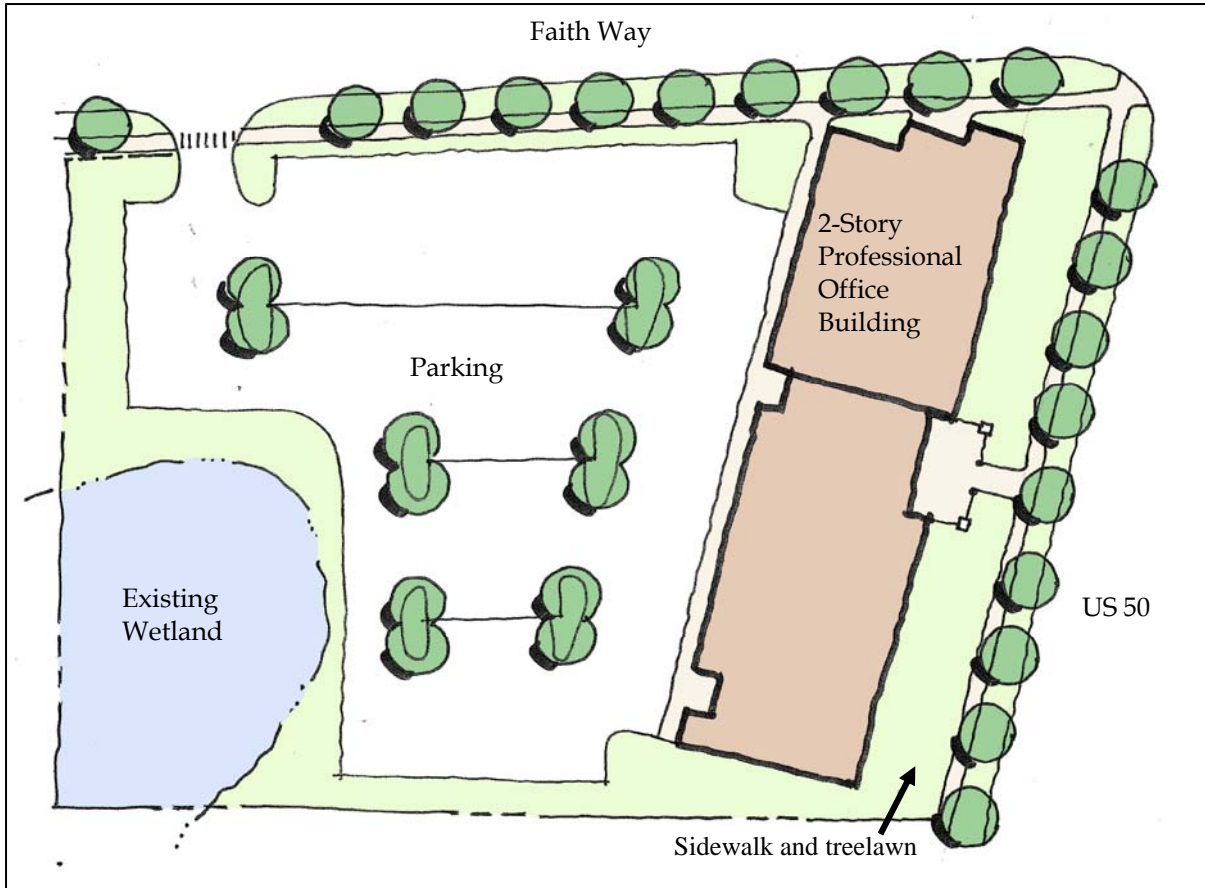
Potential Development Opportunity. The potential development includes 30,000 square feet of professional office space in a two story structure. The development would help to diversify land uses, the local economy and tax base. Office uses would support and benefit from the growing retail mix elsewhere in this section of the US 50 Corridor.

This development would improve the image of this section of the corridor by following the recommended design guidelines. Building design would utilize high-quality materials with detailing to break up the mass of the façade. Parking would be placed behind the building, allowing the building to frame the roadway and create a sense of enclosure for pedestrians. A treelawn, landscaping and sidewalk would be placed in the front yard.

Exhibit 6-1: Site 1 - Existing Site



Exhibit 6-2: Site 1 - Office Development Concept



Site 2 - New Destination Retail Development

Existing Conditions. The site includes the area generally bounded by US 50 to the east, Lorey Lane to the north, Urban Way to the south, and a steep hillside to the west. While much of the property is undeveloped, a portion contains a parking lot that provides shuttle access to the Argosy Casino. Future casino expansion plans would allow Argosy to move the parking on this site to a garage located closer to the casino, freeing this site for potential development. A hotel is located immediately to the north of the site. Development must take into account an existing electrical transmission line located at the northeast corner of the site.

