

RAILROAD DISTRICT REDEVELOPMENT PLAN

COVER PAGE UNDER CONSTRUCTION



TABLE OF CONTENTS





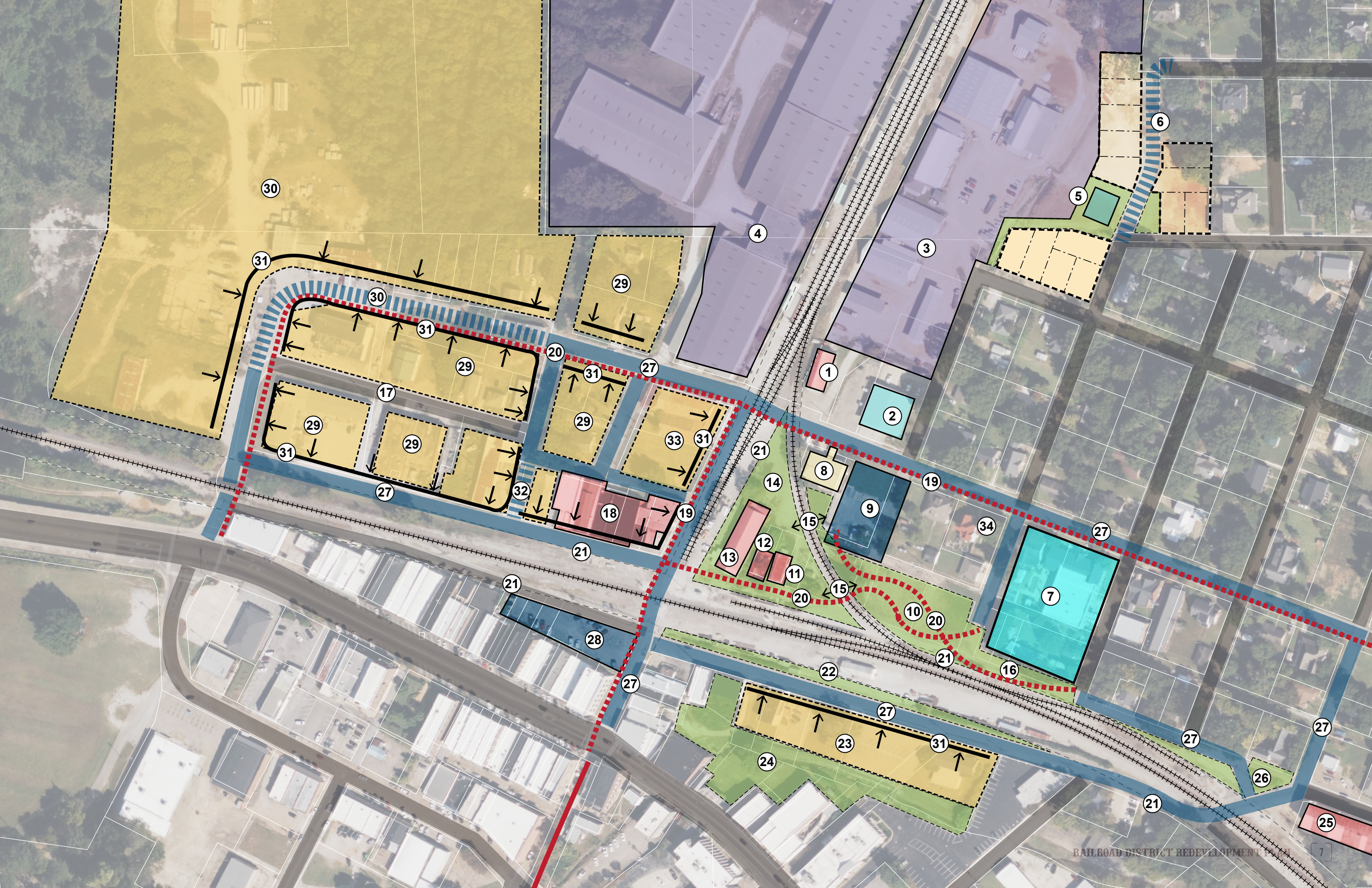
01 INTRODUCTION



INTRODUCTION

FRAMEWORK PLAN

KEY #	REDEVELOPMENT STRATEGIES
1	Empty building belonging to Union Lumber Co. Mr. Long has mentioned converting to a small market, office, or other use.
2	Existing fire station
3	Union Lumber Co. which will remain in operation.
4	Existing industrial use to remain in operation.
5	If a portion of the Union Lumber Co. were to sell a portion of their property on the east side, new infill residential could be built and Mr. Long has expressed an interest in a community storm shelter which could be incorporated.
6	Alabama St. could be connected to Washington St. to service new residential development as well as provide better connectivity for the historic neighborhood.
7	Union County Heritage Museum & Historical Society
8	Adaptive reuse of New Albany Light, Gas, & Water building.
9	Reconfigure and expand parking area to include public parking for the district.
10	Convert vacant lots to a public park space (perhaps with more parking) that would provide off-street connection from the potential new enter-tainment venue to the museum. The park-like space could focus on New Albany's heritage, cultural aspects, or public art.
11	Potential restoration of Sam Mosley's Juke Joint.
12	Potential restoration of the African American church as a cultural and historical asset.
13	Potential adaptive reuse of the old building for a new entertainment venue.
14	Opportunity for a well landscaped park-like open space would house the 3 restored buildings and help to create a destination.
15	Pedestrian crossings over the rail spur would provide access in between parking and the event space, Mosley's Juke Joint, and the Afri-can-American church.
16	Closing this block of Highland Street could extend the park further to the east an help increase the size of the linear park.
17	Existing right-of-way appears to be only 20' wide so this street should function as an alley that accesses interior parking areas.
18	Adaptive reuse of these buildings that would draw people to the area (restaurants, shops, services, etc.)
19	Potential expansion route of the Tanglefoot Trail or a multi-use path that would connect downtown to the museum.
