

North Vernon STELLAR READY!

Discover an outstanding tomorrow.

[1915 Fall Festival - North Vernon, Indiana]

A Stellar Community NORTH VERNON, INDIANA

STELLAR OVERVIEW

HOW DID WE GET HERE?

- Comprehensive Plan Prepared (2009)
- Grant Application Submitted (January 2011)
- Stellar Awarded to North Vernon (March 2011)

A. DEPOT EVENTS CENTER



B. DOWNTOWN STREETScape (PHASE I)



C. MAIN STREET MIXED USE DEVELOPMENT



D. MUSCATATUCK TRAIL



E. CITY CENTER



F. CARNEGIE RESTORATION



G. IRISH HILL NEIGHBORHOOD REVITALIZATION



H. IRISH HILLS STREETS & SIDEWALKS



I. DOWNTOWN STREETScape (PHASE 2)



J. DOWNTOWN FACADE IMPROVEMENTS



K. ARVIN SITE



G. Irish Hill Neighborhood Revitalization
H.

JANUARY 2011 - GRANT APPLICATION CONCEPT PLAN



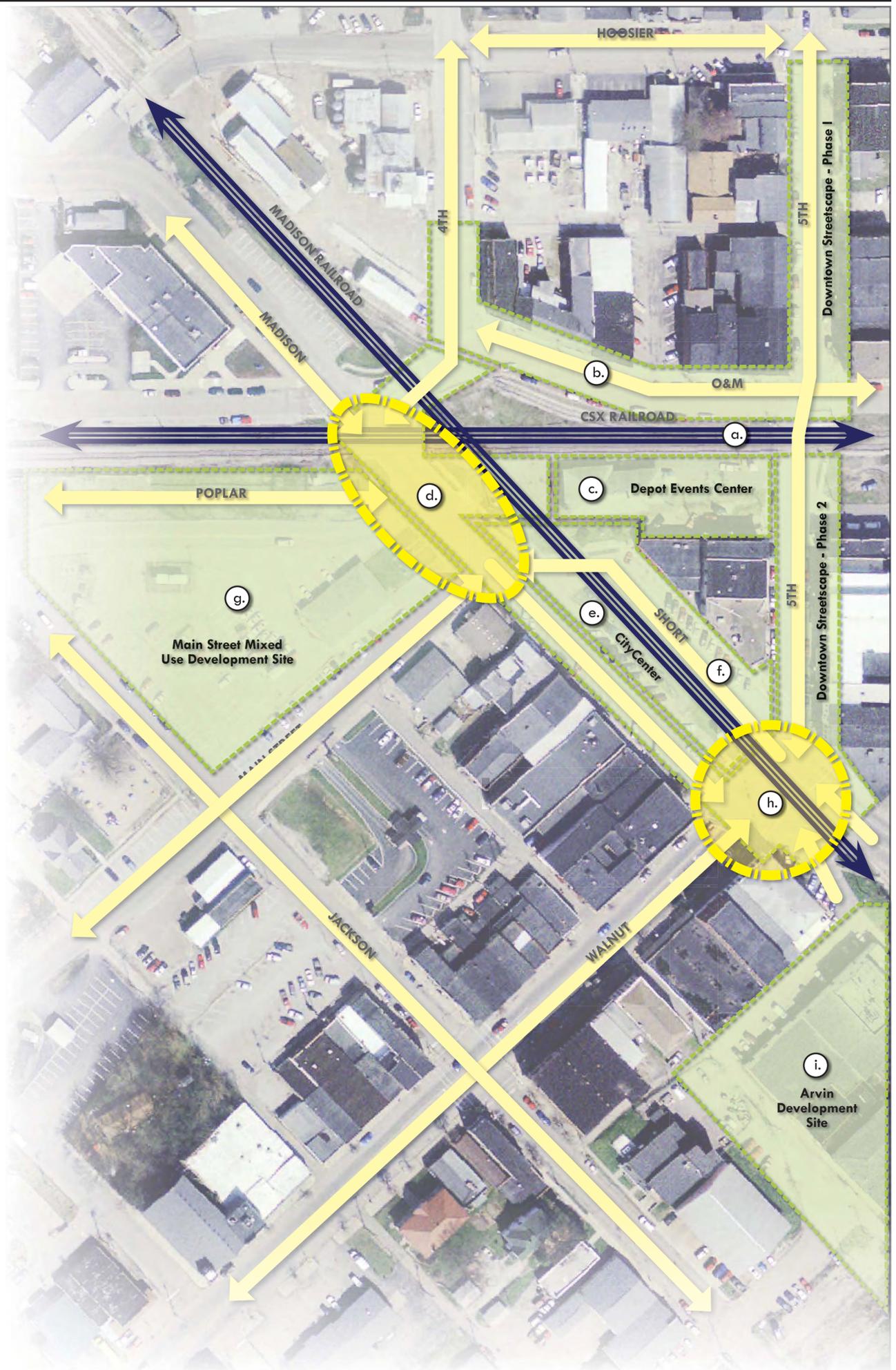
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ANALYSIS