Potential Development Opportunity. One possibility for the development of site 2 would be to build a regional retail and entertainment attraction, as well as a new “town center” for the community of Greendale. A total of 340,000 square feet of retail is available, in a wide range of store sizes. Larger stores (up to 100,000 square feet) and their associated parking could be located toward the rear of the site, with smaller establishments in outlots along US 50.

The area occupied by the electrical transmission lines at the northeast corner of the site could be planned as an additional open space, with a pond that would serve

aesthetic purposes as well as stormwater retention. This space would offer more passive recreational uses such as benches and picnic areas for use by shoppers or patrons of the adjacent hotel.

Pedestrian connections could connect this development to residential neighborhoods to the west, as well as the bike trail along the levee to the east. The western connection would require a steep ascent up a hillside, perhaps requiring a stairway and a ramp accessible to those using strollers and/or wheelchairs.

A connection to the bike trail would require crosswalks on US 50 at Lorey Lane, and steps or a ramp leading up the side of the levee. The median proposed for this section of the roadway could be used as a shelter for pedestrians crossing the roadway. The traffic light at Lorey Lane must include appropriate timing arrangements to allow safe pedestrian crossings.

Exhibit 6-3: Site 2 - Proposed Destination Retail Concept

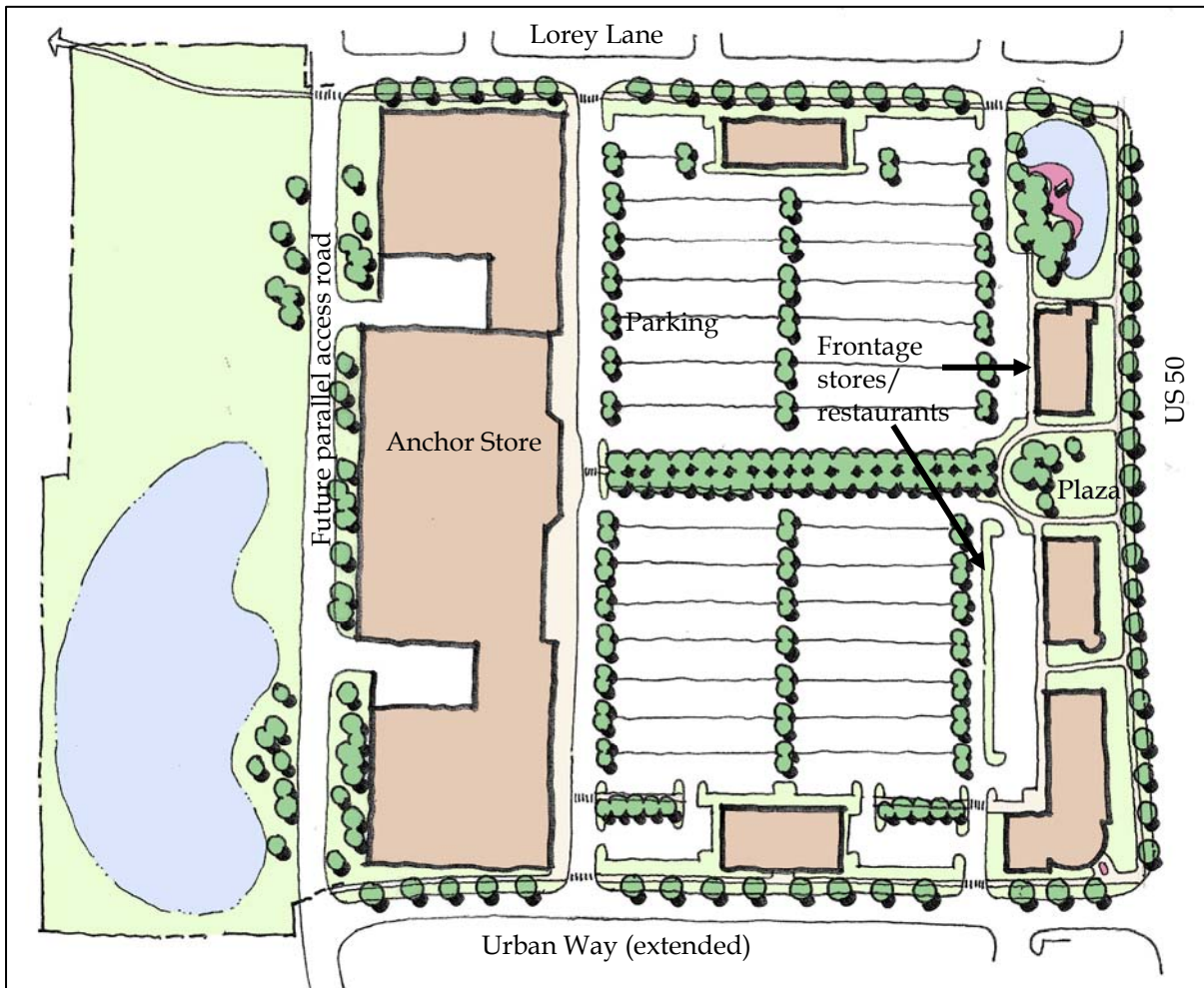


Exhibit 6-4: Site 2 - Existing Site



Exhibit 6-5: Site 2 - Rendering of Proposed Development



SECTION TWO: ARGOSY PARKWAY TO SR 48

Recommendations: Pedestrian Connections

- Widen existing sidewalks to 12 feet where building setbacks allow adequate space, to provide added shelter for pedestrians from the intense traffic of US 50.
- Connect existing sidewalks along US 50 to the pedestrian tunnel at Arch Street. This connection would increase the use of the tunnel, which was a significant capital investment and improvement for pedestrian safety.
- Create raised, textured crosswalks at the intersections with Front and Main Streets. The crosswalks would provide prominent crossings that calm traffic and increase pedestrian safety.
- Connect existing sidewalk along US 50 to the park and sports complex between Water and Walnut streets, behind properties fronting on US 50. Businesses along US 50 would benefit from pedestrian traffic generated by the park.
- Incorporate pedestrian walkways and a bike trail connection into the future Tanners Creek bridge. The bike trail connection would consist of a spur along Tanners Creek that connects to the riverfront path, as well as a ramp or steps to connect the spur to the bridge. The spur could also be extended north along Tanners Creek to residential areas.

Recommendations: Streetscape Improvements

- Plant street trees in the proposed center median to soften the appearance of the street and calm traffic.