20	A multi-use path network could provide better off-street pedestrian connections and service the residents and visitors of the district while contributing to the new and improved character of the area.
21	Perceived location of railroad right-of-way. Having this whole area surveyed to establish ownership boundaries is critical to any redevelopment along this corridor.
22	Depending on right-of-way location, potential landscaping to enhance the aesthetic of Highland St.
23	Potential redevelopment opportunity along Highland St. would have the benefit of parking in the rear or opening to a central courtyard at the rear if the creek were covered and the open space converted to either use.
24	The creek could be channeled and put underground, potentially helping with erosion problems as well as either providing rear access parking for neighboring buildings or creating a common park-like courtyard space.
25	Adaptive reuse potential for this building.
26	Reconfiguration of this intersection could improve pedestrian safety, limit vehicular conflicts, and consolidate residual open spaces into a potential neighborhood pocket park or gateway to the Railroad District.
27	Various levels of streetscape improvements could occur: sidewalks, wayfinding, lighting, public art, street furniture, interpretive signage, etc.
28	Reorganization and renovation of existing public parking lot. Survey of railroad right-of-way is critical to the project.
29	Areas prime for redevelopment. No buildings of great architectural value so these areas are more likely to house new buildings.
30	Potential street connection that could greatly improve overall circulation within the district and encourage redevelopment of this area of the district.
31	Reinforcement of the Street Wall: Buildings should be pulled up to the street to create a "street wall" which creates a pedestrian-scaled environ-ment and helps create a sense of place. Parking should be on-street and in the rear of the buildings.
32	Existing right-of-way could be expanded to provide for a mid-block access connection to improve vehicular and pedestrian connectivity.
33	New mixed-use development to provide continuous street wall to that will help encapsulate the open space and the (3) restored uses across the street.