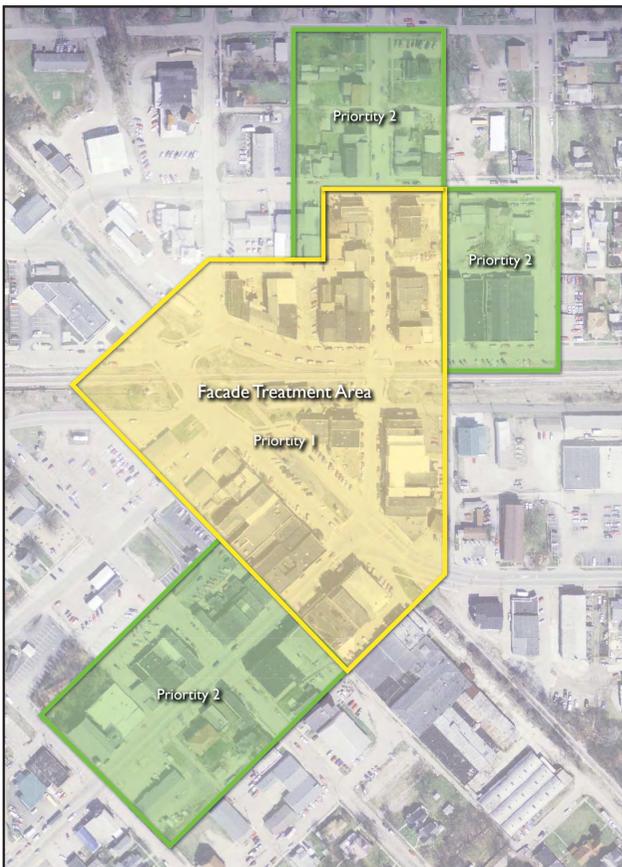
LEGEND

- a. **PEDESTRIAN SAFETY**
Without clearly defined crossings, pedestrians currently cross the tracks anywhere they please along the CSX and Madison Railroads.
- b. **O&M BRICK PAVEMENT**
Brick pavement should be preserved.
- c. **EXISTING DEPOT BUILDING**
The City is in discussions with CSX regarding the possibility of acquiring and repurposing the building.
- d. **MULTIPLE STREET INTERSECTIONS**
(Madison - 4th - Poplar - Main)
Intersection confusion and congestion where multiple streets intersect in one location.
- e. **BANK SITE**
What is the long term future of this site?
- f. **SHORT STREET**
Short Street has been proposed to be closed and turned into a downtown public space. The existing parking will need to be relocated within steps of the current location.
- g. **MAIN STREET DEVELOPMENT SITE**
Negotiations with private developers are currently ongoing for this site.
- h. **US-50/MADISON STREET**
The existing six "leg" intersection is confusing to visitors and congested for residents.
- i. **ARVIN DEVELOPMENT SITE**
Negotiations for acquisition of this site are currently ongoing.

PLANNING ISSUES



FACADES TREATMENT AREA MAP

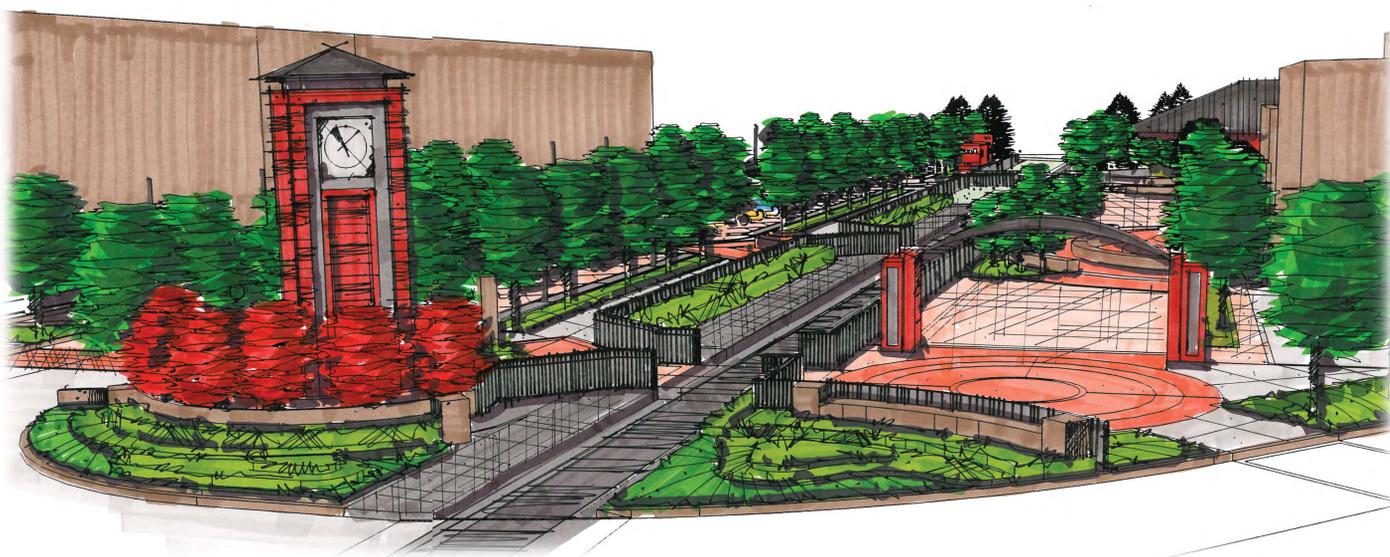


The history of North Vernon's rail activity through the years should have an influence on the proposed projects.