- Plant street trees in grates in widened sections of the sidewalk. These trees would serve the same purposes as the median trees, and buffer pedestrians from the intense traffic of US 50.
- Construct an ornamental masonry wall/metal fence combination between sidewalks and parking lots to protect pedestrians, maintain the urban “street wall” and screen the parking from the street. The wall should be no higher than three feet.

Recommendations: Redevelopment

- Encourage redevelopment of clusters of underutilized, deteriorated buildings and vacant lots. Recommendations for two such clusters of properties in this segment of the corridor are highlighted below. Redevelopment should bring the properties into compliance with recommended land use and design guidelines for this section of the corridor.

Property Enhancement

A concept plan was developed to illustrate methods of “retrofitting” existing developed properties to increase compliance with proposed design guidelines.

Site 3 - Office and Retail Property Enhancement

Existing Conditions. The site on the southeastern side of US 50 between Water and Walnut streets contains an office building and a fast-food drive-through restaurant. The fast food structure is situated close to the sidewalk, though the office building is set back behind a narrow parking lot. The existing sidewalk is narrow and there is little separation between the parking lot and sidewalk. Multiple curb cuts break up the sidewalk and interfere with pedestrian movement. The buildings are well-maintained and some spotty landscaping exists.

Proposed Enhancement. The enhancement of these sites would create a block with improved pedestrian safety and comfort, a more attractive frontage for the existing businesses, and safer, more efficient traffic flow along US 50 due to reduced access points.

Consistent with the access management recommendations for this section of the corridor, the sidewalk would be twelve feet. The parking lot would be screened from the sidewalk by a three foot ornamental masonry wall/metal fence combination. Additionally, street trees would be planted along the widened sidewalk to shield pedestrians from traffic. Landscaped areas would replace asphalt where dimensions do not permit parking spaces.

Consistent with access management recommendations, two existing curb cuts for the office property and one existing curb cut on the restaurant property would be eliminated and consolidated with existing access points, which would be converted to only right-in/right-out movements.

The plan would result in a loss of some parking from the two sites combined. This parking could be recaptured partially by assuming a shared parking arrangement between the two buildings, taking advantage of differences in peak hours between the two uses. Additionally, it should be recognized that off-street parking exists within walking distance on Water and Walnut streets could be used. The approximate costs for the enhancement of Site 3 would be \$150,000 excluding ROW.

