City of Franklin, Indiana

Gateways, Greenways & Redevelopment Study

A Visioning Study prepared
for the
Franklin Redevelopment Commission

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1.0 Executive Summary

In an effort to further enhance the City of Franklin's appeal to residents, business and industry, City Leaders have embarked on this Gateways, Greenways and Redevelopment Study to accomplish the following goals:

- To expand amenities and attractions within Franklin
- To promote pedestrian connectivity and alternative transportation options
- To promote private investment and appropriate development activities
- To appropriately address long standing floodplain issues within the SW downtown quadrant
- To preserve and protect the City's architectural heritage and historic fabric

For years now, the Franklin Historic Greenway Trail has been a significant addition to the Parks and Recreation offerings for local residents. Understanding its value to the general public in terms of health benefits, alternative transportation and real estate investment, city leaders sought to expand greenway access within the community. This study establishes new greenway routing options through the City along both the SR 144 and Main Street corridors.

The devastation associated with the June 2008 flood event will not soon fade from memory. Without question, the property damage to businesses, homes and public facilities was substantial. At the time of the flood, city leaders were already considering local public improvements to enhance the City of Franklin amenities and offerings for local residents, business and industry. The flood event prompted an additional consideration; the evaluation of flood mitigation options, with a focus on the Southwest quadrant of downtown Franklin.

The City of Franklin's local building stock, both in the older residential areas and also in the commercial core, gives Franklin much of its charm and appeal. Local architectural icons include the Johnson County Courthouse, Old Main on the Franklin College campus, the Artcraft Theater-now home to Franklin Heritage and the Indiana Masonic Home. The City has a well established track record in promoting and restoring Franklin's architectural heritage. While local accomplishments in architectural preservation are significant, more formalized programs and policies toward preservation were sought. In keeping with the City's preservation traditions, this study will add architecturally appropriate design guidelines and standards for development within the commercial core of Franklin.

Opportunities for the Franklin community that have been identified in this study include:

- A plan for phased installation of expanded and upgraded greenways and urban trails
- Plans for phased installation of gateways appropriately marking entrances into the City
- Streetscape improvements enhancing the downtown shopping and entertainment experience
- Identification of flood mitigation options for Young's Creek in downtown Franklin
- Long term plan for a redevelopment district in the Southwest quadrant of downtown
- Establishment of design guidelines and standards for architecturally appropriate new construction infill development and adaptive reuse of historic structures

2.0 Project Background & Intent

Background

In order to thrive as a community, the City of Franklin must compete with other cities and towns on multiple levels. As such, Franklin routinely competes for jobs, residents, attractions, business investment, private development, institutions, foundations, etc. The decision to locate one's family, business or institution in a given community is largely based upon the assets, attractions, offerings, and amenities that a community provides. Therefore, City of Franklin is embarking on this study to advance the City's competitive advantages while at the same time improving the quality of life available to all residents.

2.1 Opportunity Planning

2.1.1 Greenways

Ever since its' construction, the Historic Greenway Trail running along Hurricane and Young's Creeks has been met with enthusiastic support and use by joggers, walkers, and cyclers. The benefits of greenways; from improved health, alternative transportation, social engagement, green infrastructure and linear parkways, all serve to underscore their appeal in a community. In an effort to expand greenway offerings in Franklin, this study proposes two new greenway corridors. The first greenway corridor runs from the I-65 interchange West along SR 144 through downtown to the junction of SR 144 & SR 44. The second greenway corridor runs from North Main at US 31 to South Main at US 31. Material selections and design standards will embellish these greenways in a fashion unique to Franklin.

2.1.2 Gateways

Gateways serve a primary function for communities – they mark one's arrival into a community. When done appropriately, they serve as harbingers of the community's architectural integrity. This study has identified gateways into Franklin at 4 key locations within the City. The primary gateway is planned west of the I-65 interchange and celebrates the City's growing commitment to greenway facilities. Gateway features will exhibit a common architectural theme drawn from local historic precedents.

2.1.3 Streetscapes

A key to successful communities is a thriving downtown commercial core. This study is focused on several strategies to accomplish this goal. Streetscape improvements are one of those strategies planned for downtown Franklin. These improvements will enhance the visitor, worker and shopper experience with way-finding signage, improved street lighting and street appurtenances, sidewalks with accented paving and landscaping.

2.1.4 Flood Mitigation

Flooding risk in downtown Franklin has long been an impediment to private and public investment within the floodplain of Young's Creek. Over the years, this has influenced the types of businesses that have located south and west of the Courthouse Square. The June 2008 flood certainly took its' toll on all properties located there. This study has identified the feasibility for flood mitigation by pulling more than 14 acres out of the floodplain. In order to accomplish this goal, some businesses will need to be relocated. The presence of brown fields in this area will also require mitigation efforts. Once completed, the opportunities associated with bringing these properties surrounding the Courthouse Square to a higher and better use is certain to encourage private investment and development in Franklin's downtown.

2.1.5 Southwest Quadrant Redevelopment

The redevelopment of over 14 acres in the Southwest Quadrant is an opportunity of multiple dimensions. Given its' proximity to the Courthouse, City Hall, Artcraft Theater, Johnson County Library and Museum of History and several restaurants and businesses, the potential of this development district will generate high levels of interest from private investors and developers. Planned uses include commercial office, commercial retail, residential units and hospitality. The establishment of these new uses creates an opportunity for public open space along the Young's Creek corridor, which will serve as additional parkland for the community. Current programming will address parking needs for downtown businesses, including parking for public and private workers, visitors and residents. A detailed potential development market analysis should be considered as the next step in realizing this area's potential.

2.1.6 Architectural Heritage

Franklin's architectural assets are many: an historic downtown core, an historic park and greenway, cultural icons such as the Artcraft Theater, the Johnson County Courthouse, Old Main on the Franklin College campus and several historic churches to name just a few. Preserving those assets in perpetuity, appropriately managing adaptive reuse of historic structures and guiding the design of infill development are key elements to maintaining the architectural heritage for which this city is known. This study has established design guidelines and standards for the governance of such development activities within the commercial core of Franklin.

3.0 Greenway Corridor Design

3.1 Overview

(Please refer to appendix drawings MP100 – MP109 at the end of this section)

Greenway corridors are linear open spaces that physically connect areas of community activity. A primary component of this visioning study includes the identification of greenway corridors that will promote pedestrian mobility and connectivity throughout the city of Franklin. In order to define the greenway corridor locations, current conditions have been assessed and corridor opportunities identified. A primary objective of this study is to connect to the Historic Franklin Greenway Trail in order to utilize existing trail corridors and expand the pedestrian network throughout the community. There is also a desire to link areas with higher density land uses, such as downtown with Franklin's residential neighborhoods to promote alternative transportation and recreation between these locations with visibly well-marked paths and trails.

Following are the proposed corridor limits as determined through preliminary assessment of existing conditions and current land uses:

East – West Boundary:

(East State Road 44 at Jim Black Road to West State Road 44 & State Road 144 junction)

West SR 44 – (*SR 144 to US 31)*

This corridor section includes a secondary gateway at SR 44 and SR 144 as well as trail defining monumentation at the SR 44 intersection with US 31. The land use in this area consists of a large institutional zone at Johnson County Memorial Hospital, along with a senior living facility at the SR 44 / SR 144 intersection. Suburban residential neighborhoods and pockets of commercial retail uses span the corridor, including a newer market rate apartment complex with adjacent shops. The Johnson County fairgrounds could easily be accessed with a secondary trail from SR 44.

Downtown & Franklin College – *(US 31 to Forsythe Street)*

Franklin's downtown is organized around the Johnson County Courthouse and Square. The urban core contains a mix of commercial, office and retail businesses as well as residential housing, some of which have been disturbed by flood damage in June of 2008. Franklin College is located east of the city's downtown on 187 acres, with approximately 1000 enrolled students.

According to AmericanTrails.org

"There are many benefits of trails and greenways that planners, funders, and the public need to know about: they make our communities more liveable; improve the economy through tourism and civic improvement; preserve and restore open space; and provide opportunities for physical activity to improve fitness and mental health."

http://www.americantrails.org/resources/benefits/index.html)

Existing Historic Franklin Greenway Trail marker

Neareast SR 44 – *(Hurricane Creek to Middleton Drive)*

The district situated just east of downtown Franklin is chiefly comprised of residential housing, some areas with limited public right-of-way, and right-of-way needs to be required. One area of concern to be addressed is the "switchback" at Forsythe Street where SR44 connects to Jefferson Street, due to high volumes of traffic that travel this east/west thoroughfare. There is potential to connect the major greenway corridor to the existing Historic Franklin Greenway Trail in order to avoid pedestrian/vehicular conflicts in this major traffic area.

View west from SR 44 / Forsythe switchback

East SR 44 / Interstate 65 – *(Middleton Drive to Jim Black Road)*

Continuing east along SR 44 toward I-65, the highway widens and some commercial outlots are situated between residential neighborhoods. There is more space in the right-of-way that can be utilized for the greenway corridors and associated streetscape elements, which would occur on both sides of SR 44. The gateway feature would occur in this zone, with clear visual access toward I-65 to the east and back to the "switchback" at Forsythe Street *(See section 4.0 Gateway Feature Design)* The area along east SR 44 and adjacent to Interstate 65 consists of mainly commercial land uses, within the Gateway Overlay District. The overlay is intended to guide development occurring at the city's eastern entrance, and to incorporate consistent streetscape elements within the corridor. The pedestrian greenway paths in this area would typically be located along both sides of SR 44 west of I-65, and only along the south side of SR 44 traveling east underneath the Interstate overpass, terminating at the future Tech Park site.

View west toward I-65 along SR44 corridor

North – South Boundary:

(North Main at US 31 to South Main at US 31)

North Main

The corridor along North Main Street is generally residential, with commercial pockets at the US 31 junction and in the first few blocks north of the downtown core. The ArtCraft Theater and the Johnson County Museum of History are two historic institutions located in this area of the city, known as Martin Place Historic District, and there are excellent views south to the County Courthouse. The existing street from curb to curb may be narrowed to gain space for the proposed pedestrian paths, but some degree of right-of-way acquisition may be necessary in certain locations within the neighborhood. As North Main nears US 31, commercial land uses occupy the corridor.

View south along North Main Street

South Main

As South Main Street crosses Young's Creek, it converges with the existing Historic Franklin Greenway Trail and pedestrian entrance to Province Park. The street is lined with traditional residences leading away from downtown, and then becomes characteristically more agricultural south of the Masonic Lodge. There are several opportunities for development in this area south of the existing neighborhoods and leading to US 31, with potential for a very impressive secondary southern gateway into the community with dramatic views to the County Courthouse.

View north along South Main Street toward Courthouse

3.2 Corridor Master Plan

(See 7.2 Pedestrian Corridors)

Throughout the greenway trail corridors, transitions occur in land use from suburban to urban and residential to commercial core. Proposed trail development standards incorporate the design of path types that reflect such transitions. These include:

Greenway trail example: asphalt path

3.2.1 Greenway Trail

The greenway trail is composed of an asphalt path with appropriate streetscape elements and landscape treatments. This is an intensive recreation type of trail that occurs in more suburban and rural areas of the city, where there is typically more right-of-way available for trail development. Lighting in these areas includes lighted bollards along the path for safety and aesthetics.

3.2.2 Upgraded Streetscape

Upgraded streetscapes occur throughout the community and incorporate renovated sidewalks and new streetscape elements within a pedestrian corridor. The streetscape elements remain consistent across all trail types and unify the overall visual form throughout the community. These areas typically run parallel with the Greenway and Urban Trails on the opposite side of the street.

Upgraded streetscape example: improved sidewalks and streetscape elements

3.2.3 Urban Trail

Approaching the downtown district, the trail becomes more urban in character, utilizing cast-in-place concrete with a scoring pattern that resembles pavers. An inset of decorative concrete pavers at highlighted locations along the urban trail adds interesting detail to the path while utilizing consistent materials from the urban streetscape path. In certain areas, the route may narrow in this area due to restricted public right-of-way.

3.2.4 Urban Streetscape

The urban streetscape path marks and embellishes Franklin's downtown core. The pavement will consist of decorative concrete pavers laid in the same pattern as the concrete scoring along the urban trail, allowing a smooth transition between trail types. Again, cohesive streetscape elements continue to maintain vertical character within the pedestrian corridor.

Urban trail example: concrete paver highlight location

Urban trail example: cast-in-place concrete path with decorative score pattern

Visual consistency across trail types can be achieved by utilizing a uniform palette of materials, site furnishings, and lighting fixtures. A highly visible and accessible greenway system makes a community more attractive to real estate developers and potential residents. Development of these corridors shall include the definition of pedestrian space behind travel lanes (physical separation preferred), improvements to walkway surfaces, and streetscape enhancements, such as:

- Hardscape enhancements based on corridor location
  (See 7.3 Pedestrian Corridors)
- Example intersection and crosswalk design and treatments
  (See Appendix MP106 – 109 this section)
- Upgraded street lighting
  (See 7.7 Site Lighting)
- Street furnishings and opportunities for public art
  (See 7.6 Site Furnishings)
- Feature monuments that relate to the proposed gateway feature
  (See 4.0 Gateway Feature Design)
- Aesthetic and functional landscape treatments
  (See 7.5 Landscape & Plantings)
- Concepts for enhanced pedestrian wayfinding system
  (See 7.8 Wayfinding Signage)

Representative urban streetscape enhancement project: Cultural Trail, Indianapolis, IN

The benefits of greenways are undeniable; creating safe, comfortable, pedestrian-oriented routes promotes physical health and fosters community engagement and interaction with neighbors, visitors and nature. Physical separation of pedestrian and vehicular corridors allows pedestrian trail users to feel protected from traffic, and is preferably accomplished with a landscape buffer to provide aesthetics and some vertical separation. Where physical separation is not feasible, a curb and adjacent "site furnishings" zone will visually identify the separation of uses.

Pedestrian crossing signal with solar-powered lighting

3.2.5 Pedestrian / Vehicular Conflict Areas

Measures can be taken to diminish conflict areas by designing intersections that are highly visible to pedestrians and motorists, thereby promoting public safety. Incorporating traffic-calming techniques, such as medians, flashing lights, and pavement change at pedestrian crossings are examples of these methods. Design standards have been prepared for local, collector, and arterial intersections indicative of future implementation strategies. These standards apply aesthetics and monumentation to these intersections, further enhancing and embellishing the interface between pedestrians and vehicular traffic.