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HWC
ENGINEERING



Architectural elements, street trees, landscaping, and plaza space will reorient the city center from a place for cars to a place for people.

DOWNTOWN MASTER PLAN

PHASE I (2012)

PHASE II (2013) - CONCEPTUAL*

*Pending discussions with CSX Railroad and First Financial Bank

LEGEND

- a. Special Paving
- b. Street Tree
- c. Landscape Bed
- d. Landscape Wall
- e. Railing with Columns
- f. Free-standing Planter
- g. Street Light Pole
- h. Node Element
- i. Pedestrian Crosswalk
- j. Parallel Parking
- k. Angled Parking
- l. Water Feature
- m. History Walk
- n. Vertical Element
- o. Archway
- p. Stage
- q. Plaza Space
- r. Improved City Parking Lot
- s. Proposed City Parking Lot
- t. Park Theatre
- u. Depot Events Center
- v. Future Development
- w. Existing Brick Paving
- x. Caboose
- y. Pedestrian Connection
- z. Pedestrian Promenade



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CITY CENTER



The proposed city center will provide outdoor event space for festivals, markets, and concerts.

LEGEND

- | | |
|-------------------------|-------------------------|
| a. Depot Events Center | j. Pedestrian Promenade |
| b. Water Feature | k. Angled Parking |
| c. History Walk | l. Vertical Element |
| d. Railroad Barrier | m. Entrance Sign |
| e. Node Element | n. Landscape Wall |
| f. Pedestrian Crosswalk | o. Ornamental Trees |
| g. Performance Space | p. Shade Trees |
| h. Flex/Festival Space | q. City Parking Lot |
| i. Archway | |



A small stage that can function as seating would be appropriate in the City Center.



A linear or concentric water feature should be an engaging destination in the plaza.



A variety of paving patterns will create a unique identity for the City Center.



Pole lights, bollard lights, and up-lighting will be used to create inviting plaza spaces.



An architectural element such as an archway would frame the view and provide an entrance into the City Center.



Public art, district monuments, and planters will be used as node elements. An entrance sign will welcome visitors into the downtown.