Exhibit 6-6: Site 3 - Existing Conditions and Proposed Enhancements

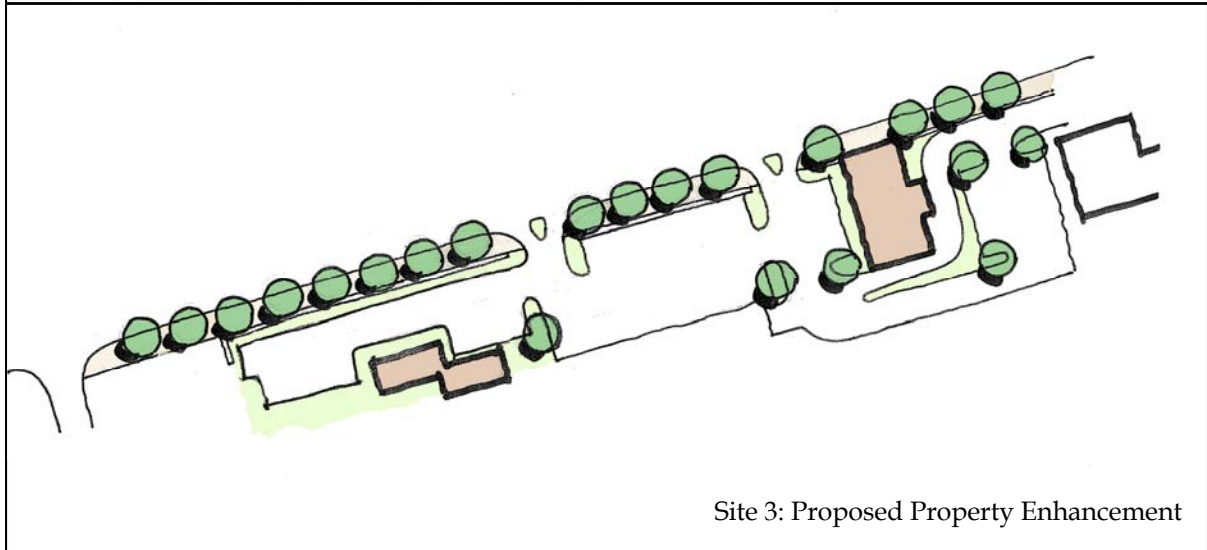
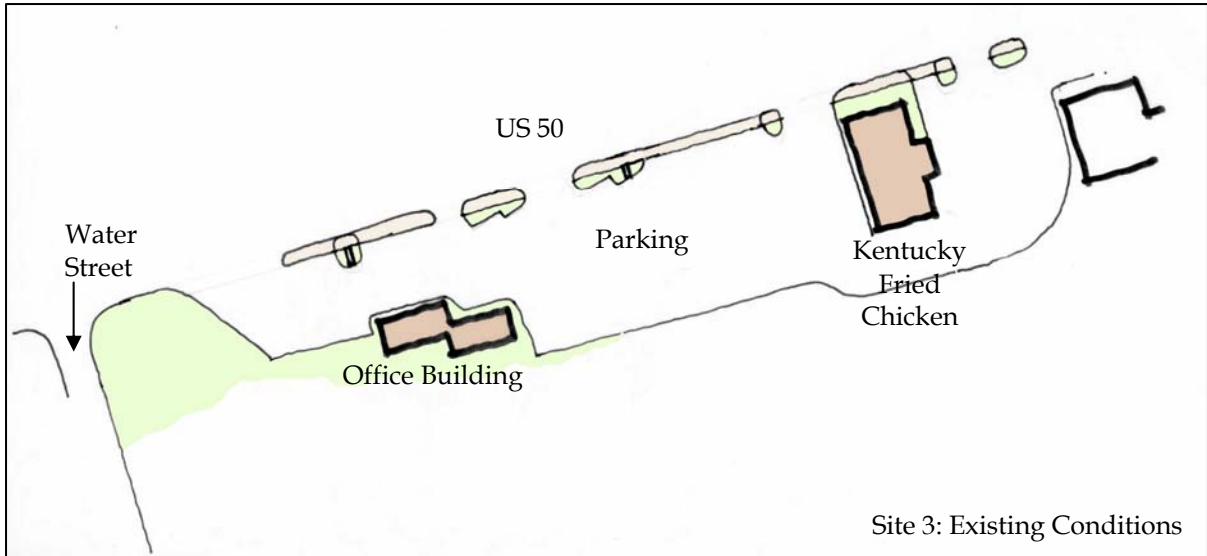