Textured pavement change at pedestrian crossing for safety


Example emergency call box (right) and trail wayfinding signage (far right)

3.3 Feasibility

(Please refer to appendix drawings MP500 – MP501 at the end of this section)

Opportunities

There are several opportunities associated with trail development within Franklin. In addition to public social, physical and environmental health that comes with a functional pedestrian route, there are also opportunities to explore ways in which an improved trail system can also serve as a catalyst for new development and increased property values. People value open space and recreation opportunities in their communities. Studies show that consumers are willing to pay more for access to the amenities provided by greenway corridors. Greenway corridors are also a proven catalyst for private investment and development. Natural systems can also be enhanced along greenway corridors via green infrastructure techniques such as vegetated bio-swales and rain gardens. These techniques utilize planted areas within the corridors to collect, filter and improve water quality during rain events. These measures also provide a cost-effective strategy to meet recently enacted federal mandates for stormwater management within cities and towns.

Constraints

In some areas, successful implementation of the schematic greenway plan will require right-of-way acquisition for minimum greenway widths to be achieved. In other locations, challenges include physical constraints such as topographic grade issues and intersection crossings. Depending on trail location and type, further study during implementation will be necessary to determine final construction details. Implementation in sequential phases will be required to bring these improvements to the Franklin community with an initial focus on the downtown trails extending east to the I-65 interchange.

4.0 Gateway Feature Design

4.1 Overview

(Please refer to appendix drawings MP200 – MP203 at the end of this section and 7.3 Gateway and Monument Features)

Gateway features are utilized as key elements that mark portals into one's community, creating a unique arrival experience for residents and visitors. By establishing a dramatic gateway that pays homage to its history and traditions, the City of Franklin will demonstrate its pride and investment within their community. Franklin has several potential locations for a gateway, but the most prominent arrival site exists along State Road 44 near the Interstate 65 interchange. This area receives high volumes of traffic accessing the community; residents and visitors alike. Based on topography and existing views, the chosen site location chosen has open and direct sight lines to I-65 to the east as well as along the SR 44 route to the west. The gateway feature shall be a major component within the greenway corridor that continues along Franklin's major thoroughfares and into the downtown core. Gateway monuments, visible pedestrian routes and streetscape elements will be incorporated into the gateway corridor to embellish the arrival experience.

Masonic Home entrance gateway

4.2 State Road 44 Gateway Feature

The gateway feature will become Franklin's iconic greeting to residents and visitors alike. Initial concepts proposed a physical gateway, architectural in character, which responds to the physical context of the site and the cultural heritage of Franklin. Three major concepts were developed through the schematic design process *(See MP201 for conceptual drawings)*:

Pedestrian Bridge

A pedestrian bridge supported by masonry piers, spanning across SR 44 would have an impressive impact on the arrival experience, as well as provide safe pedestrian routes across the four-lane highway.

Overhead Signage

Masonry piers supporting a metal truss system spanning SR 44 could incorporate overhead signage that serves to welcome people to the city of Franklin.

Piers with Event Banners

The final concept introduces stand-alone masonry piers with no overhead structure. Event banners and lighting could be incorporated into the architectural piers to promote community festivities.

Important themes that appear in all preliminary concepts include:

Materials

As seen at the Johnson County Courthouse, Franklin College and the Masonic Home, brick and limestone are materials utilized in many existing buildings in the Franklin community. The gateway's masonry piers, serving as the foundation of the structure, would be constructed with a limestone base, brick coursing, limestone accent details, and a limestone cap. This materials approach unifies the gateway design with the historic fabric and architecture within the city's historic core.

Franklin College entrance

Limestone Panels

A highlight of the gateway feature concept is to integrate artistic limestone panels, engraved with architectural icons of Franklin: the Johnson County Courthouse and "Old Main" of Franklin College. These panels will portray places of interest or historic significance, and also bring an artistic tone to the gateway feature. Lighting opportunities would highlight the engraved images, creating a dramatic experience at night.


Gateway feature conceptual rendering featuring monument pier, limestone panel, and pedestrian gateway

Pedestrian Gateways

One major aspect of the gateway corridor design is that it incorporates pedestrian greenway paths on each side of SR44. To emphasize these paths, pedestrian "gateways" are featured in the structure, placing emphasis not only on people in automobiles, but also those on foot. This element of the gateway design sends a clear message that the city of Franklin values public amenities and supports recreational activities and alternative transportation.

Planted Median

The existing concrete median along SR 44 has significant potential to become part of the Franklin gateway experience. By adding a decorative masonry curb and planting the median with low maintenance trees and groundcovers, the median will transform into a strip of green that continues the gateway feature experience toward downtown while also adding to Franklin's urban forest canopy.


Representative median enhancement project: West 38th Street, Indianapolis, IN

The preferred schematic design concept was selected for aesthetics and functionality. The overhead signage does not necessitate intensive land use and construction costs required for access to a pedestrian bridge. The overhead signage and metal truss system represents an option that would still maintain an overhead structure to form a physical gateway, as opposed to stand-alone masonry piers. Opportunities for a new 'City of Franklin' signage design may also be a part of an overall community "branding" effort timed to coincide with the city's efforts to implement the Gateways and Greenways Downtown Redevelopment.

4.3 Gateway Monuments

In order to create visual consistency within the Franklin community, the gateway style and materials shall be incorporated into monument features throughout the pedestrian corridors and main thoroughfares of the city. Smaller scale limestone or cast stone panels set in the monuments continue the theme of historic Franklin with engravings of community images. Gateway design components have been conceived to allow modular construction utilizing forms and molds for cast stone construction. There are three schematic dimensions for the monuments, which will comprise key elements that can be utilized as secondary gateways, trailhead indicators, and other artistic features positioned in significant locations throughout the community.

4.3.1 Trailhead Monument

Proposed at trailhead locations, this large monument feature celebrates arrival to the trail, identifies trail parking and signifies trail access as well as secondary gateways to the corridors.

4.3.2 Trailside Monument

Trailside monuments are moderately sized and occur throughout the trail corridors as indicators of trail transitions or highlighted trail areas.

4.3.3 Intersection Monument

The monuments designed for pedestrian/vehicular intersections are smaller in stature to allow visual access while adding artistic value and interest.

4.4 Feasibility

Opportunities

The proposed gateway feature and streetscape corridor elements, including monument features, will create a dynamic arrival experience from I-65 to downtown. The investment that Franklin puts toward the gateway has potential to attract real estate development and expand the community's tax base. Incorporating key gateway elements into the right-of-way will establish a unique public amenity in the form of architectural art in a style that celebrates Franklin's history and architectural heritage.

Constraints

Potential obstacles for successful gateway feature implementation include acquiring land in the proposed gateway feature area as well as gaining approval from the Indiana Department of Transportation (INDOT) for proposed improvements within INDOT right-of-way. Coordination with INDOT has been a part of this preliminary study and will continue throughout design development.

5.0 Downtown Redevelopment

5.1 Overview

(Please refer to appendix drawings MP300 – MP303 at the end of this section)

In the late spring of 2008, flood waters from Young's Creek immediately south of downtown Franklin created significant damage to existing buildings and businesses located within city's downtown Southwest Quadrant. This downtown location is currently designated as Special Flood Hazard Area (SFHA) and situated within the 100-year floodplain, as determined by the Federal Emergency Management Agency (FEMA). Proposed development in this area will require construction in the floodway permitting through the Indiana Department of Natural Resources (IDNR) and through FEMA. The purpose of this preliminary visioning study is to establish the likely extent of downtown redevelopment areas based on physical and hydrologic limitations, and to outline design standards to guide future development opportunities.

Aerial view of Johnson County Courthouse and Downtown Southwest Quadrant

Courthouse view from south

Courthouse south entrance

Courthouse architectural detail

5.2 Downtown Southwest Quadrant Redevelopment

(Please refer to appendix drawing MP300 at the end of this section)

5.2.1 Preliminary Southwest Quadrant Opportunities & Constraints Plan

The initial concepts for downtown redevelopment are based on the general premise that compensatory flood storage can be obtained through site earthwork, balancing cut and fill to achieve redevelopment areas that are beyond flood limits. The preliminary plan *(see MP300)* focuses on outlining redevelopment opportunities within the Southwest Quadrant by incorporating flood storage along the Young's Creek corridor, creating natural habitat and public open green space. Within the redevelopment area, there are opportunities for more dense, mixed-use development as well as adaptive reuse and infill. Restoration of the historic Courthouse Square with improved vehicular circulation is another potential improvement that could be achieved through a downtown redevelopment master plan. Redevelopment boundaries identified by this plan will be further analyzed within the scope of the following preliminary flood study.

5.2.2 Preliminary Flood Study

Williams Creek Consulting (WCC) used the Flood Insurance Study (FIS) for Johnson County, Indiana dated August 2, 2007 as a starting point for a

thorough desktop review of available resources. The hydraulic model referenced in the FIS was used as a baseline for existing model conditions along Young's Creek.

The Indiana Department of Natural Resources (IDNR) was consulted to ensure the proper hydraulic model was utilized as the base or existing condition. The primary modeling software used for this study was HEC-RAS 4.0 which was developed by the US Army Corps of Engineers.

The hydraulic model uses cross sections along the creek to calculate the area of effective flow and the correlating base flood elevation for a given flow. WCC modified proposed cross sections shown on the preliminary opportunities and constraints plan *(see MP300)* to estimate the maximum allowable area that could be created for redevelopment without producing significant flooding upstream of the redevelopment area.

Aerial view of South Main Street bridge over Young's Creek

Downtown businesses affected by the June 2008 flood

Historic buildings on Courthouse Square

View west in Southwest Quad

5.2.3 Flood Study Conclusions Plan

(Please refer to appendix drawing MP301 at the end of this section)

Utilizing data obtained through the preliminary flood study, the redevelopment district boundaries were revised *(see MP301).* The plan shows areas of cut and fill based on flood study recommendations. Overall change includes a decrease in the amount of previously proposed open space flood storage area along Young's Creek. An additional pocket of green space required along South Main Street and Wayne Street as well as increased potential redevelopment area were added to the revised plan. Newly created storage would allow for an estimated 14.2 acres of redevelopment area with an average fill depth at approximately six feet, depending on specific location.

According to the preliminary flood study performed by WCC, filling in the large majority of the "potential fill" area depicted on the plan appears feasible without significant loss of proposed redevelopment area. Additional conveyance could be added near the two bridges if land values make this a cost effective alternative.

A formal construction in the floodway permit application will require an actual proposed grading plan. Moreover, the permit submittal would require incorporation of additional relevant downstream study areas on Young's Creek, if readily available.

There are no regulations prohibiting placement of fill in the floodway fringe, or floodplain, in Johnson County. However, if the city of Franklin plans on providing compensatory volume storage to offset the loss of floodplain, WCC recommends looking for areas downstream and within the floodway as near to the site as possible. Downstream areas may help lower upstream base flood elevations without increasing downstream elevations, if conditions allow.

5.2.4 Conceptual Redevelopment Planning

(Please refer to appendix drawing MP302 at the end of this section)

A proposed redevelopment district has been defined through information gathered from the preliminary flood study and opportunities and constraints planning. Two conceptual plans have been formatted that include first floor building footprints, additional and improved vehicular circulation, civic space, and open green space with a pedestrian greenway corridor. Both plans encourage dense development and structured parking within the downtown Southwest Quadrant. In order to determine economic feasibility, a market analysis study shall be completed before definitive recommendations can be formed. A market analysis consultant has been selected and will be commencing their study concurrently with this report's publication.

5.3 Feasibility

Opportunities

A far-reaching goal of the downtown redevelopment is mitigation of downtown flood areas through compensatory storage, providing relief to potential floodwaters and avoiding future damage within the community. Adaptive reuse of existing buildings and infill development around the Courthouse Square could serve as a catalyst for further investments in Franklin, expanding the tax base through higher density development options. High density development allows parking consolidation within mixed use parking structures, which would improve downtown parking congestion. An expansion of open green space along the Young's Creek corridor also creates opportunities for public facilities adjacent to public open space and an expansion of the community's pedestrian network.

Constraints

Obvious constraints for downtown redevelopment are the limitations related to proposed redevelopment and compensatory storage needs, as well as the potential constrictions caused by Federal and State regulations regarding the floodplain and floodway permitting. If floodplain issues can be resolved and permits granted, the next obstacle for the City will be land acquisition and business relocation efforts. Some of the potentially relocated businesses may have left contamination behind, another issue to be addressed. Finally, to incorporate high density redevelopment and infill, an upgrade of the existing utility infrastructure will be required to handle increased demands.

6.0 Architectural Design Guidelines & Standards

Downtown Historic District

(Please refer to appendix drawings MP400 – 401 at the end of this section)

The downtown core of Franklin is characterized by historic structures that are predominately late Victorian Italianate and Beau Arts style of the late 19th and 20th centuries circa 1880 to 1930. This is exemplified by the structures along Jefferson Street running from Walnut east to Home Street on the north side of the street. These structures are typically two to three stories in height and consist of a lower storefront predominately of clear glass and columns or large windows, an upper floor with punched masonry windows and an ornamental cornice at the top of the building. The proportions of the façades are based largely on an 18 to 20 foot wide storefront bay repeated multiple times where the buildings are larger and repeated only once where they are of a single bay width. The façades are primarily constructed of glass, cast iron, brick masonry, brick and stone masonry, ornamental metal, and in some cases wood trim. The historic windows in the upper façades are largely double hung windows with either one over one or two over two panes. An 18 to 20 foot width is established on the façades that run vertically through the building. The buildings are organized by six to eight foot bay lines running vertically through the building consisting of columns, windows and pilaster elements creating the vertical width and ordering of the façade.