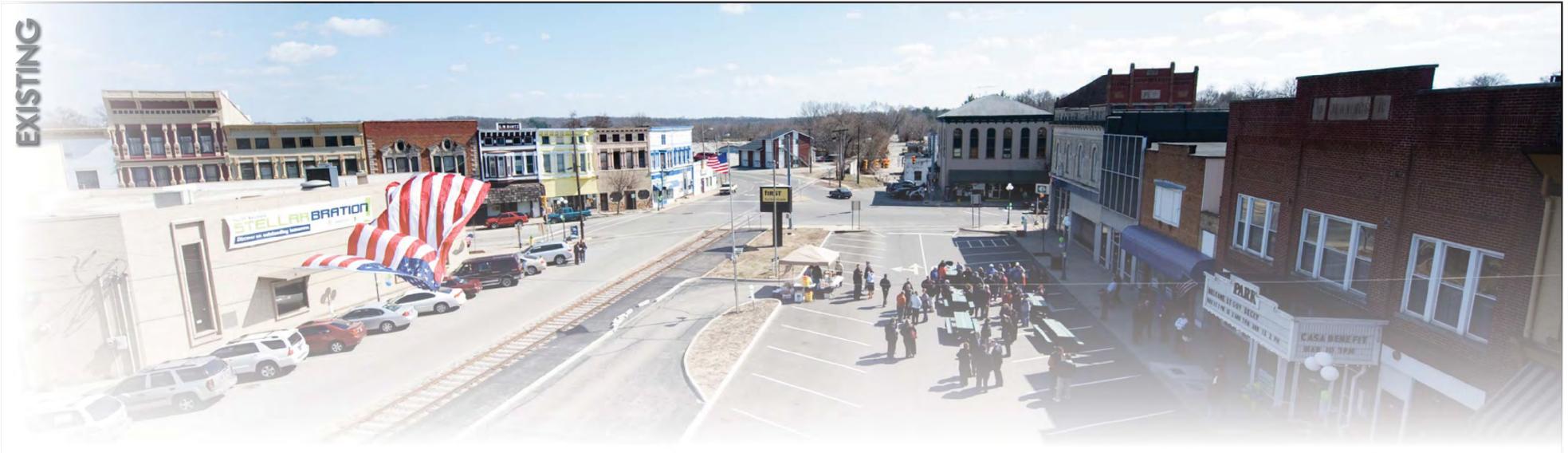


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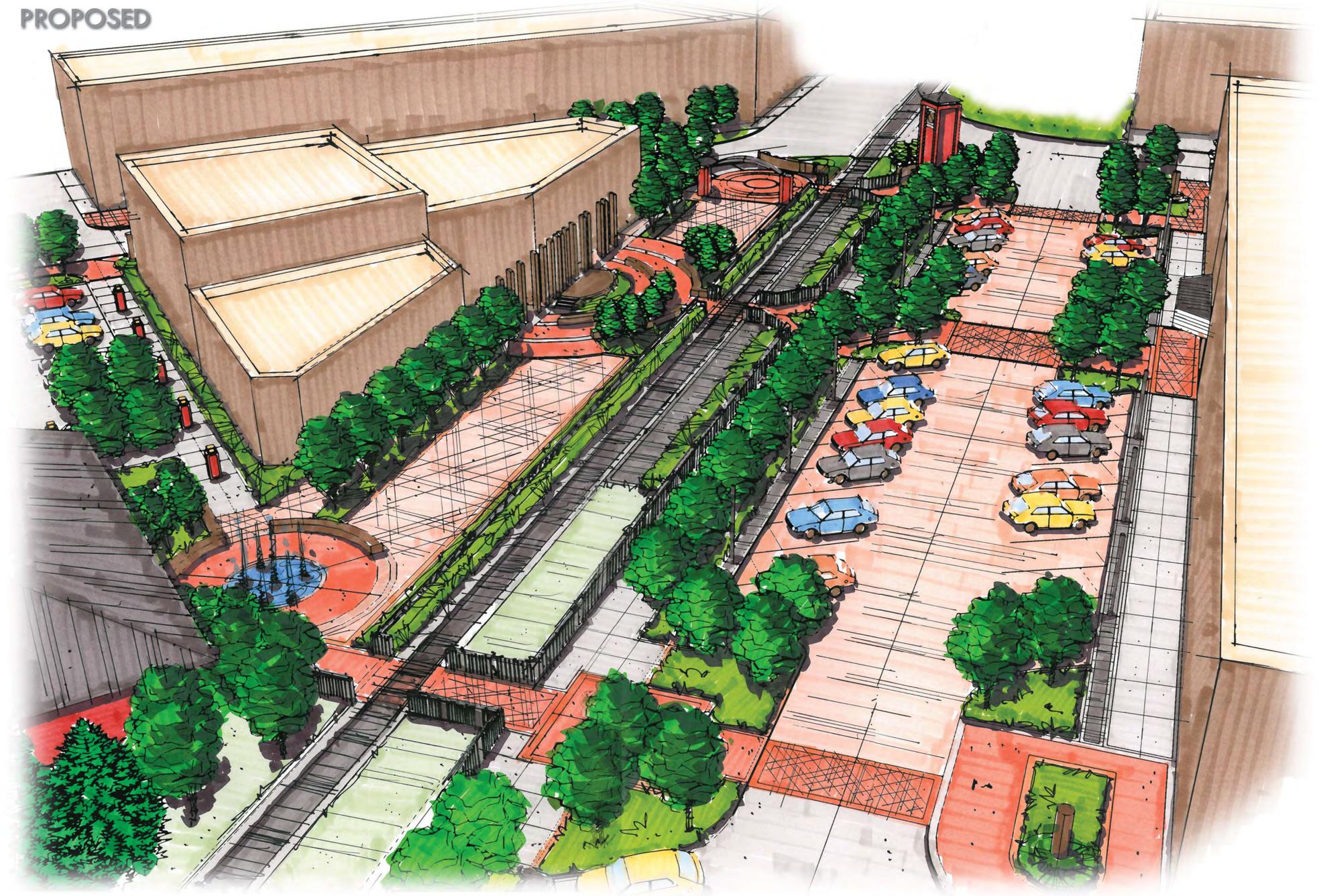
BEFORE & AFTER

EXISTING



The existing city center is not a place for people -- concrete and parking stretch from one facade to the other.