Exhibit 6-7: Site 3 - Existing Site



Exhibit 6-8: Site 3 - After Property Enhancements



SECTION THREE: SR 48 TO SR 350

Recommendations: Pedestrian Connections

- Create connections between complementary uses to encourage walking and discourage additional traffic on US 50. Examples of complementary uses include apartments and restaurants/retail, automobile service centers and convenience/drug stores, or offices and restaurants. Separate sidewalks from the roadway by a treelawn at least 10 feet wide.
- Extend connections to and along side streets to connect to adjacent residential areas.
- Connect this section of the corridor to historic Lawrenceburg via pedestrian facilities on the future Tanners Creek bridge.
- Widen or relocate existing sidewalks to shelter pedestrians from traffic. Widen to 12 feet or relocate and create a 10-foot treelawn.
- Improve access to the riverfront bike path by adding signage along US 50 that directs motorists to the Manchester Landing access point and parking lot.
- Coordinate sidewalk construction with development, property enhancement and access management projects in order to minimize disruption to property owners and maximize leveraging of funding resources.

Recommendations: Streetscape Improvements

- Replace excessive curb cuts with treelawns to create a continuous green strip on either side of the roadway. Coordinate this recommendation with curb cut eliminations and consolidations resulting from access management recommendations.
- Plant street trees in proposed center medians and in treelawns along the side of the road.
- Enhance the existing gateway treatment near the boundary between Lawrenceburg and Aurora, improving its visibility and further delineating the unique identity of each community. The current treatment, consisting of a welcome sign for Aurora, should be replaced by a larger sign with a stone or masonry base with signs greeting motorists in both directions for both communities. Landscape beds should be added along each side of the road and the median.

New Development/Property Enhancement

Site 4, a vacant property in the SR 48 to SR 350 corridor segment has been selected to demonstrate land use and design recommendations for new development. Site 6 has been chosen to illustrate methods of “retrofitting” an existing site in this segment of the corridor to increase compliance with proposed design guidelines.

Site 4: New Neighborhood Retail Development

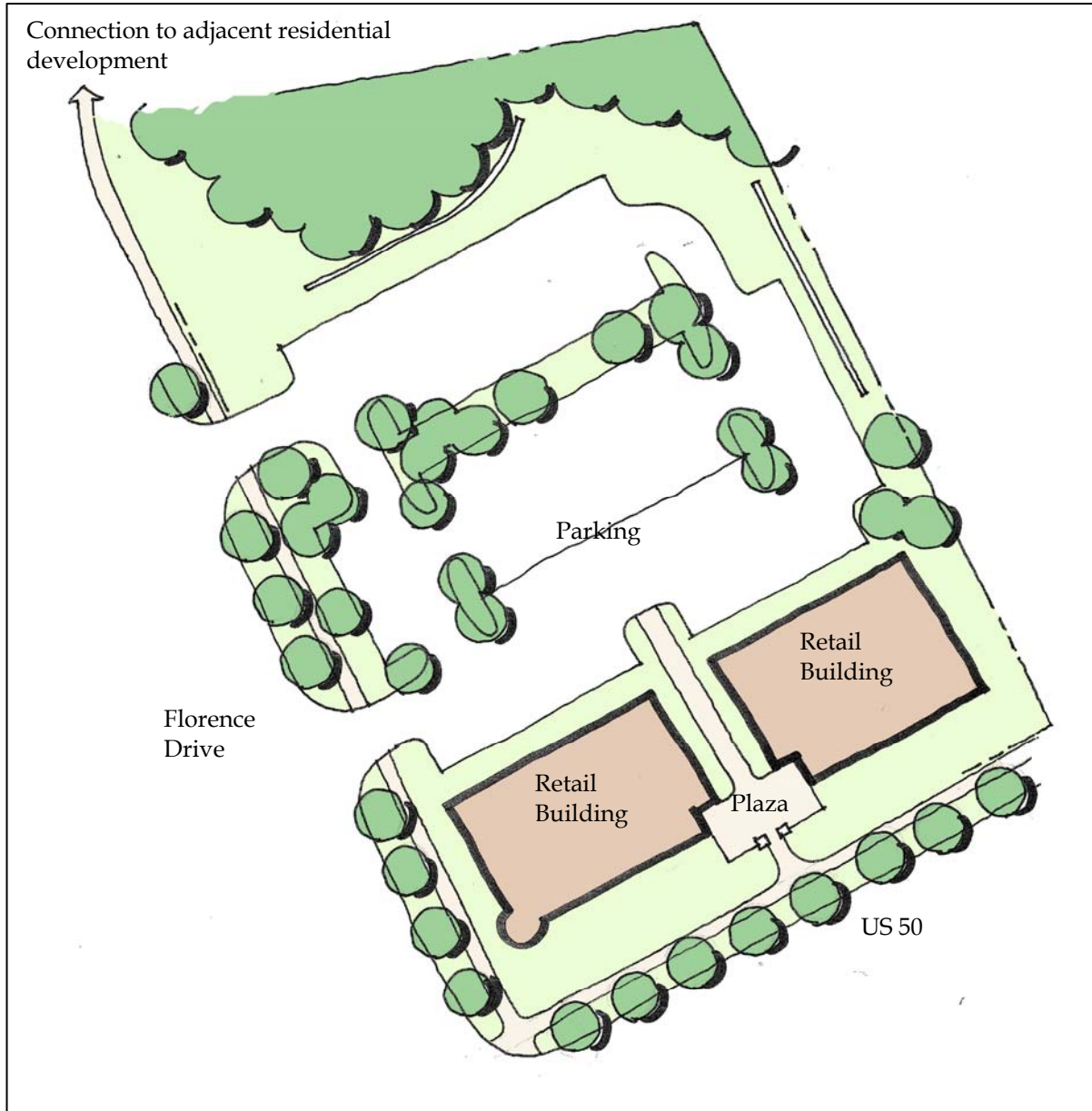
Existing Conditions. The property consists of approximately 2.75 acres of vacant land at the northwest corner of US 50 and Florence Drive. The site is adjacent to multi-family residential development to the north, an auto parts business to the northeast and a video rental business to the southwest.