Jefferson Street

(Please refer to appendix drawings at the end of this section)

6.1 General Considerations

The character of historic towns and the sense of place that it creates are defined by its history, and unique architecture & streetscape. Preservation of this indigenous design not only creates a visually inviting environment, but drives economic development. People are pulled to the human scaled, pedestrian oriented environments with an architecture that provides the scale and detail that people innately seek. The general principles behind the following guidelines are:

- Retain and restore what you have
- Harmonize new structures with the old
- Provide for the automobile but design for the pedestrian

6.2 Store Front Façade Restoration & Development

6.2.1 Recommendations

The recommendations for façade restoration are as follows:

- Lower storefront should retain clear glass and a vertical organization of mullions and columns consistent with the historic rhythm of the façade
- Storefront glazing should be clear glazing utilizing Low E Glass for solar control and thermal insulation so as to not produce a mirror effect.
- Lower kick bulkheads should be retained as well as upper transom lines above the main vision/display glass on the first floor
- Transoms should be of either clear glass or appropriate historical transom materials consisting of clear glass or translucent glazing material
- Every effort should be made to reuse and repair the historic fabric
- Missing materials or feature elements should be replicated using historic materials or appropriate sympathetic synthetic materials
- New construction should use materials that replicate existing materials, scale and character
- Awnings should be confined within historical structural support elements – *(Refer to 6.8 Awnings Section for details)*
- Upper level middle portions of the façade that are predominated by windows should be restored if at all possible or replaced with historically accurate sympathetic windows repeating the exact size mullion or mutton configuration
- All cornice elements should be restored utilizing historic materials or appropriate new substitute historic synthetic materials, which exactly replicate the historic elements
- Masonry surfaces should be cleaned consistent with the Secretary of the Interiors Guidelines for Historic Rehabilitation. (National Parks Service's Preservation Brief #1)

Shaded glass does not invite pedestrian into store or cafe

Transoms maintained with appropriate clear glass

Windows in new building replicate transoms of historic context

Chemical free cleaning
courtesy of Protinus

Contrast of missing and preserved cornice elements

Façade Ornamentation

All ornamentation should be restored or replaced as may be appropriate.

Façade Retention

All façades rated Outstanding or notable in the Johnson County survey must be maintained. If the area of the building behind the façade is in severely deteriorated condition, the façade should be retained and new construction in-filled behind the façade. Contributing buildings classified in the Johnson County survey, i.e., those eligible for listing on the National Register should be retained.

Wigwam Building

6.2.2 Treatments not Recommended

- Construction of illuminated permanent awnings with advertising on them or signage
- Infilling of any historic windows or storefronts in a way that changes or modifies the proportions of the façade
- Use of inappropriate materials such as shingled Mansard roofs, rustic materials, inappropriate uses of wood and timber, vinyl wood or aluminum siding. Wood trim and siding should only be permitted on those structures that are constructed of frame and that are predominately built of those materials


Storefront scale, façade rhythm and proportion compromised


Inappropriate materials and use of Mansard roofing

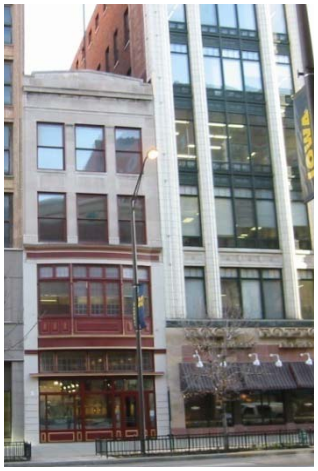
6.3 Window Restoration & Replacement

6.3.1 Recommendations

Windows on historic buildings are the most important elements in defining its architectural character and significance. Their original materials and features should be respected and retained. Repairing historic windows has become easier with the introduction of new materials and techniques. They should be replaced only if necessary with materials similar to the original or with a replacement window that exactly repeats the profile shape and character of the original window. Window replacement is permitted under the following circumstances:

Historic windows repaired – New windows on infill structure harmonize with old

- Where the existing windows are not the original historic windows
- Where the condition of the existing historic windows are so deteriorated that repair is not economically feasible, it is recommended that those windows which are repairable be retained and those which are not be replaced with replacements of similar materials to achieve the same original character as the original windows in depth, dimension, shadow line, and glazing
- Non-original windows should be replaced with windows that are compatible with the original design as may be documented in historic photos or other historic information. The replacement windows should retain the original shape, size, design, dimensions and patterns of the historically appropriate window
- If necessitated by reuse/rehabilitation requirements, new windows may be installed if they are consistent with the overall façade, rhythm and are required by a new adaptive use and should be limited to secondary elevations and incorporated in a way that complements and does not detract from the original design of the building



Windows in front facade below were restored to original – those at left were added to blank wall on side/ non-street elevation

6.3.2 Treatments not Recommended

- Changing the original shape, size and dimension and pattern of any windows
- Creating new window openings or eliminating original window openings that significantly alter the character of the elevations
- Window trim, decorative window caps and elements or other details should be replaced and installed only if they originally existed. Enhancing windows with superfluous non-historic trim should not be considered.

Removing windows eradicates character definition of building


Replacing windows with all glass deletes the character defining feature of the building

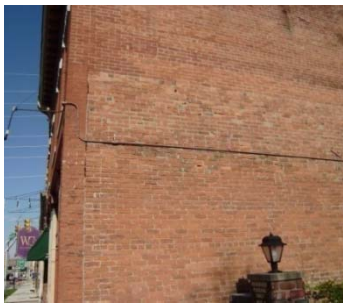

Filling in windows detracts from the architectural integrity of the building

6.4 Masonry Repair & Restoration

Every effort should be made to retain the historic masonry façades in their original design, shape and architectural appearance including all relevant detailing, and ornamentation. Typically masonry deterioration and damage has been caused by neglect or deferred maintenance due to water infiltration, horizontal and vertical movement of the masonry due to disengagement from the structural frame, vertical settlement, or horizontal movement due to expansion and contraction. In general, all masonry repair work should be conducted in the least aggressive manner and in accordance with the Secretary of Interior's Standard for Rehabilitations as developed by the U.S. Department of the Interior National Parks Service. Restoration and rehabilitation work should be conducted in accordance with the guidelines for rehabilitating historic buildings and utilizing the Technical Briefs Numbers One and Two for cleaning and repair of masonry structures as written by the National Parks Service. In no case should abrasive (sand blasting or high pressure washing) be use to clean masonry surfaces.

6.4.1 Recommendations

- Clean masonry with the least abrasive method possible and cleaning should not be continued if it appears to be damaging the surface of the masonry or internal components. Test patches are generally recommended to determine the appropriate means of cleaning. Underlying causes of damage to masonry should first be arrested before masonry repair and repointing is undertaken. Mortar joints should be cleaned out and loss mortar removed to appropriate depth, usually one to one, replacing typically all mortar on historic buildings with a high lime content. Use of high strength N and S bag mortars typically on softer older brick structures which is characteristic of many of the early structures in Franklin can aggravate destroy the masonry facing on brick structures. All mortar should be carefully removed so as to not damage any of the edges of masonry surfaces. All replacement masonry should match the existing whether it is salvaged or new material and reused material should be closely matched in terms of size, color and texture. Painted masonry structures should be permitted to retain painted surfaces after appropriate cleaning and removing of loose paint and debris. Appropriate colors will be dealt with in another section. Abrasive methods for paint removal to expose original brick are generally discouraged. Synthetic materials can be used on an exception basis to replace stone and terra cotta surfaces. Materials must closely match those of the historic materials, which they are replacing. Acceptable substitute materials would include GFRC, cast stone, architectural fiberglass, and synthetic stucco plastering systems made to imitate stone or terra cotta.



Careful & appropriate cleaning

6.4.2 Treatments not Recommended

- Replacing bricks and brick masonry unless it is accessibly spaulded or cracked. Many times the same bricks can be reused by cleaning and reversing their faces. Use of contemporary new brick that is “antique in appearance” with a wide range of color is discouraged. Brickwork, particularly on historic buildings, is usually uniform in character

- Covering of historic masonry surfaces with any type of siding, metal or synthetic sidings, stucco, exterior insulation finishing systems (EIFS) or ceramic or fiberglass veneers. Retention of historic masonry surfaces is one of the key defining elements of the historic downtown Franklin architecture. New synthetic materials can be used to replicate existing historic features or elements

- Avoid the attempts to make the façade to look totally new through excessive cleaning and replacement of masonry material. Retention of the original masonry provides the kind of patina and appearance that gives the character to the downtown structure

Photos Courtesy of Abstract Masonry Restoration

- Avoid the use of any kind of power grinding to remove masonry or to remove mortar or to alter masonry

- Sandblasting is not permitted on historic structures. Cleaning must be accomplished chemically or by using medium pressure water in the 600 to 800 PSI range

- Waterproofing, repellants or sealers are discouraged from use on all masonry surfaces. These materials can potentially cause serious damage by trapping moisture in masonry, which would cause deterioration in the future. If used, it is essential to allow breathing of the surfaces on which they are applied

Careful & appropriate preparation of mortar joint – courtesy of Abstract Masonry Restoration

6.5 Cast Iron Shaped or Structural Steel & Shaped Ornamental Metals

Many of the buildings in the historic core of Franklin are defined by the cast iron and ornamental metal elements that form the storefronts at the pedestrian level. These elements are principal defining features of the façades and should be retained and restored through every possible effort. The lower display window kick fronts support columns, window mullions, and decorative elements of the transom and sign bands typically are made of these materials. These elements should be restored in place if at all possible and should be replaced only with replicated material only if damage is beyond repair and the materials are unsound. The missing pieces should be replicated to the greatest possible extents in terms of shape, color and finish.

6.5.1 Recommendations

- Strip and clean of old paint and rust using appropriate chemical strippers and non-abrasive power washing and light sandblasting. Extreme caution must be taken with rolled sheet metal surfaces so as to not damage them if any of the power washing or light non-abrasive power blasting methods are used

- Replicate all missing parts with similar historic materials. Patching and repair can be achieved with synthetic finishing and patching with materials recommended in the National Parks Service Preservation Briefs.

- Metal elements should not be enhanced with non-historic additional ornamentation or decoration

- All new materials, which are added to the façade, should accomplish the same characteristics of the historic material. This would include materials for sign bands, transoms, kick plates and door trim

- Materials should be painted consistent with colors appropriate to the period defined in the color section

- Re-interpretive structural cast iron elements may be replaced by new non-historic re interpreted steel and metal elements where no accurate historic documentation exists of the original façade. These elements should be designed in the spirit of the original building and should not attempt to replicate features that are extant on other structures in the area. Importing sheet metal cornices, hoods, or pediments from other demolished historic structures onto historic structures is inappropriate and would create a false sense of history. It is recommended that new re-interpreted cornices, architraves and pediment elements should be executed in an contemporary fashion that lends a scale, rhythm and reinforcement to the character of the original building

6.5.2 Treatments not Recommended

- Do not fabricate historic features or elements, which are foreign to the building and are characterized by architectural periods different from the historic period

New cast iron reinterpretation of missing storefront with no historical photos to guide

6.6 Building Frame Modification

Every effort should be made to retain the original building frame design and expression on all façades facing primary streets. The proportion and rhythm from the ground through the cornice lines should be retained. Modification to the arrangement of columns (either adding or deleting) should not be done. These elements are principal defining components of the exterior façade. Replacement of missing structural elements such as columns, pilasters, express beams, girders or columns should be put back into their original configuration or shape. Any building wall in-fills should be removed and the original structural proportions returned.

Historic relationship of wall to express structural elements should remain. Any deep recessing or realignment of storefronts should be avoided except where they follow historic precedent such as entry vestibules or doorways and entry canopy areas.

6.7 Signage Treatments

Signage should function to identify, locate and promote the products or services provided that reside in the structure. The signage should complement the architecture of the structure on which it is placed and should be a source of visual and aesthetic delight. See City Zoning Ordinance for signage requirements.

6.7.1 Recommendations

- Signage should be developed so that it provides information at a pedestrian scale and should be proportional in the size of the structure on which it is placed.

- Wall signs should generally be confined to the sign band that typically runs above the transom window line of the first floor on most downtown structures. The size and type of information should be confined within that band and appropriate to the scale of the building

- Perpendicularly projecting "blade" signs that project no more than four feet into the public right-of-way or five feet from the building face on which it is attached and should generally be placed at the first story of the structure and not extending to the upper levels of the building. Sign may be shaped to create a symbol for the respective occupant. By City ordinance, no projecting sign shall, at its lowest point, (except for the supporting building, structure or column) shall be less than 8 ½ feet above grade level. The recommended minimum clearance for blade signs would be 11' 0" above the pedestrian level. Signs over vehicular way should be a minimum of 13'0" and shall require approval of the Franklin Board of Public Works and Safety. A maximum of 1 projecting sign shall be permitted per business use by City Ordinance.

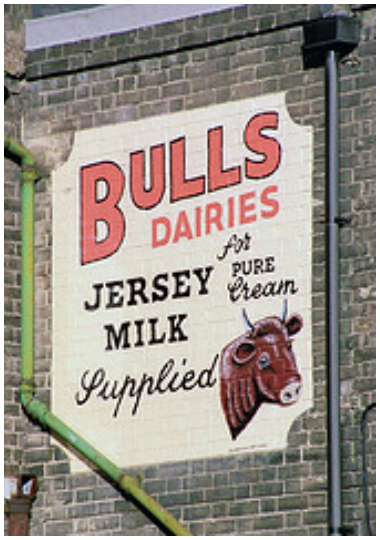
- Upper floor wall signs are permitted where they relate to historic precedent for that building and are integrated into either the cornice or key façade element of the structure.

- Painted signs on glazing are permitted where they are consistent with historical precedent and do not exceed ten percent of the window area. They may consist of lettering, logos or symbols to the building's tenants.

- Awning signs shall be permitted provided they do not exceed more than fifteen (15%) percent of the awning area. Signage graphics may consist of lettering, logos or photo transfer graphics or designs.

Awning has readable graphics but too much information

- Painted building wall signs: In some instances, certain structures with large blank walls may have painted wall signs consistent with historic precedent located in areas above the first floor and are meant to be viewed from a distance. These should harmonize with the architecture of the building and not consume more than five percent of the area of the façade on which they occur.



- Sign Materials should be durable and easy to maintain. Appropriate sign materials included painted or carved wood, galvanized sheet metal or aluminum, stone materials consisting of marble, slate or sandstone veneer, granite or granite veneer, gold leaf, gilt, painted accents, sandblasted glass or metal, stained glass, clear or acrylic neon. LED high intensity displays are not permitted. Moving or animated signs are also not permitted.