PROPOSED



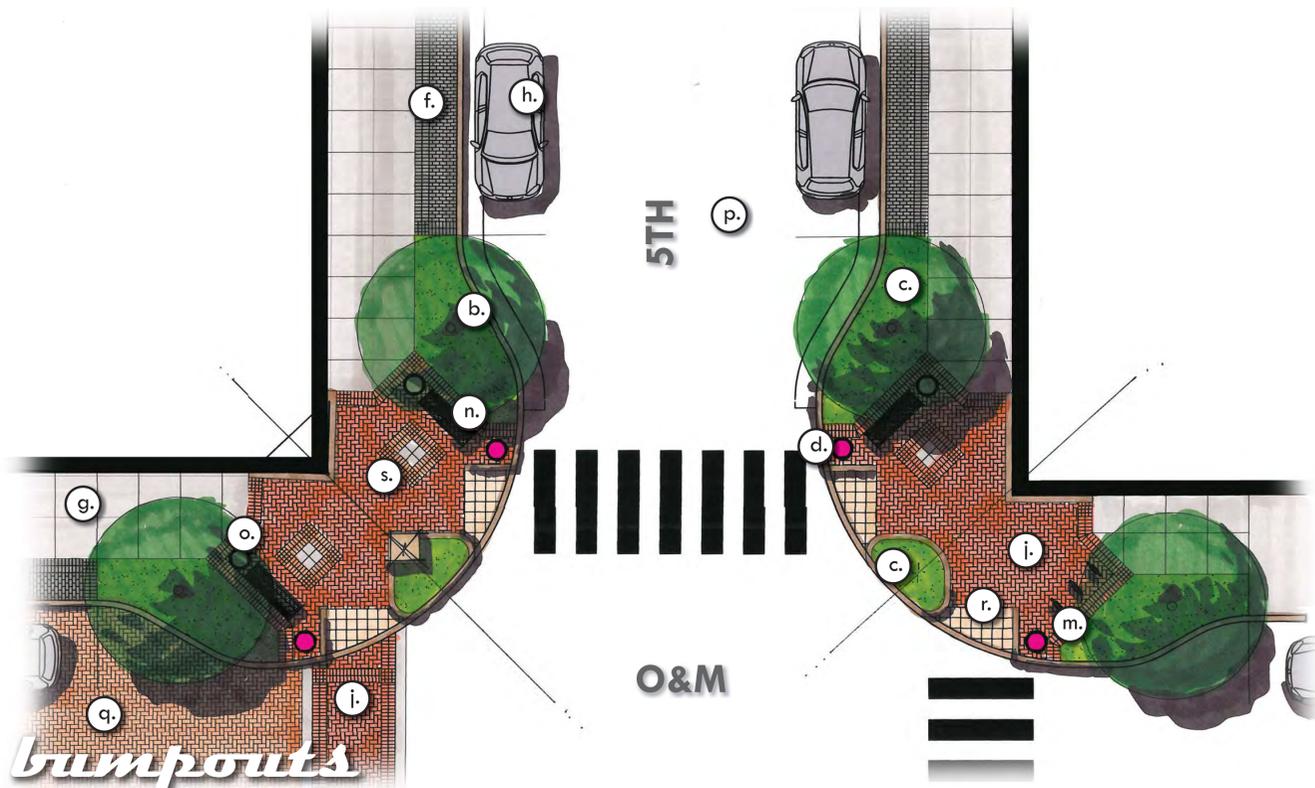
The proposed city center will introduce trees, landscape, a pedestrian-oriented plaza space, and sidewalks creating a destination for residents and visitors alike.

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STREETSCAPE



bumpouts

Bump-outs allow more room for street trees, reduce crosswalk lengths, and serve as traffic calming devices.



brick pavers

A contrasting colored brick utility strip will complement existing red brick pavers.



street trees & planters

Maple, Honeylocust, and Littleleaf Linden will create an urban street tree palette. Planters will also be used for seasonal interest.



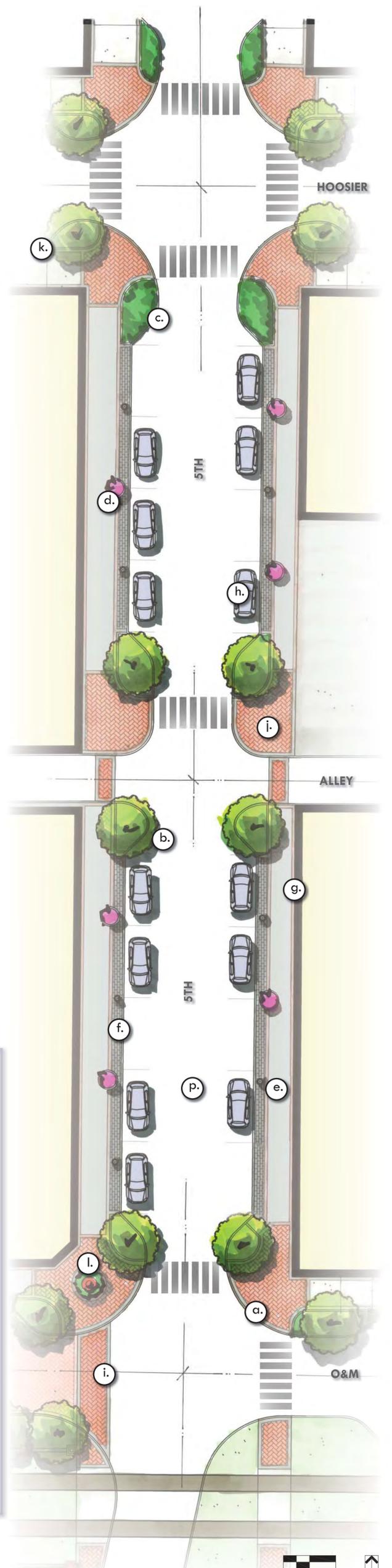
site furniture

Both trash and recycling will be accommodated with new receptacles. New bike racks will encourage bicycle use in the downtown.



street lights

New street lights will complement the railroad theme and create a look unique to North Vernon.