Potential Development Opportunity. The proposed concept for this site is neighborhood-scale retail, which could include convenience-oriented retail as well as restaurants or cafes. The site would include 22,000 square feet of retail in two separate buildings. The buildings are situated at the front of the property, helping to frame the street. A small outdoor plaza is proposed between the two buildings, adding to the attractiveness of the site and creating an area for outdoor seating for cafes or restaurants. Entrances should be placed at the front of the buildings, connected to the rear parking via the pedestrian plaza. The parking lot would include landscape islands to break up the pavement and provide screening from surrounding streets.

Exhibit 6-9: Site 4 - Existing Site



Exhibit 6-10: Site 4 - Proposed Neighborhood Retail Concept



Site 5: Retail Property Enhancement

Existing Conditions. This site is located along the southeast side of US 50, immediately north of the boat ramp at access point 159. Three separate buildings occupy the site and contain a bar/restaurant, an appliance rental establishment and an automobile dealership. A continuous curb cut extends across the full width of all three properties, providing access to a parking lot that is poorly marked and only partially paved. The boundary between the site and the roadway is unclear, creating a hazardous situation for both pedestrians and parked cars.

Proposed Enhancement. The enhancement of the properties in site 5 would result in a more attractive “front yard” for these businesses, a safer more inviting situation for

pedestrians and parked cars, improved parking organization and circulation, and improved traffic safety and efficiency along US 50.

Exhibit 6-11: Site 5 - Existing Conditions and Property Enhancement



Consistent with access management recommendations, the existing continuous curb cut would be reduced to a single, right-in/right-out access point located between the rental business and car dealership. There would be a shared driveway providing access to all three businesses from this curb cut. This action would create an opportunity to re-think the aesthetics and layout of the site.

Exhibit 6-12: Site 5 - Existing Site



Exhibit 6-13: Site 5 - After Property Enhancements



A 10-foot treelawn is proposed to replace most of the pavement along the frontage of the site where access would be eliminated. A sidewalk would be placed along this treelawn, providing access to neighboring businesses and to the marina located to the rear of these properties. An additional driveway would be created along the rear of the property for additional circulation and loading. The majority of the parking

would be placed to the sides of the buildings, with landscaped islands breaking up the pavement and screening much of the parking from the street. Parallel parking spaces would be placed in front of the structures along the shared driveway. Existing pole mounted signage would be replaced with more attractive ground-mounted, monument style signs for each business. The approximate cost for the enhancements to site 6 is \$150,000, excluding ROW acquisition.