- Sign Illumination: Lighting should be external to the sign illuminating its surface and directed in a downward fashion so as to highlight the sign and not produce excessive glare in the streetscape. Illumination of historic building façades is to be encouraged and provided by minimal fixtures that discretely integrate with the overall architecture of the building. Internally illuminated or LED or acrylic signs are not permitted. The exception being for individually illuminated letters that would be illuminated internally in the letters forming the sign's message. Neon should be used as a part of the development of the sign and should not obscure any architectural detail or be used to outline or trim a building and the architectural elements.

Light Sources

Every attempt should be made to conceal light sources from view.

Sign Shapes

Sign shapes should be simple, straightforward and clearly convey the messages about the business contained therein. They can be shaped into symbols representing the business or functions provided within the building and must fit within the area and size requirements required by the district guidelines. These can be an important element to enhance the pedestrian and visual experience in downtown Franklin

Graphics and Lettering

Sign lettering and graphics should be clear and simple in its application and should be of a style that compliments the architecture of the building. No more than two lettering types should be used on a given sign. Graphics can incorporate logos, symbols or directional information that is appropriate to the building or business

6.8 Awnings & Canopies

Awnings and canopies are used for visual and functional purposes to shade and provide cover from the weather. The critical issues to address with respect to awnings relate to shape, material, size and proportion, color and alignment with principal façade elements of the structure on which they are placed.

6.8.1 Recommendations

- Colors should reinforce and harmonize with those selected for the building façade and storefront. Garish, harsh or trendy colors should be avoided as well as any type of flickering iridescent or glittery surface treatments.
- The size and shape should relate to the configuration of the primary façade and should be proportionate in size to the scale of the primary façade
- Appropriate materials consist of canvas or vinyl covering over moveable metal frames
- Permanent unmovable awnings are to be discouraged. Movable awnings are to be encouraged since they can be positioned to respond to the conditions during the time of day and year
- In most cases, awnings should be located below any transom line on the building and should not extend over the primary storefront cornice or architrave
- Canopies can be made of metal or, in some cases, stone, masonry or concrete materials, or even solar panels as long as they are appropriate to the scale and character of the primary structure.

Solar panel awning consistent with scale and design of others in the historic neighborhood

6.8.2 Treatments not Recommended

- Translucent materials with lighting underneath with lighting to illuminate a signage message shall not be permitted. No backlit awnings will be permitted

- Awnings should not be intrusive to the overall streetscape or pedestrian experience
- Covering any important architectural features
- Aluminum, wood, fixed metal, Plexiglas or other permanent structure awnings that detract from the building
- Awning shapes and proportions should not detract from the architectural character of the building. Awnings shall not be located where they will obstruct major view sheds in the downtown core, such as views of the Courthouse, Monuments, or principal institutional buildings.

6.9 Color Recommendations

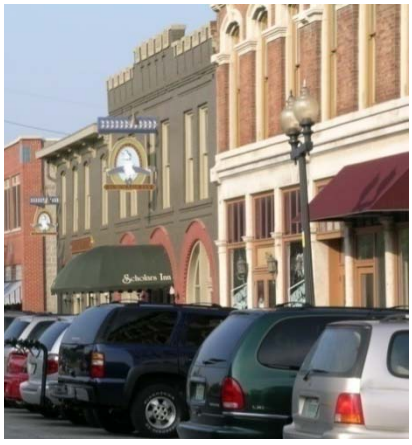
In general, color schemes should be selected that are appropriate to the building's building of style and period. Using a 1950's color scheme on a Victorian building is inappropriate. The color schemes should be developed to enhance the character defining elements of the architecture and to compliment and relate to its neighbors in the downtown core. Painting of masonry surfaces as mentioned earlier should be avoided unless it is consistent with the historic precedent. It is not necessary that colors be researched and analyzed to document original authenticity. Masonry, limestone, granite, sandstone or other natural materials if so desired, would be totally appropriate to use. Retain natural colors of brick, terra cotta, fired clay stones. Colored mortars should not be employed to alter the coloration of historic structures. Previously painted structures should, in all probability, be retained as such because removing paint can result in detrimental effects to the underlying masonry surfaces. Architectural metals such as copper, bronze and brass should not be painted in any case.

6.9.1 Recommendations

Building Coloration

In general the coloration of the historic structures should consist of a neutral background color of a low intensity with accent colors appropriate to the architectural style. The following paint sources are recommended for use:

- Benjamin Moore, Historical and America's colors.
- Sherwin Williams Exterior Preservation Palate
- Athenaeum of Philadelphia Historic Victorian Colors



6.10 Street Level Design Considerations

As noted in other sections, it is of paramount importance to retain the original street level façades of the historic structures or to reconstruct them consistent with their historical precedent. The street level façades of all historic structures (Outstanding, Notable or Contributing by the Johnson County Interim Inventory Report, published by Historic Landmarks Foundation of Indiana, 1985) the defining features of the overall historical character, which must be retained, are as follows:

- Retain Kick plates at the base of store windows
- First floor display windows should consist of clear glazing
- Retain original recessed entrance areas or angled vestibules, spaces or corners where they occur
- Keep transoms above doors and windows
- Retain clearstory portions of the façade
- Signage bands including relevant ornamentation.
- Retain original window patterns, mullions, muttons, sills, and heads
- Retain decorative columns, pilasters of cast iron, brick or stone
- Maintain original historic line of setback with the structure
- Maintain the original size, shape, proportion in storefront façades
- Apply moveable awnings so as to not obstruct architectural elements
- Introduction of HVAC, mechanical or equipment appurtenances should be concealed and screened from view
- Do not recess storefront lines
- New additions should be distinguished from the historic structure but harmonize in overall effect. See section 6.11 for detail

6.11 Architectural Additions

Not recommended: new buildings set back from historic structures

Location and Siting

Façade additions should align with historic facades. New additions should not be set back or pushed forward only where special circumstances warrant such adjustment.

Scale Proportions and Appropriate Materials

- Additions should compliment original structure and provide for visual continuity and expression through the use of materials and façade geometry.
- New additions, except in rare cases, should be distinguishable from the historic structure and should not replicate the original features of the historic façade.
- Retain proportion, scale and character of the original façade.

Upper story window patterns

Window patterns should be consistent with those of the historic structure, which in Franklin's core are typically punched masonry openings with double hung or casement windows that have ornamental relief at the window heads, sills, and sometimes the jams.

Façade Rhythm

Maintain vertical rhythm of the façade, which is typical of downtown Franklin; that is, the vertical alignment of windows, pilasters, columns, and ornamental patterns and cartouches and panels. Street level portions of the façade should be integrated with the upper portion of the building and should have functions, which orient outwardly toward pedestrian activity. Further, they should provide visual relief at the street level. It is most important that glazing materials be as transparent as possible and that they represent a minimum of 75 percent of the area of the façade in the lower floor register. Transparency at this level is particularly important in that it serves to both activate the streetscape visually both day and night.

Buildings should typically have articulated terminations at the top, while not mimicking historical cornices necessary. Cornice treatment, ornamentation and detail at the top should characterize most additions and should bear a relationship to the historic structure. New floors should not be set back from the lower floor above the first story and should align vertically. Only in exceptional instances should additions set back from ground level primary entry floor. In such cases, they should be set back a minimum of one-half of the width of the street front façade.

Non-Historic Pitched roofs

Non-historic pitched roofs should generally be removed. The character of downtown Franklin is defined typically by parapeted buildings, which are gently sloped to the back. Expressed pitched roofs are out of character with the overall architecture of Franklin's core. If sloped roofs are considered, they should only be used when they occur above the cornice line in additions above the adjacent line of the historic structures and are consistent with the character of surrounding structures.

Penthouse treatments

Penthouses may have rooftop terraces, landscaping, and green roof elements that do not detract from the character of the building. The materials used in color, texture and type should be consistent with those of the primary structures. Use of natural wood, vinyl, aluminum or other synthetic materials is to be discouraged for rooftop pertinences. Penthouses should be integrated into the design so that they are not obtrusive and detract from the overall character of the architecture

New 2 story building sandwiched between historic structures maintains scale, rhythm and articulated termination

Inappropriate roof structure

Penthouse set back from street view reduces visual height

6.12 New Stand Alone and In-fill Structures

The goal of this section to provide guidance for new design for stand- alone new construction and in-fill structures within Franklin's historic downtown core. In order to retain the historic context and character, new buildings are expected to reflect the character and function of its own time, yet respect the traditional character relating to the massing scale articulation and rhythm of Franklin's historic architecture.

Overall Design Objectives

New structures should not copy any of the historic structures in exact detail or borrow historical styles from other regions or eras that are inconsistent with the overall character of Franklin's historic core. However, it is appropriate to repeat façade features and patterns due to alignments that are consistent with the overall character. These features can be interpreted in a variety of contemporary ways. Reinterpreted features are as follows:

- Provide kick plates at the base of storefront windows aligned with others in adjoining blocks or similar buildings
- Provide full height first floor display windows with transoms and clearstories above.
- Mullion divisions should be consistent with those of other buildings in the downtown and the overall geometry of the new structure.
- Provide signage bands made of sheet metal, stone, or differentiated masonry
- Upper stories should generally consist of vertically oriented articulated punched windows in the wall.
- The use of uniform architectural curtain wall consisting of all glass or glass and metallic panels should be avoided. In general, the use of this material is a disruptive and harsh contrast to the finer grained historic architecture of Franklin
- Horizontal banding of windows and façade elements should generally be avoided in that they are in contrast with the overall vertically oriented modular rhythm of the typical Victorian and early 20th century classical buildings
- The use of expressed sills, lintels, masonry coursing, and banding is appropriate and may be expressed in a contemporary way
- Avoid long blank façade areas in façades with few windows or door openings. This is disruptive to the finer grained, highly articulated buildings at Franklin's core

New row of buildings built to sidewalk with curbside parking , windows vertical with clear glass, reflects traditional character of historic architecture

New block of structures maintain storefronts similar to Franklin's, sited at sidewalk, first floor display windows with clear glass, transoms, and kick plates

New infill buildings in foreground blend well with historic structures on the block

Not Recommended: horizontal window alignment with no windows in entrance

Not Recommended: Windows in in-fill building need to be more vertical. They do not harmonize with historic neighbors in either rhythm or scale

Building Orientation

New buildings should be oriented to the primary street without significant setbacks from the alignment of other buildings in the area. Where in-fill structures are placed, they should be set back no greater than the average between the structures on two adjoining sites. If they are located on a block without buildings in the downtown core, buildings should generally be located zero feet from the front lot line on the public right of way.

- Sites where no existing buildings are located should be set back between zero and a maximum of ten feet from the front lot line and zero and five feet for the side lot line.
- Buildings in the central core should be located with zero side yard spacing and in no case should a side yard be greater than six feet between the structures.
- Street level storefronts must align at sidewalk level so as to promote the accessibility and promote interactive pedestrian experience. Buildings main entry-level floors should not be extended either below or above grade level.

New drug store built to the sidewalk with parking behind

Scale of Buildings

Buildings should retain a human scale and should conform to traditionally sized components. The use of standardized components such as brick, windows and columns should conform to traditional precedence and harmonized with the scale of the Franklin's historic buildings


New building blends with four story buildings at other end of block in scale and with one story neighbor at street level by harmonizing window design and building materials

Building Materials

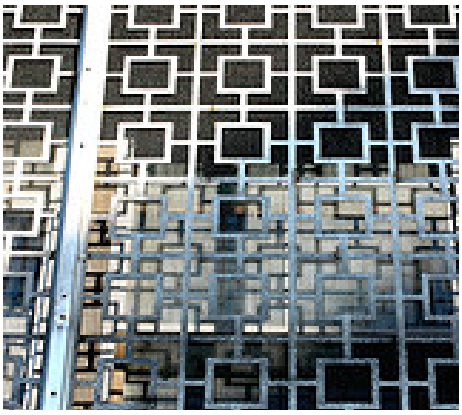
Building materials should have textures, patterns and scale typical of those of the historic structures in the Franklin central core. Brick, limestone, stone, steel columns and fabricated sheet metal forms should form the primary building materials and patterns used within the core district. This should apply to brick and stone masonry detailing. The use of wood window or wood or clad windows in masonry walls, finished trim materials should be applied to achieve patterns typical of traditional molding applications. Utilization of finished painted, bevel, sheet metal clear glass, ceramic and terrazzo materials for horizontal entry surfaces and where appropriate the use of slate finished sheet metal (copper and lead-coated stainless steel and turned metal and tile roofs), cast stone or stone lintels, cast iron and steel railings and ornamental metals.

New condo building adjacent to historic commercial area uses limestone, brick, and wrought iron

The following materials are generally considered inappropriate:

- Coarsely finished rustic material such as wood shake shingles, barn boards, stained plywood and horizontal and vertical wood siding should not be considered.
- Any use of indoor-outdoor carpeting, corrugated metal or fiberglass antique appearing or synthetic brick oversized or variegated brick, inappropriate ornate ironwork such as New Orleans style grills and rail work, stucco surfaces with rustic or highly textured surfaces characteristic of Mediterranean or Southwestern styles
- The use of expanded metals, silver, gold or clear anodized bright metal including aluminum, stainless steel trim for windows and doors, residential type materials such as embossed entry doors, sliding patio doors and residential beveled and leaded stained glass doors
- The use of flat or molded plastic sheeting to simulate historic materials, rock faced veneers simulating synthetic or rustic field stone or rustic rock masonry work, molded imitations of conventional building materials, mirrored, highly tinted color or metalized reflective glass, glass block windows or façade treatment, industrial metal siding and flush glazing treatments

Rustic materials not recommended



Not recommended: Inappropriate grillwork (above) and mirror glass front below

On Site Parking

On-site parking should be confined to the rear of structures and should be screened from public view and softened through fencing, walls, and appropriate landscape treatments.