LEGEND

- a. Bumpout (plan above)
- b. Street Tree
- c. At-Grade Planter
- d. Free-Standing Planter
- e. Street Light Pole
- f. Brick Utility Strip
- g. Concrete Sidewalk
- h. Parallel Parking
- i. Pavers at Crosswalk
- j. Pavers at Bumpout
- k. Accessible Parking Space
- l. Node Element
- m. Bike Rack
- n. Bench
- o. Trash Receptacle
- p. Vehicular Drive Lanes
- q. Existing Brick Street
- r. Accessible Ramp
- s. Brick Detail

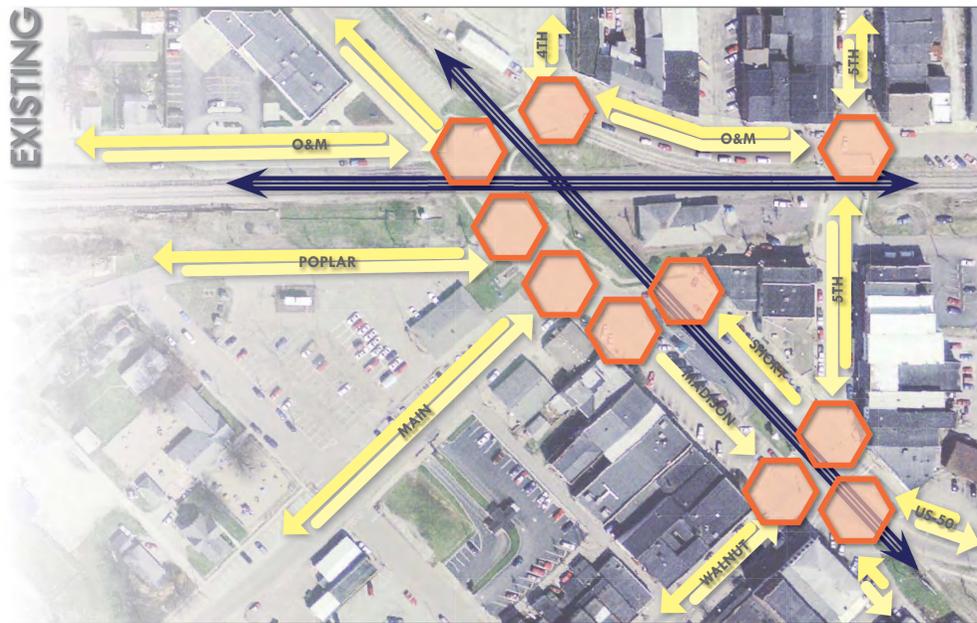
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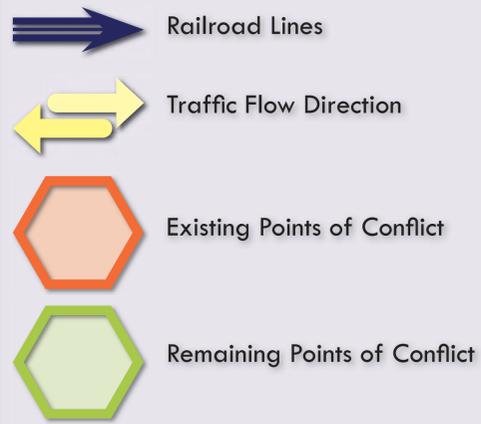
0 16' NORTH