New Starbucks aligns with historic buildings at sidewalk. Parking and drive-through window are located behind new building

Parking screened behind brick wall

Not Recommended: New building sits back with parking between sidewalk and building

Height Requirements

Buildings should not exceed, at the street or front lot line position, the height of the upper cornice line of the Johnson County Courthouse. Generally buildings should be of two and three story compositions. Heights up to five stories should be considered in areas outside of those streets flanking the Courthouse Square and in the Southwest Quadrant Redevelopment.

Awnings and Canopies

Awnings and canopies can be used to emphasize entries and shade window areas. They should be treated in a similar fashion to those for the historic district.

Façade Lighting

Building elements should not be internally illuminated; however, lighting of the exterior should be encouraged to highlight prominent architectural features and to provide an overall ambience for the historic district.

Roof Treatments

Roofs should generally be treated with upper level cornice treatments at the top without employing the use of pitched roofs. In detached buildings away from the Courthouse Square, pitched roofs could be considered utilizing historic material of natural or imitation slate, sheet metal, or tile

Not recommended: fixed awning covering large portion of window

Approval and Enforcement

Implementation of the design guidelines is critically dependent upon the establishment of a Design Review Committee or creation of a Historic Preservation Commission consistent with the State of Indiana Enabling Legislation. Either entity would be charged with the responsibility of enforcement of the design guidelines and determining the intent of how they apply to specific projects. It is critical that such a committee or commission be composed of members who represent the range of constituencies involved in redevelopment including the design fields of architecture, landscape architecture, planning and engineering. Additionally, it would be advisable to have representation with a background in cultural and/or architectural history. Implementation for project review could be accommodated on a consulting basis to supplement the Franklin Planning staff on the application recommendation/review process. This would provide the needed expert input without the cost of hiring additional costly architectural and engineering design staff for the City of Franklin.

6.13 Residential Treatment Zones

Areas of the downtown redevelopment zones that consist primarily of residentially scaled and designed structures shall require unique treatment versus the guidelines recommended for the commercial/ institutional structures within the downtown core. Many of these residential structures lie within the National Register District and have great historic value that contributes to the sense of place and identity of Franklin. Therefore, it is recommended that these structures be retained wherever possible regardless of use and that they be restored or rehabilitated in a sensitive manner that is respectful of their scale, form, original style and relationship to the surrounding context. The following are treatment appropriate to the principal elements of the residentially scaled structures.

6.13.1 Siting and Relationship to Street

The streetscape is an ensemble of elements: sidewalks, yards, fences, porches, and landscaping features. These elements are generally located in an area of consist setback from the curb where the primary facades are in a common alignment with respect to one another. Spacing between structures is regular with no large gaps.

Recommended

- Retain historic façade alignment
- Reconstruct or restore historic porches, fences, pergolas, and walk in the same style as original architecture
- Fences facing streets shall not exceed 42” in height and be constructed of natural materials: ornamented iron, aluminum or wood should be used.
- Porches should be in scale with structure to which they are attached and in no case should they be enclosed as an interior space

6.13.2 Ancillary Structures

Garages, carriage houses, gazebos, and car ports should complement the primary structure on the site where they occur. Hence they should be constructed of the same materials, have similar trim, windows, doors, and detail features as the primary structures. They should be smaller, secondary structures with similar massing, roof slopes and forms as the primary buildings.

6.13.3 New Infill Buildings

New infill structures should visually relate to the character and scale of the adjacent structures in the immediate ½ block in which they are located. They should be aligned with existing adjacent structures within the greatest to the least setback from the curb. The profile, massing articulation and roof forms should be similar to those residential structures within the same block.

6.13.4 Restoration Materials

Whenever possible, building materials should be the same as the original subject structure. Appropriate restoration and rehabilitation materials include wood siding, brick, natural stone, wood shingle, slate, tile and asphalt shingle roofing. Installation shall replicate the original conditions and details of the structure upon which they occur. Inappropriate or building styles from another period shall not be used for any repair, rehabilitation, alteration or addition. The use of cementitious clapboard would be permitted if used to replicate historic clapboard siding. Synthetic polystyrene or polycarbonate trim and molding can be used to replicate historic trim as long as it matches the exact size and profile of the original.

6.13.5 Windows & Doors

Retention of historic windows, vents, and doors are extremely critical to any restoration or rehabilitation project. Change to these features can have one of the greatest adverse impacts on the architectural character of the structure. Every effort should be made to repair and restore these original elements. Where restoration is not possible, replication of the historic windows with new wood or steel replacement windows would be acceptable as long as the original detail is carefully maintained. Replacement windows must maintain the same size, style, and profiles of the historic windows including sash, muttin bars, and trim. Where additional weatherization is desired, the use of interior storm windows is preferred. Additional historic windows may be retrofitted with the "Bi-glass" glazing replacement or similar system that up-grades the glazing while maintaining the historic sash.

Bi-glass system of double thickness replacement glass in historic window

6.13.6 Façade Treatment

- No infilling or resizing of historic windows and doors shall be permitted on any façade visible from a public way or street. Every effort should be made to the historic trim, detail, and proportion of exterior façade elements. Retain all porches, bay and oriel windows, eaves, overhangs, cornices, and dormers.
- Primary building entrances should maintain historic stoops, terraces and relationship to grade so as to maintain the character of the historic facades. Accessible entries may be located on a secondary façade so as to not obstruct the primary front yard elements.

Not Recommended: historic windows (above) replaced with inappropriate windows (below)

6.13.7 Not Recommend Features or Materials

- No additions or façade modifications that overpower or alter the historic character of the original structure
- No front yard additions should be allowed
- No recreation of historic details on features contrary to the original period of the subject structure
- No use of vinyl, aluminum or plywood siding material or trim
- Non-historic or stylistically inappropriate use of plastic or wood shutters
- No synthetic stone or masonry materials allowed. Only natural materials are recommended for the historic district
- No historically inappropriate storm doors or entry systems
- No privacy fences higher than 6'0". No privacy fence shall be located in a front or side yard facing a public street where it obscures the primary structure
- No boxed in eave lines. Destroys historic treatment of roof line by deleting the fine detail of expressed rafters

Above: Inappropriate changes to house; Below: same house with appropriate rehabilitation

Above, roof line trim board inappropriately boxed in at bottom, Below, done appropriately

7.0 Site Design Guidelines & Standards

Downtown District & Greenway Corridors

The intent of the following Site Design Guidelines and Standards is to establish a uniform set of design principles and site elements for development occurring within specified corridors and districts throughout the City of Franklin. The overall goal is to define basic site design criteria as well as to enhance the existing local zoning codes and regulations.

7.1 General Considerations

7.1.1 Accessibility

All development within the defined downtown district and greenway corridors shall be accessible to all people, including those with disabilities. New design features and site improvements shall comply with the requirements of the Americans with Disabilities Act for Accessibility Guidelines (ADAAG).

7.1.2 Historic Character

Historic character adds community value. The Site Design Guidelines and Standards aim to highlight and enhance the characteristics, features, and symbols of historic Franklin. Historic connections will be established through period-style site furnishings and materials options. Modern style furnishings and materials will not be acceptable for use throughout the greenway corridors, gateway feature areas, and downtown redevelopment district.

7.1.3 Environmental Issues

These Design Guidelines and Standards address sustainable design and management where possible. The following design principles are intended to promote a healthy and sustainable framework for the city of Franklin.

Alternative Transportation
A key feature of the project expands and improves pedestrian corridors throughout the city. These corridors will provide residents and visitors with alternative transportation options such as walking, running, and bicycling. Use of alternative transportation routes encourages reduction of automobile use and carbon emissions, improved air quality, and a more active lifestyle for community residents.

Stormwater Management
Stormwater distribution and water quality are an important issue that can be improved with site design features. Vegetated bio-swales capture and slow water while removing particulate matter. Pervious pavement is another option that allows stormwater infiltration and reduces stormwater runoff. These techniques can be employed where feasible in order to enhance stormwater best management practices (BMPs) within the city.

Native Vegetation
Native plant material typically requires less maintenance once established, thus requiring less energy and costs associated with maintenance. New plantings shall utilize native plant materials to meet design requirements where feasible. *(See 7.5 Landscape and Plantings for a detailed list of recommended plants)*

Choice of Materials
High quality, durable materials shall be specified in order to reduce long-term maintenance costs. Preference shall be made for recycled content materials that are sourced locally where feasible.

Energy Conservation
Design standards shall seek to implement energy efficiency, such as:

- Low energy site lighting (LED, compact fluorescent, sensor controls for night lighting, etc.)
- Use of native groundcover instead of lawn to reduce high maintenance costs
- Planting trees strategically to reduce urban heat island effect and cooling costs

7.1.4 Utilities

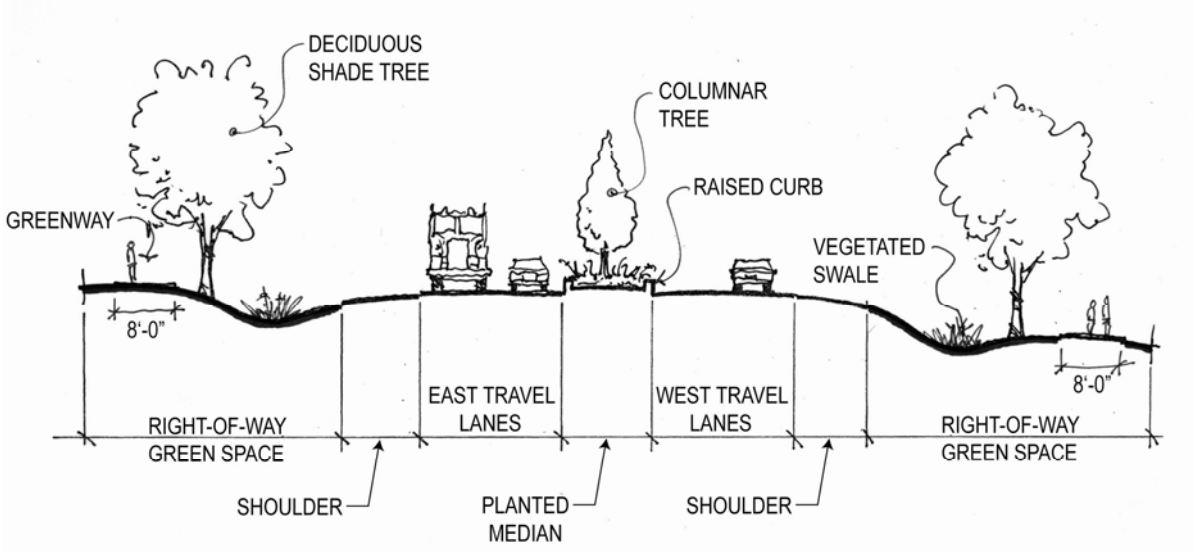
All new major utility lines and building connections shall be sub-surface. There should be further study to determine feasibility to bury existing electric and communication utilities throughout the greenway corridors. If feasible, this work should be done in conjunction with corridor improvements outlined in these guidelines.

7.2 Pedestrian Corridors

Greenway corridors have been defined throughout the major thoroughfares of the city and organized by location and trail/path type. These corridors are the avenues by which residents and visitors can experience the city. A network of paths connected to nodes of community activity promotes accessibility and active recreation. By making the corridors visibly well marked, aesthetically attractive, safe and comfortable, the trail system navigation will be easier for users. Further study is needed to determine detailed design specifications at precise locations throughout the pedestrian corridors.

Guidelines

- Monument features shall be integrated into the trail design at appropriate locations to be determined
  (See 7.3 Landscape and Plantings)
- Landscape treatments shall reflect different trail types
  (See 7.5 Landscape and Plantings)
- Streetscape elements shall be consistent throughout the pedestrian corridors, regardless of trail type
  (See 7.6 Site Furnishings)
- Emergency call boxes shall be strategically placed to provide safety and security measures for trail users
- Lighting fixtures shall be incorporated throughout the trail system in compliance with INDOT standards
  (See 7.7 Site Lighting)
- Wayfinding signage shall guide both pedestrian and auto-oriented users in terms of trail accessibility, locations of community landmarks, and safety
  (See 7.8 Wayfinding Signage)

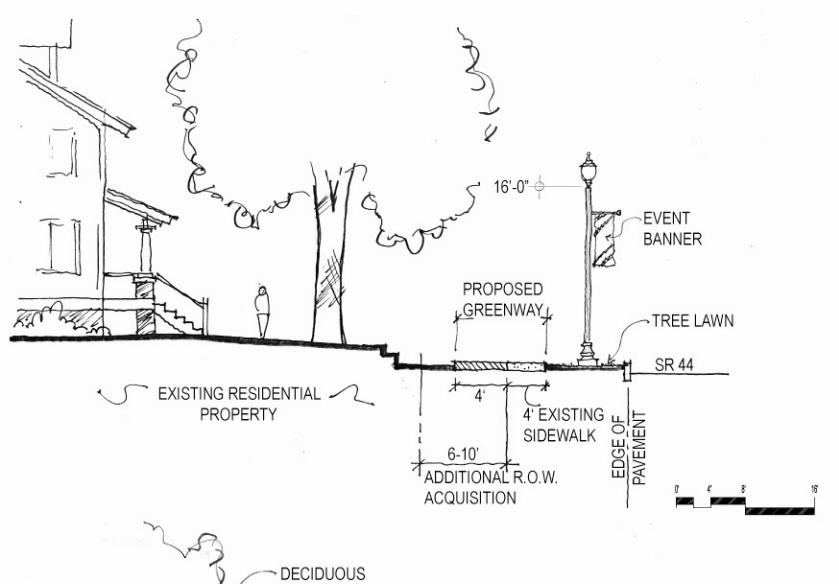


Typical Greenway Section 'D' is a characteristic cross section of State Road 44, illustrating greenway paths and vegetated swales on both sides of the highway and an upgraded median with low-maintenance plantings

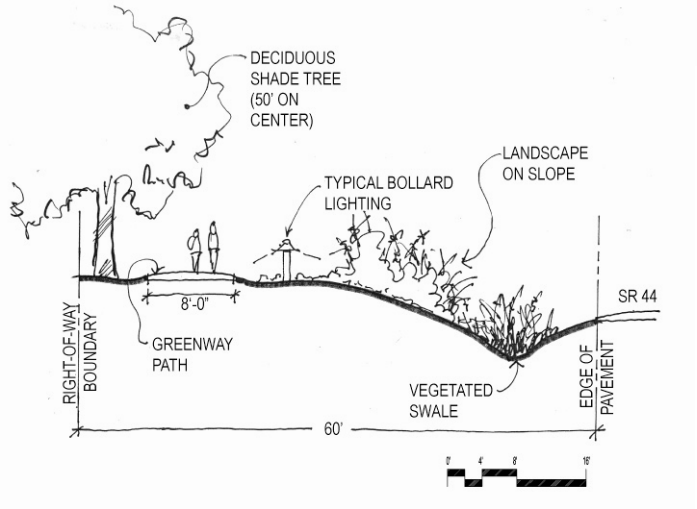
7.2.1 Greenway Trail

- Minimum width 8’ – 0”
- Materials: asphalt path designed to INDOT standards

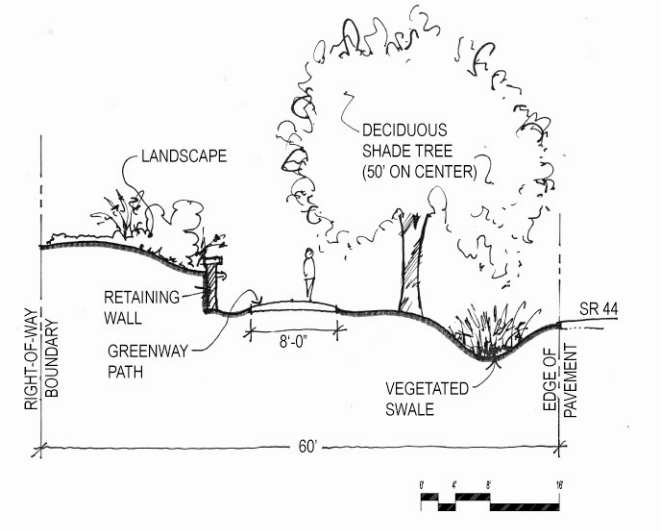
Typical Greenway Section ‘A’ involves a situation where additional right-of-way acquisition is required for adequate greenway widths



Typical Greenway Section ‘B’ integrates a vegetated swale within the greenway corridor and shows conceptual bollard lighting



Typical Greenway Section ‘C’ occurs where existing grade requires a retaining wall; vegetated swales are maintained in these areas where feasible

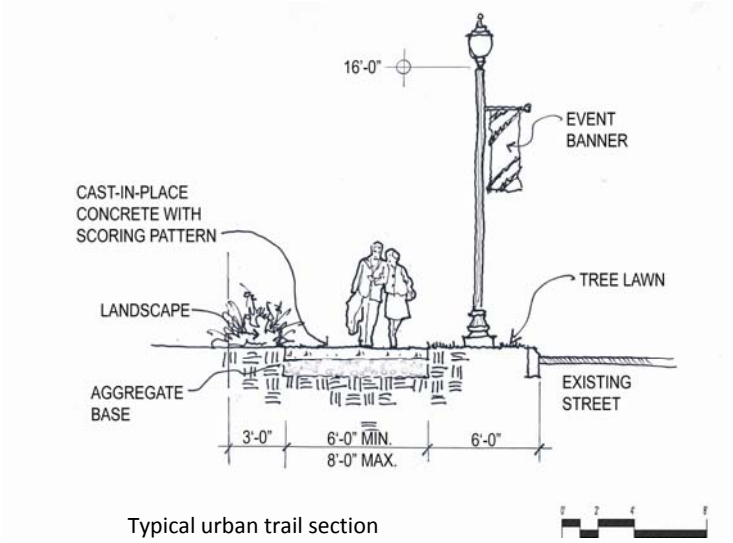


7.2.2 Upgraded Streetscape

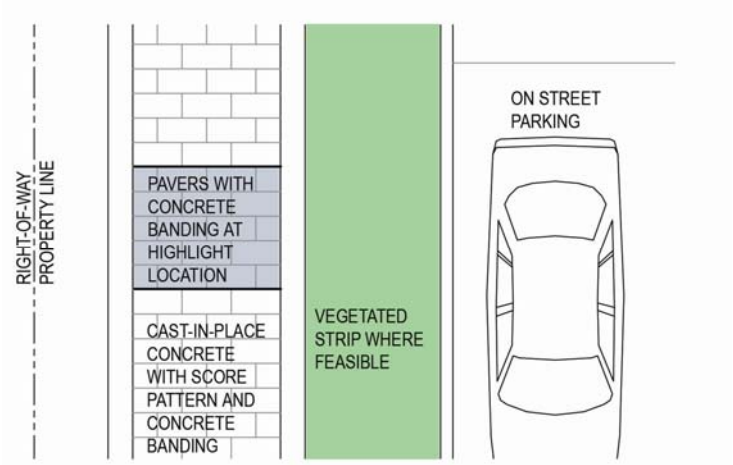
- Minimum 5’ – 0” width
- Materials: cast-in-place concrete sidewalk

7.2.3 Urban Trail

- Minimum 6’ – 0” width
- Maximum 8’ – 0” width
- Materials: cast-in-place concrete with score pattern and concrete banding; and concrete paver insets at highlighted locations



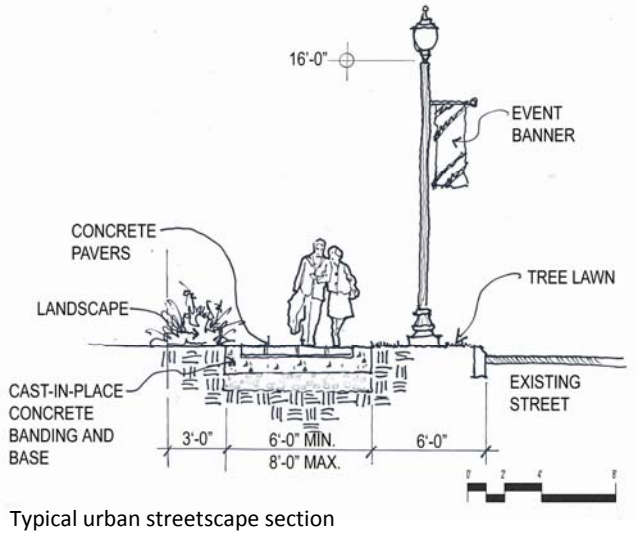
Typical urban trail section



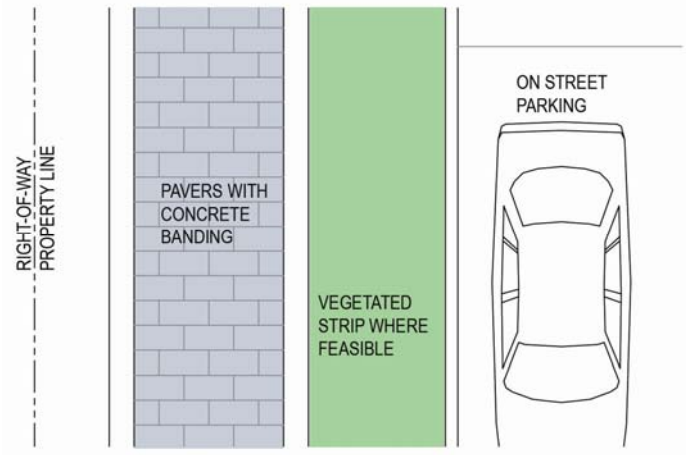
Typical urban trail plan

7.2.3 Urban Streetscape

- Minimum 6’ – 0” width
- Maximum 8’ – 0” width
- Materials: concrete paver system with cast-in-place concrete banding



Typical urban streetscape section

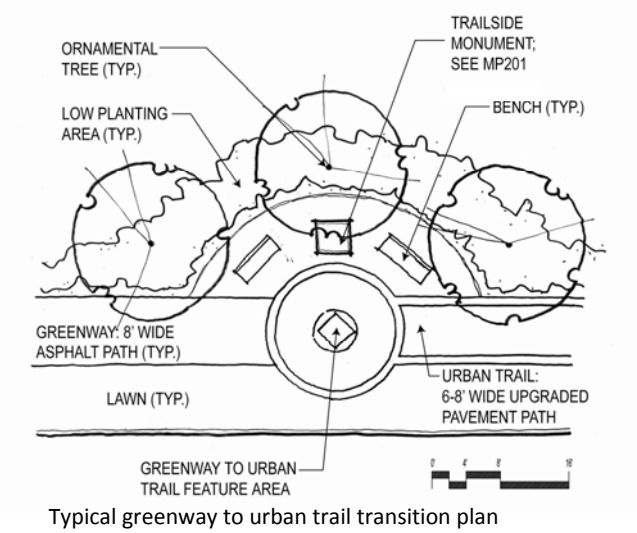


Typical urban streetscape plan

7.2.4 Trail Transitions

Greenway to Urban Trail

- Transition trail types with circular upgraded paving area
- Include trailside monument features
  (See 7.3 Monument Features)
- Incorporate seating areas
  (See 7.6 Site Furnishings)
- Use ornamental landscape treatments
  (See 7.5 Landscape and Plantings)

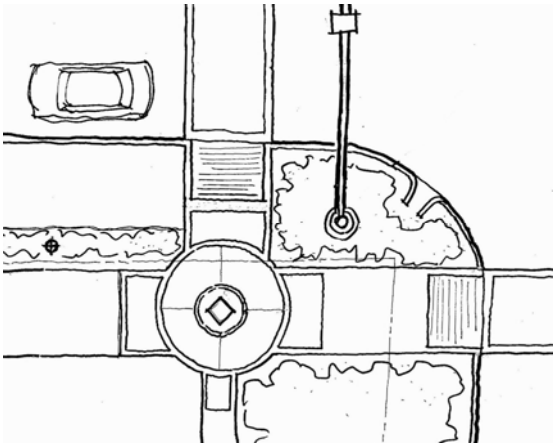


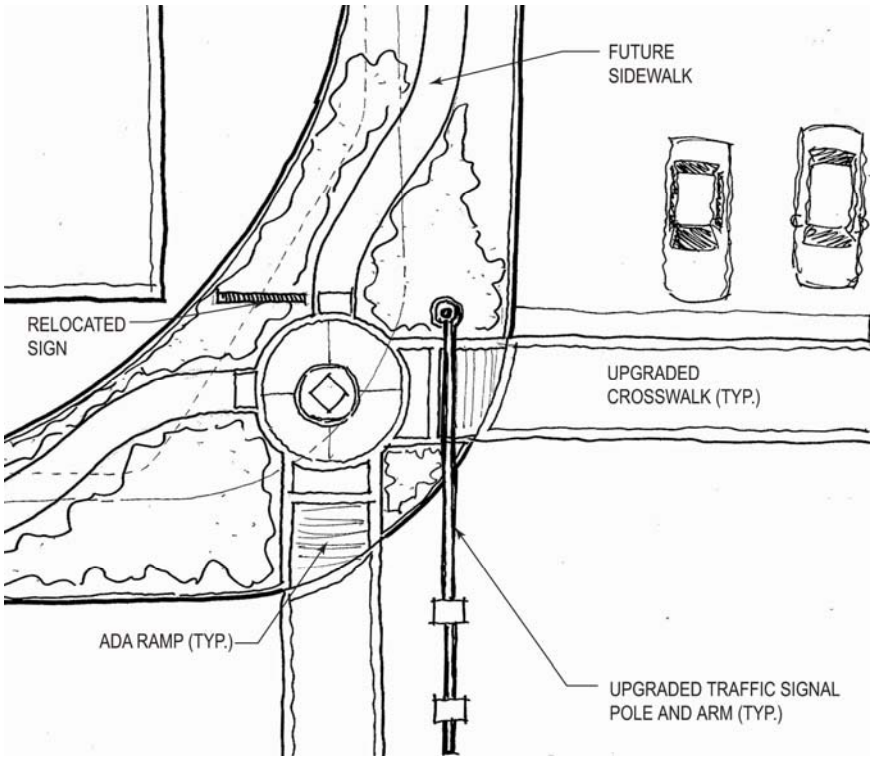
Typical greenway to urban trail transition plan

Intersections

(Please refer to MP107 – 109 at the end of section 3.0)

- Transition trail types with circular upgraded paving area
- Include intersection monument features
  (See 7.3 Monument Features)
- Incorporate traffic signal arms and signage
  (See 7.4 Vehicular Circulation)
- Use ornamental landscape treatments
  (See 7.5 Landscape and Plantings)


Typical collector intersection corner plan



Typical arterial intersection corner plan

Pedestrian Crosswalks

For high-traffic crosswalks, utilize Duratherm™, a decorative paving system that incorporates thermoplastic material embedded into imprinted asphalt. This technique creates a finish surface that is level with existing street grade, yielding crosswalks that are low maintenance and long-lasting. The vibrant color and pattern options make the crosswalk highly visible and attractive, establishing a safe route for pedestrians.

- Minimum 6' – 0" width
- Color and pattern to be determined
- Manufacturer: IPC – Integrated Paving Products

Typical Duratherm™ crosswalk

Representative crosswalk enhancement project: Cultural Trail, Indianapolis, IN

7.3 Gateway and Monument Features

7.3.1 State Road 44 Eastside Gateway Feature

The State Road 44 gateway feature will be an architectural icon, marking ones arrival and capturing views from Interstate-65 as visitors and residents enter the city from the East.