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TRAFFIC



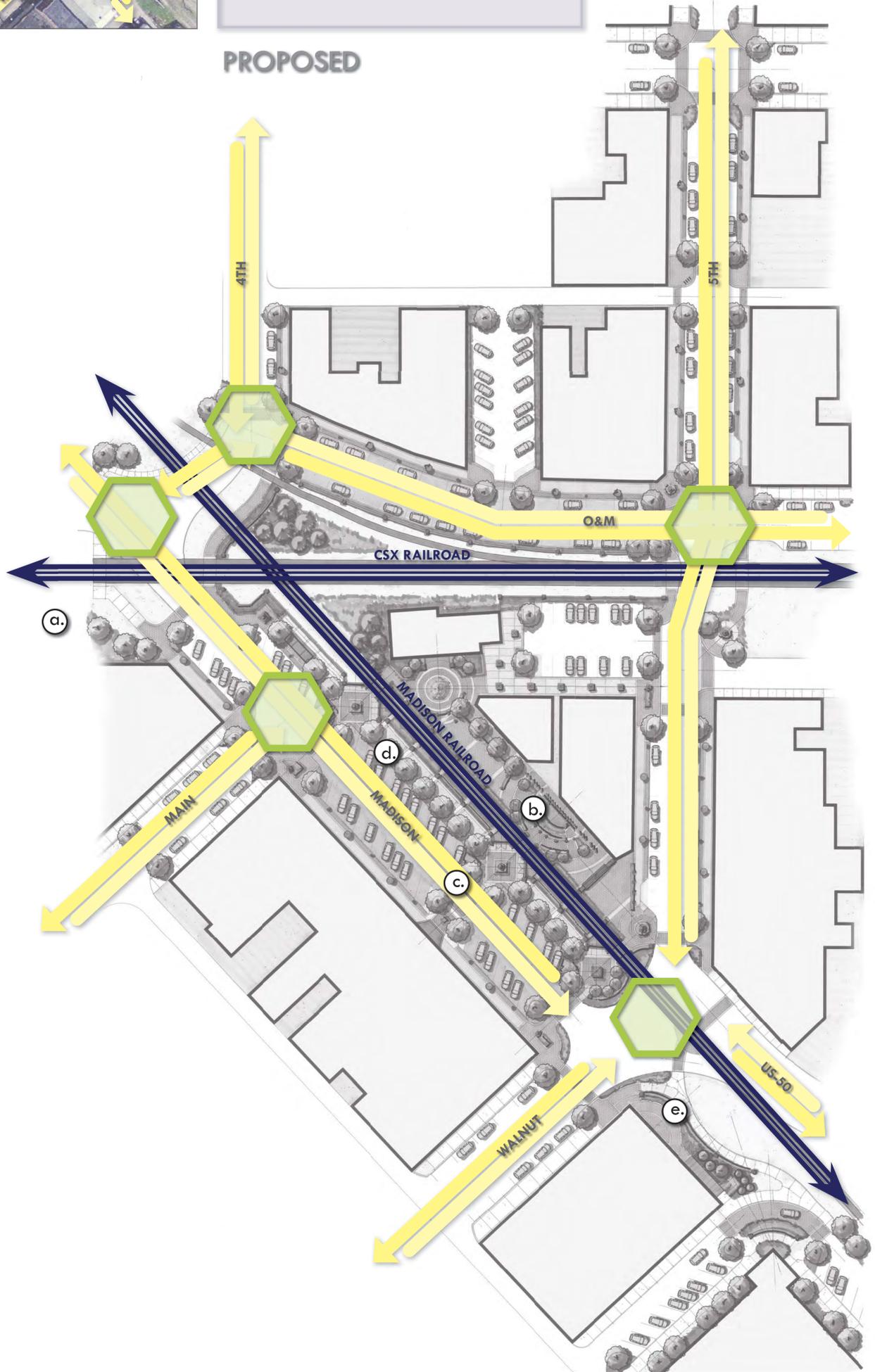
LEGEND



The points of conflict are reduced significantly with the changes below.

- a. CLOSE POPLAR FROM JACKSON TO MADISON**
Closing Poplar eliminates a dangerous intersection at Madison/Poplar adjacent to the CSX Railroad. Traffic can still access SR-7 by Main Street, or by following Jackson back to Poplar.
- b. CLOSE SHORT STREET INTERSECTION AT MADISON**
By closing Short Street, the intersection with Madison Street is eliminated. This simplifies and improves the safety of the Main/Madison intersection. Even more, it eliminates a vehicular railroad crossing.
- c. MAKE MADISON STREET TWO-WAY**
Allowing two-way traffic on Madison Street in front of the Park Theatre will allow direct access to Madison/Short Street businesses after the closure of Short Street. It also allows traffic to access North Madison Street from US-50 without a re-route onto 5th Street.
- d. CLOSE BANK DRIVE-THRU**
Closing the bank drive-thru allows the closure of the Short Street intersection, improving the safety of the Main/Madison intersection.
- e. CLOSE SOUTH MADISON STREET**
Closing South Madison Street eliminates one of the six roads intersecting at the US-50/Madison Street intersection, greatly improving the safety of this intersection. Parking will be installed behind the buildings on US-50 to make up for lost parking.

PROPOSED



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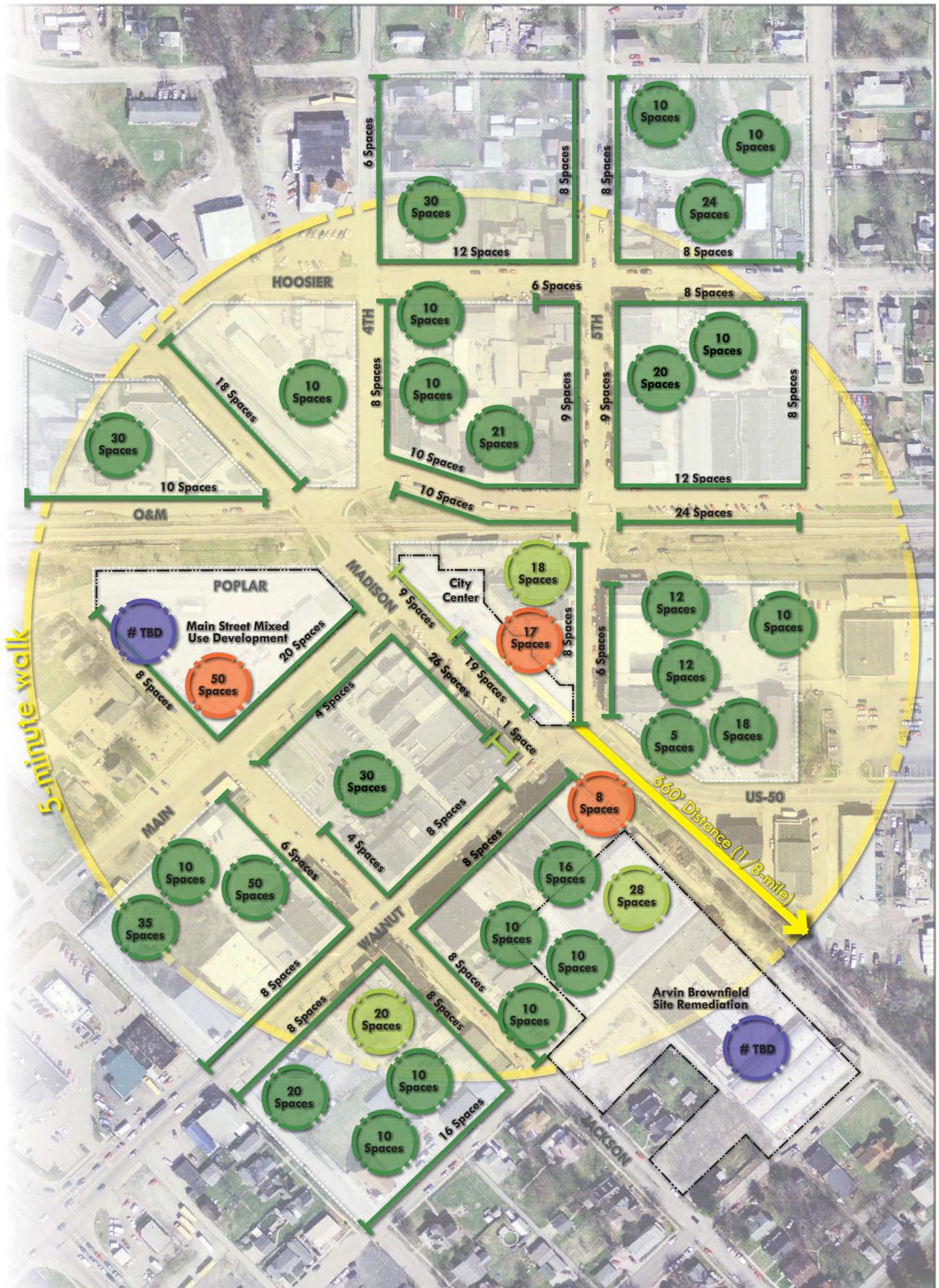
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PARKING

- 800+ parking spaces exist within a 5-minute walk of the downtown today
- The Stellar Communities projects will maintain those 800+ parking spaces
- 800+ parking spaces is sufficient for the full build-out of the downtown

LEGEND

- City Block Study Area
- Proposed Stellar Communities Projects
- Existing On-street Parking to Remain
- Proposed On-street Parking Gained
- Existing Parking Spaces to Remain
- Proposed Parking Spaces Gained
- Proposed Parking to Accommodate New Developments by Developer
- Existing Parking Spaces Lost
- 5-minute Walk



	On-Street Parking	Off-Street Parking	Total Parking
Existing Parking Spaces to Remain	317	528	845
Existing Parking Spaces Lost	- 1	- 75	- 76
Proposed Parking Spaces Gained	+ 9	+ 67	76
Net Difference	+ 8	- 8	+ 0

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PROJECT SCHEDULE

KEY DOWNTOWN SCHEDULE IMPACTS:

- Phase 1 Streetscape (north of CSX Railroad) will begin in the summer of 2012.
- Phase 2 Streetscape (south of CSX Railroad) will begin in 2013.
- City Center improvements will begin in the summer of 2012.
- Façade improvements will begin in the summer of 2012.

PROJECT	2012		2013
DOWNTOWN STREETScape (PHASE I)	Design and Environmental	Construction	
DOWNTOWN STREETScape (PHASE II)	Design and Environmental		Construction
IRISH HILL HOUSING	Construction		
CITY CENTER	Design	Construction	
CARNEGIE LIBRARY RESTORATION	Construction		
DEPOT EVENTS CENTER	Acquisition, Design and Environmental		Construction
ARVIN SITE BROWNFIELD REMEDIATION	Acquisition and Design		Demolition and Remediation
FACADE RESTORATIONS	Design and Environmental	Construction	
IRISH HILL STREETS AND SIDEWALKS	Design	Construction	
MUSCATATUCK TRAIL	Design and Environmental		Construction

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