Guidelines

- Gateway feature shall be designed in coordination with INDOT standards for urban multi-lane highways
- Materials: Limestone base, brick coursing, limestone cap, limestone panels and accents

Masonry Piers

- Minimum obstruction free zone width: 20' – 0"
- Maximum height: 32' – 0"
  Maximum width: 14' – 6"
- Ornamental landscape treatments shall be incorporated at the masonry base
  (See 7.5 Landscape and Plantings)

Limestone Panels

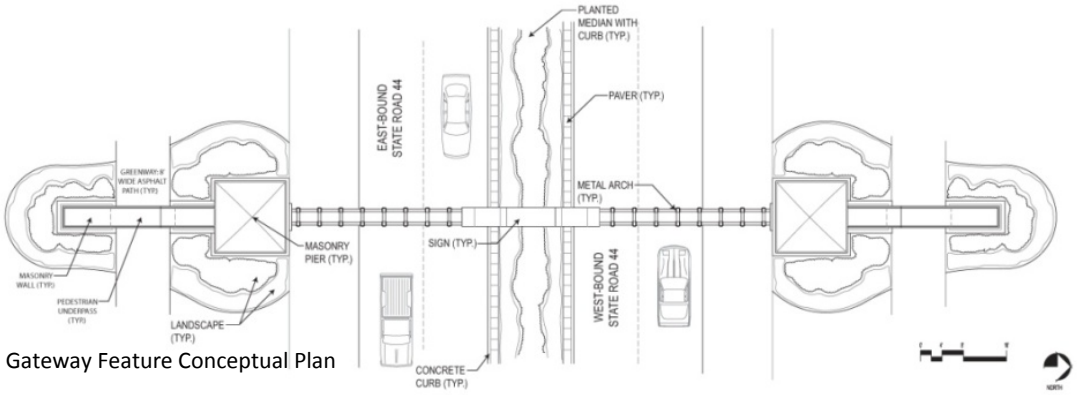
- Dimensions: 7' – 0" width x 18' – 0" height
- Panels shall be embossed with historic images of the Johnson County Courthouse and Franklin College's 'Old Main'

Masonry Wall / Pedestrian Underpass

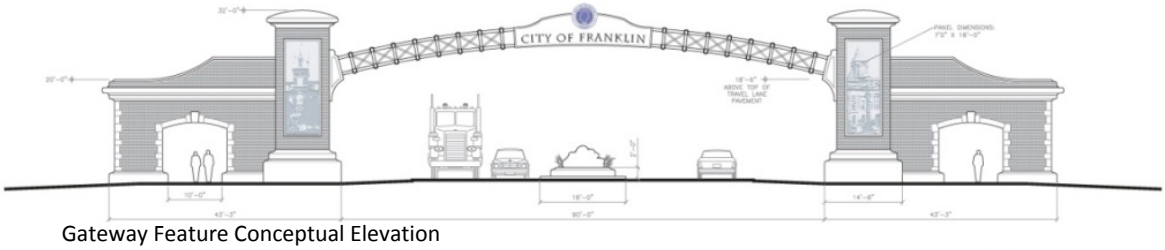
- Minimum 10' – 0" width x 10' – 0" height clearance for pedestrian greenway underpass
- Ornamental landscape treatments shall be incorporated at the masonry bases
  (See 7.5 Landscape and Plantings)

Overhead Truss / Signage

- Minimum vertical clearance 17' – 6"
- The overhead truss shall span the entire distance between masonry piers
- Materials: Powder coated black metal arched truss
- Welcome signage to be determined



Gateway Feature Conceptual Plan



Gateway Feature Conceptual Elevation

7.3.2 Monument Features

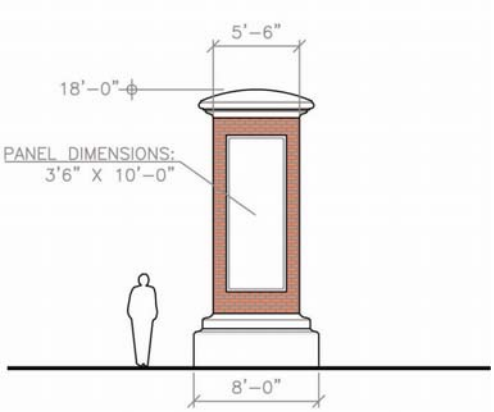
The design of the monument features shall incorporate elements similar to the gateway feature in order to establish a palette of consistent design materials throughout the city's main corridors.

Guidelines

- Along urban multi-lane highways, all monument features shall be constructed in the public right-of-way with a minimum 10'-0" roadway setback in zones where design speed is ≤ 45 MPH and a minimum 20'-0" roadway setback in zones where design speed is ≥ 50 MPH. The roadway setback is defined as the distance from the edge of travel lane, or from the edge of travelway to the right-of-way line, whichever is less.
- Monument features shall not be located within standard sight line triangles at intersections
- Trail marker signage may be incorporated into the monument feature design
- Materials: Limestone base, brick coursing, limestone cap, limestone panels and accents
- Patterns for monument feature panels to be determined.

Trailhead Monument

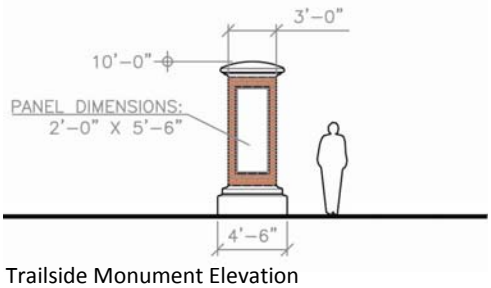
- Maximum height 18' – 0"
- Maximum width 8' – 0" at base
- Panel dimensions: 3' – 6" width x 10' – 0" height



Trailhead Monument Elevation

Trailside Monument

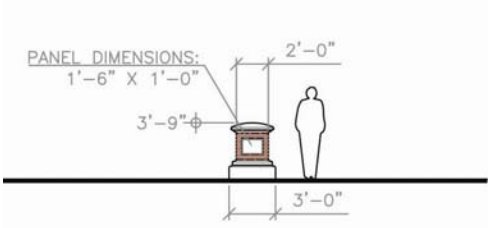
- Maximum height 10' – 0"
- Maximum width 4' – 6" at base
- Panel dimensions: 2' – 0" width x 5' – 6" height



Trailside Monument Elevation

Intersection Monument

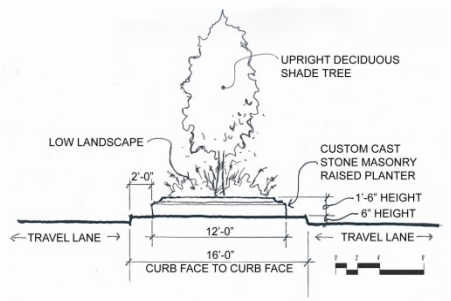
- Maximum height 3' – 9"
- Maximum width 3' – 0" at base
- Panel dimensions: 1' – 6" width x 1' – 0" height



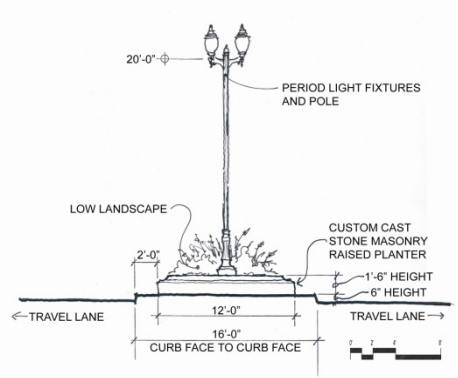
Intersection Monument Elevation

7.3.3 State Road 44 Eastside Planted Median

A planted median with a raised decorative masonry curb will continue the sight line from the gateway feature west toward the city center, and will include plantings and site lighting fixtures. Existing median location shall be generally maintained and widened where feasible to allow landscape plantings. Necessary coordination with INDOT for approval



Upgraded median with low-maintenance plantings



Upgraded median with lighting fixture

Guidelines

- Minimum width 16' – 0" from curb face to curb face for planted median
- Curb height 6" minimum
- Planting area shall be enclosed by a custom cast stone masonry planter, consistent in form and style with the 'gateway' theme
- Planting material shall include a low groundcover and columnar trees spaced at 50' on center *(See 7.5 Landscape and Plantings)*
- Site lighting in this area shall be 20' mounting height, double-headed acorn fixtures spaced at 300' on center *(See 7.7 Site Lighting)*
- Where minimum 16' – 0" minimum width for planting cannot be achieved, upgrade median with masonry curb

7.4 Vehicular Circulation

Guidelines

- INDOT design guidelines and standards shall be followed for lane widths, design speeds, horizontal and vertical alignment, cross slopes, side slopes, lateral clear zones, curbs, roadway pavement, pavement markings, drainage, traffic signals, lighting and utilities

- Safe pedestrian routes shall be provided via the I-65 underpass

- Median barriers, guardrails, lighting, and wayfinding signage design shall incorporate materials relative to the overall "gateway" character.

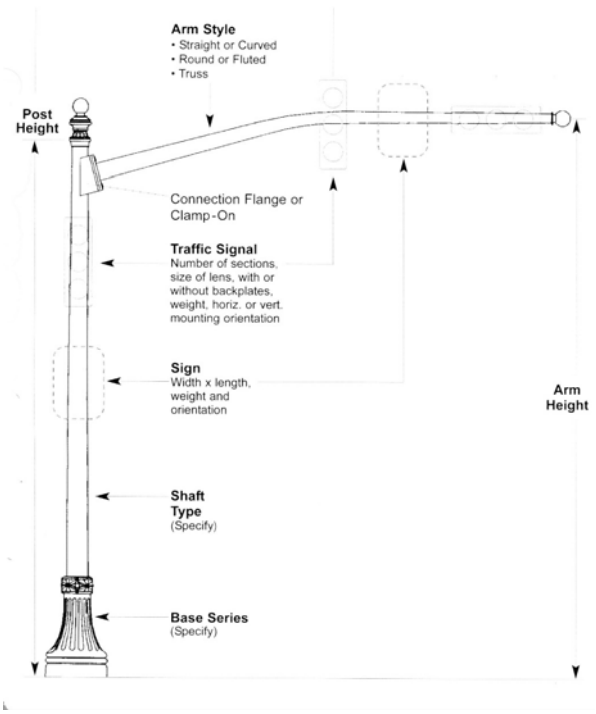
- Enhanced traffic signals shall be incorporated into the greenway and gateway corridor development. New traffic signals styles shall conform to the style of proposed lighting fixtures *(See 7.7 Site Lighting)* and sign standards *(See 7.8 Wayfinding Signage)*

Representative underpass enhancement project: Main Street, Greenfield, IN

Representative underpass enhancement project: Main Street, Greenfield, IN

7.4.1 Traffic Signal Arms

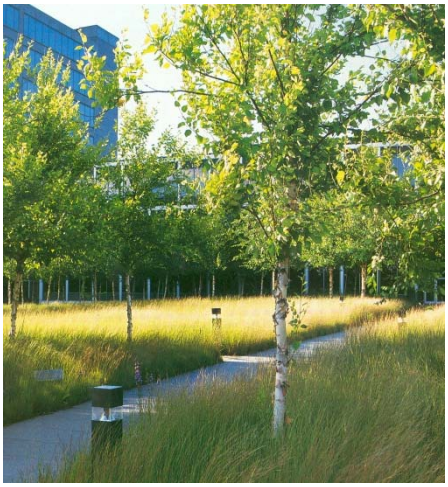
Type:	Arm:	CA – Curved Arm
	Base:	Barrington 8501SS
	Pole:	RSF – Round Straight Fluted
	Cap:	RBCC3 Ball Finial Post Cap
Material:	Cast aluminum	
Color:	Powder coated black	
Dimensions:	Varies	
Manufacturer:	Sternberg Lighting	
Representative:	Sternberg Lighting, 800.621.3376	



7.5 Landscape and Plantings

Guidelines

- Include a variety of plants that support biodiversity and wildlife habitat
- Utilize aesthetic values of plants – texture, form, scale, visual and seasonal qualities shall all play a role in plant selection
- Utilize plant functionality – use appropriate plant species that capture and filter runoff, provide shade and microclimate, contribute to building energy efficiency, buffer and provide scale for pedestrian spaces as well as buffer areas between public and private property
- Match plant species with local micro-climate and soil conditions – use plants native to USDA hardiness zone 5, which typically have the best suitability to regional climate characteristics
- Recognize plant maintenance characteristics during plant selection – do not select plants that are invasive, prone to pests or disease, or have messy fruit or seeds
- Limit the use of turf grass lawn to minimize the maintenance and energy costs of mowing
- Amend soils prior to planting – use a mixture of topsoil and compost integrated into the existing local soils for proper cultivation



Naturalistic planting

Naturalistic planting

7.5.1 Perimeter Corridor Planting Principles

(Please refer to appendix drawings MP101,103,104 & 106 at the end of section 3.0)

Location
The perimeter corridor shall be defined as all landscape areas along the greenway trails, on both sides of the street within the public right-of-way.

Naturalistic Plantings
Plantings shall be characterized by informal groupings of plants, utilizing a wide range of species to encourage biodiversity. Plants shall form ecological plant communities, and can consist of a mix of hardy natives and non-native species, although native species are preferred. Plant arrangement shall focus on creating irregular yet gracious outlines to form edges, which support wildlife and provide visual interest.

Bioswale Plantings
Bioswales shall be located along greenway trail corridors, and shall incorporate runoff into vegetated channels located in the public right-of-way that collect and filter water from storm events. Bioswale plantings shall integrate a mix of native species that can tolerate periods submerged in water as well as drought. Perforated underdrains and overflow systems shall be incorporated into the bioswale design where necessary to prevent standing water over 48 hours and flooding.

Bioswale planting example

7.5.2 Urban Corridor Planting Principles

(Please refer to appendix drawings MP102 & 105 at the end of section 3.0)

Location
The urban corridor shall be defined as all landscape areas along the urban trail and urban streetscape, on both sides of the street within the public right-of-way.


Street trees

Street Trees
Street trees enhance visual streetscape characteristics and help to mitigate urban heat island effects by contributing to the City's urban tree canopy. Include urban tolerant shade tree species along street corridors at the required spacing, depending on land use (refer to City Development Code for requirements). Street trees shall be located within the public right-of-way and be maintained by the City of Franklin.

- Districts shall be identified by using a single tree species
- Typical spacing shall not be greater than one (1) shade tree per fifty (50) linear feet
- Plant trees in prepared tree pits with minimum 3' – 0" width and 12' – 0" length, larger where possible
- Use continuous planting strips where feasible
- Areas beneath trees shall require a vegetated groundcover or a pervious tree grate *(See 7.6.5 Tree Grates)*


Ornamental planting

Ornamental Plantings
Ornamental planting design shall be formal in style, and shall incorporate more geometric shapes and forms into the landscape patterns. Plant groupings are highly structured and maintain hard line edges. Simple, rhythmic patterns shall create balanced order within the urban corridor areas, and provide visual interest and ecological functionality.


Ornamental planting

Rain Garden Plantings
Rain gardens shall be located along urban trail and urban streetscape corridors, and shall incorporate runoff into vegetated basins located in the public right-of-way that collect and filter water from storm events. Rain garden plantings shall integrate a mix of native species that can tolerate periods submerged in water as well as drought. Perforated underdrains and overflow systems shall be incorporated into the rain garden design where necessary to prevent long-term standing water and flooding.


Community rain garden planting

7.5.3 Recommended Plants

Shade Trees	*Scientific Name*	*Common Name*
	Acer rubrum	Red Maple
	Acer sacchrum	Sugar Maple
	Carpinus caroliniana	American Hornbeam
	Carpinus betulus 'Fastigiata'	European Hornbeam
	Fagus grandiflora	American Beech
	Ginkgo biloba (male)	Male Ginkgo
	Gleditsia triacanthos inermis	Thornless Honeylocust
	Liquidambar styraciflua	Sweetgum
	Liriodendron tulipifera	Tulip Tree
	Nyssa sylvatica	Black Gum
	Platanus x acerfolia	London Planetree
	Quercus alba	White Oak
	Quercus bicolor	Swamp White Oak
	Quercus coccinea	Scarlet Oak
	Quercus imbricaria	Shingle Oak
	Quercus macrocarpa	Burr Oak
	Quercus palustris	Pin Oak
	Quercus rubra	Red Oak
	Ulmus x 'Morton'	Accolade Elm
	Zelkova serrata	Japanese Zelkova

Evergreen Trees	*Scientific Name*	*Common Name*
	Abies concolor	White Fir
	Juniperus virginiana	Eastern Red Cedar
	Metasequoia glyptostroboides	Dawn Redwood
	Picea abies	Norway Spruce
	Picea omorika	Serbian Spruce
	Pinus strobus	Eastern White Pine
	Taxodium distichum	Bald Cypress
	Tsuga candadensis	Canadian Hemlock

Ornamental Trees	*Scientific Name*	*Common Name*
	Amelanchier x grandiflora	Serviceberry
	Betula nigra	River Birch
	Cercis canadensis	Eastern Redbud
	Cornus florida	Flowering Dogwood
	Crataegus crus-galli	Cockspur Hawthorne
	Magnolia virginiana	Sweetbay Magnolia

Shrubs	*Scientific Name*	*Common Name*
	Buxus x koreana	Boxwood
	Caryopteris x clandonensis	Blue Mist Spirea
	Clethra alnifolia	Summersweet
	Fothergilla gardenii	Dwarf Fothergilla
	Hydrangea arborescens	Smooth Hydrangea
	Ilex glabra	Inkberry
	Itea virginica	Virginia sweetspire
	Myrica pensylvanica	Northern Bayberry
	Viburnum spp.	Viburnum

Perennials	***Scientific Name***	***Common Name***
	Astilbe arendsii 'Fanal'	Fanal Red Astilbe
	Baptisia australis	False Indigo
	Coreopsis verticillata 'Zagreb'	Zagreb Coreopsis
	Echinacea purpurea	Purple Coneflower
	Leucanthemum superba 'Becky'	Becky Shasta Daisy
	Liatris spicata 'Kobold'	Kobold Blazing Star
	Liriope muscari 'Big Blue'	Big Blue Lilyturf
	Perovskia atriplicifolia	Russian Sage
	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum

Ornamental Grasses	***Scientific Name***	***Common Name***
	Calamagrostis x acutiflora	Feather Reed Grass
	Miscanthus sinensis	Maiden Grass
	Panicum virgatum	Switch Grass
	Pennisetum alopecuroides	Dwarf Fountain Grass
	Schizachyrium scoparium	Little Bluestem
	Sporobulus heterolepsis	Prairie Dropseed

Aquatic Emergents	***Scientific Name***	***Common Name***
	Amorpha canascens	Leadplant
	Asclepias incarnate	Marsh Milkweed
	Aster novae-angliae	New England Aster
	Aster puniceus	Swamp Aster
	Carex bromoides	Brome Hummock Sedge
	Carex emoryii	Riverbank Tussock Sedge
	Carex frankii	Frank's Sedge
	Carex granularis	Meadow Sedge
	Carex vulpinoidea	Fox Sedge
	Gentiana andrewsii	Bottle Gentian
	Helenium autumnale	Sneezeweed
	Iris virginica shrevei	Blue Flag Iris
	Lobelia cardinalis	Cardinal Flower
	Lobelia siphilitica	Great Blue Lobelia
	Pontedaria cordata	Pickerel Weed

7.6 Site Furnishings

The following site furnishings shall be required as unifying elements to create visual consistency within the city's Downtown District and Greenway Corridors. The quality and craftsmanship of the manufacture and installation of these components is important to the overall visual aesthetics throughout the city. Site furnishings shall be located mainly along major use areas such as greenway paths, urban trails, and upgraded streetscape areas.


View east along Jefferson Street

Guidelines:

- Site furnishings should maintain consistency throughout the defined district and corridor zones.
- Minimize the number of different materials and color choices to unify components.
- Elements shall be grouped where possible to avoid visual clutter.
- Priority shall be given to quality furnishings fabricated with recycled materials.

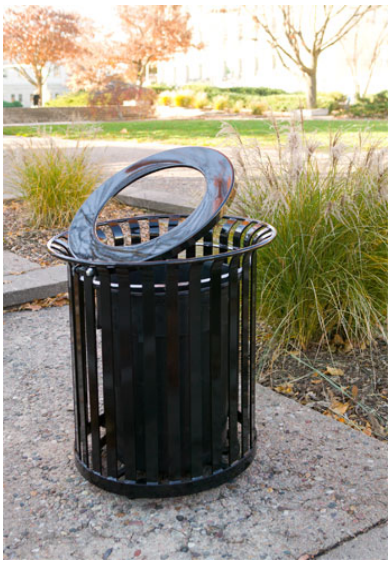

View toward East Court Street

7.6.1 Benches

Type:	City View Arch Back (CV1-1200-PF)
Material:	Vertical strap steel
Color:	Powder coated black (Onyx)
Dimensions:	72" L x 27-3/4" W x 38-3/16" H
Manufacturer:	Sitescapes, Inc.
Representative:	Sitescapes, Inc. 888.331.9464

7.6.2 Trash Receptacles

Type:	City View Flat Top (CV2-2000-PF)
Material:	Vertical strap steel
Color:	Powder coated black (Onyx)
Dimensions:	30-5/8" W x 40-5/8" H (36 Gallon)
Manufacturer:	Sitescapes, Inc.
Representative:	Sitescapes, Inc. 888.331.9464



7.6.3 Bicycle Racks

Type:	Vintage Bicycle Rack – Pearl
Material:	Steel tubing with durable rubberized coating
Color:	Black
Dimensions:	2” tube, 24” W x 36” H, surface mounted
Manufacturer:	Cycle Safe
Representative:	Cycle Safe 888.950.6531

7.6.4 Planters

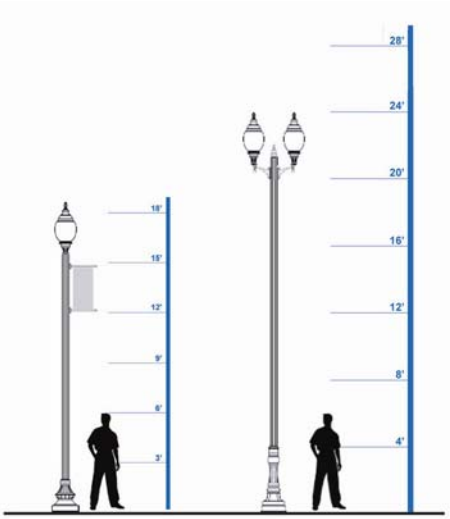
Type:	Delta rectangle
Material:	100% recyclable fiber cement
Color:	Black
Dimensions:	55"L x 22"W x 24"D
Manufacturer:	Greenform
Representative:	310.663.3995

7.6.5 Tree Grates

Type:	Terra Firma Starburst Pattern
Material:	Cast iron grate, steel angle frame
Color:	Powder coated black
Dimensions:	36”, 48” or 60” square
Manufacturer:	Sitescapes, Inc.
Representative:	Sitescapes, Inc. 888.331.9464

7.7 Site Lighting

The lighting options for the greenway corridors and gateway feature areas will directly impact visual accessibility within the night environment, providing safety and security measures. The lighting shall be dark sky compliant, directing light downward where it is needed. Throughout the day, the lighting fixtures will also present aesthetic qualities that maintain visual consistency throughout the corridors and downtown. Lighting fixtures shall have historic visual character with current energy efficient LED technology for long-term maintenance and energy cost savings. The LED lighting shall maintain standard 4500K color temperature, effectively producing a white light similar to metal halide lighting options. The fixtures shall be located in the greenway corridors, gateway feature areas and in parking lots, park open spaces, and adjacent property developments. Banner arms shall be incorporated to promote community events. Trail bollards shall match lighting fixture style; custom bollards are recommended.



Selected lighting fixtures

7.7.1 Greenway Corridor Lighting Fixtures

Type: Fixture: A850SRLED Fixture
Base: Barrington 5200
Pole: Straight Fluted
Arms: Banner Arm DBA

Material: Cast aluminum

Color: Powder Coated Black

Dimensions: 16' – 0" Mounting Height

Manufacturer: Sternberg Lighting

Representative: Randy Belden, ESL Lighting, 317.951.2300

7.7.2 State Road 44 Median Lighting Fixtures

Type: Fixture: A850SRLED Fixture
Base: Barrington 5200
Pole: Straight Fluted
Arms: Banner Arm DBA

Material: Cast aluminum

Color: Powder Coated Black

Dimensions: 22' – 0" Mounting Height

Manufacturer: Sternberg Lighting

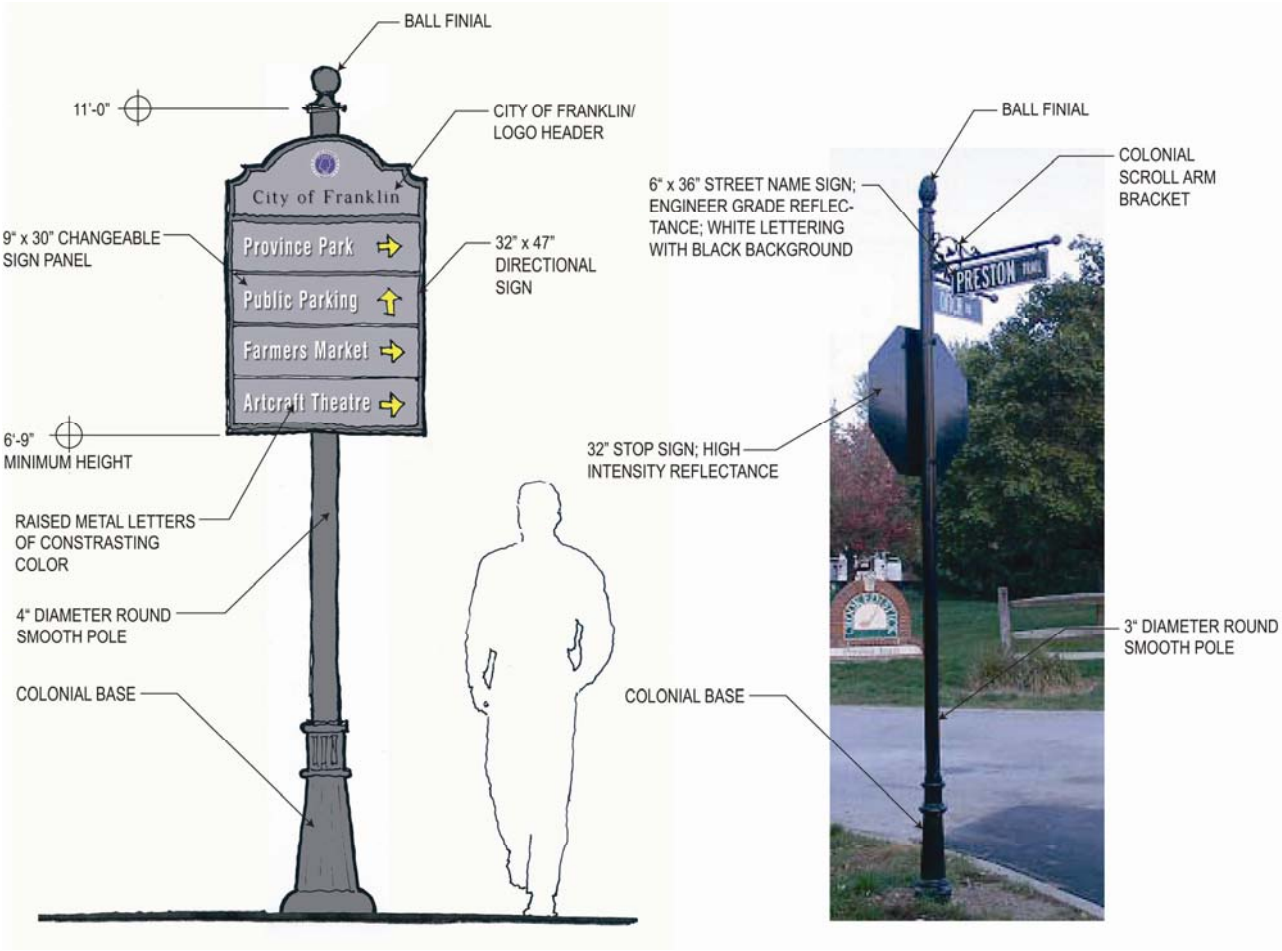
Representative: Randy Belden, ESL Lighting, 317.951.2300

7.8 Wayfinding Signage

Wayfinding signage incorporated within the greenway and gateway corridors provide ease of navigation for residents and visitors of the city. It increases awareness of cultural and recreational opportunities, and allows users to easily locate and access points of interest within the community. The signage style shall feature similar colors, styles, and forms as other streetscape elements located within the major corridors.

Guidelines:

- All metal shall be cast aluminum with black powder coated finish
- Sign, pole, base and finial components supplied by 'The Streetscape Company, LLC' (317.913.1906) or sign fabricator with equivalent quality and craftsmanship standards
- All street, regulatory, warning, guide and ADA signs shall be located and mounted as per required ordinances and codes
- Smaller regulatory, guide and ADA signs shall be mounted on a 2" diameter round smooth post with ball finial



Typical wayfinding signage