30

31

30

31

29

4

3

5

6

20

27

31

29

17

29

29

31

32

18

33

31

21

14

8

2

19

9

34

27

7

21

13

12

11

20

15

10

20

21

16

21

28

27

22

24

23

27

31

21

26

25

7



Aerial buildout of the Railroad District



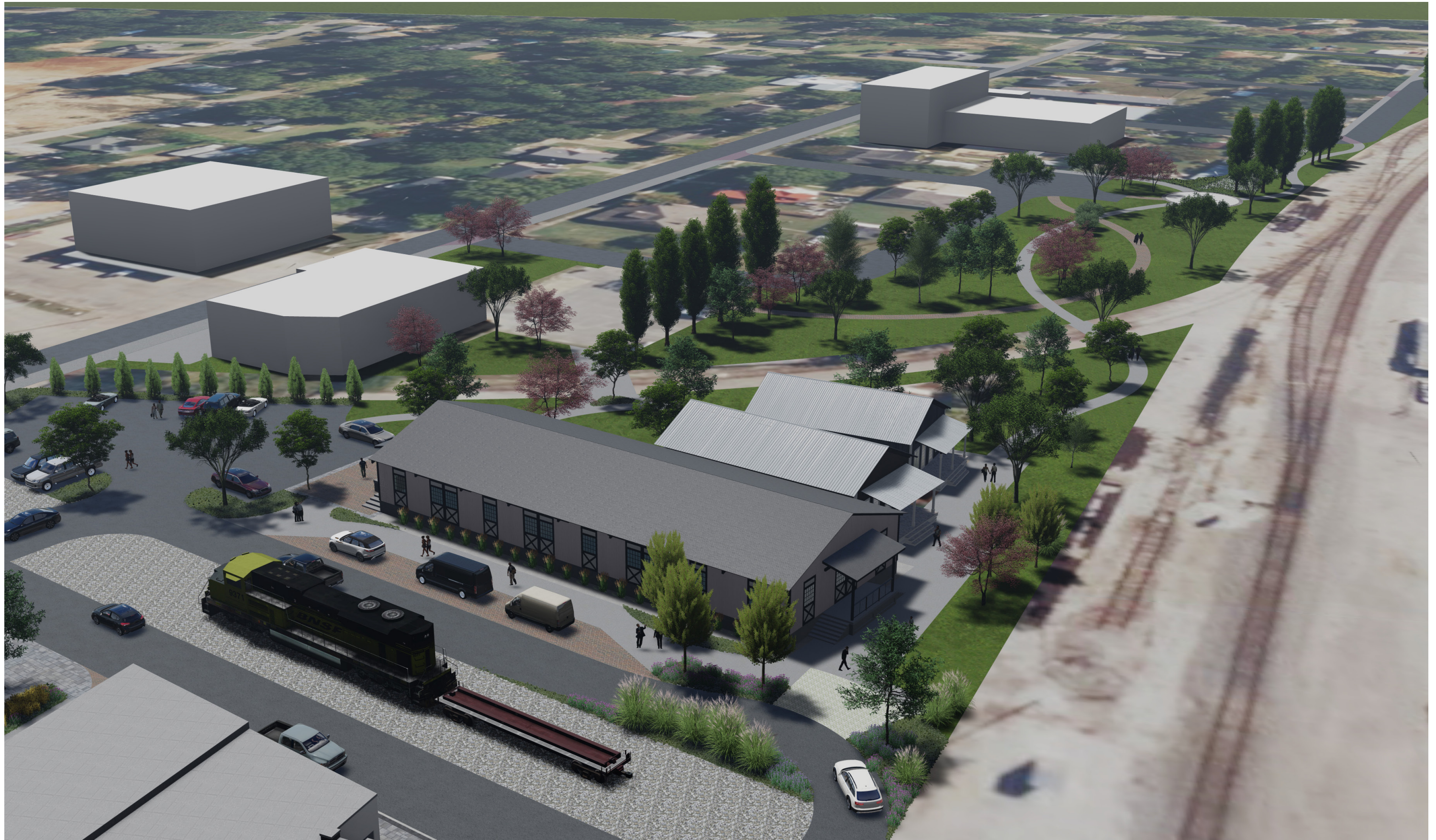
image label



Aerial buildout of the Railroad District



image label



Aerial buildout of the Railroad District

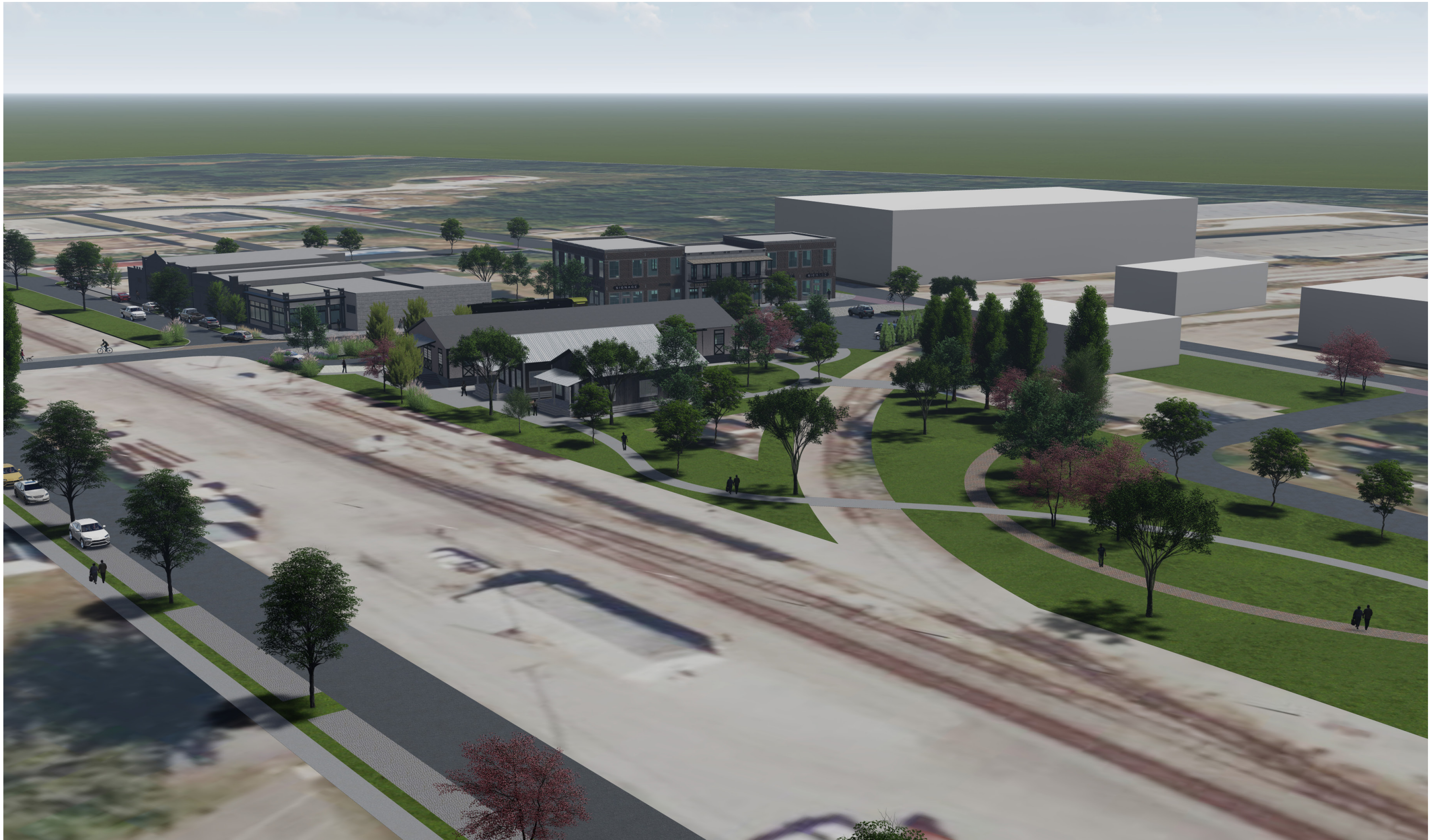
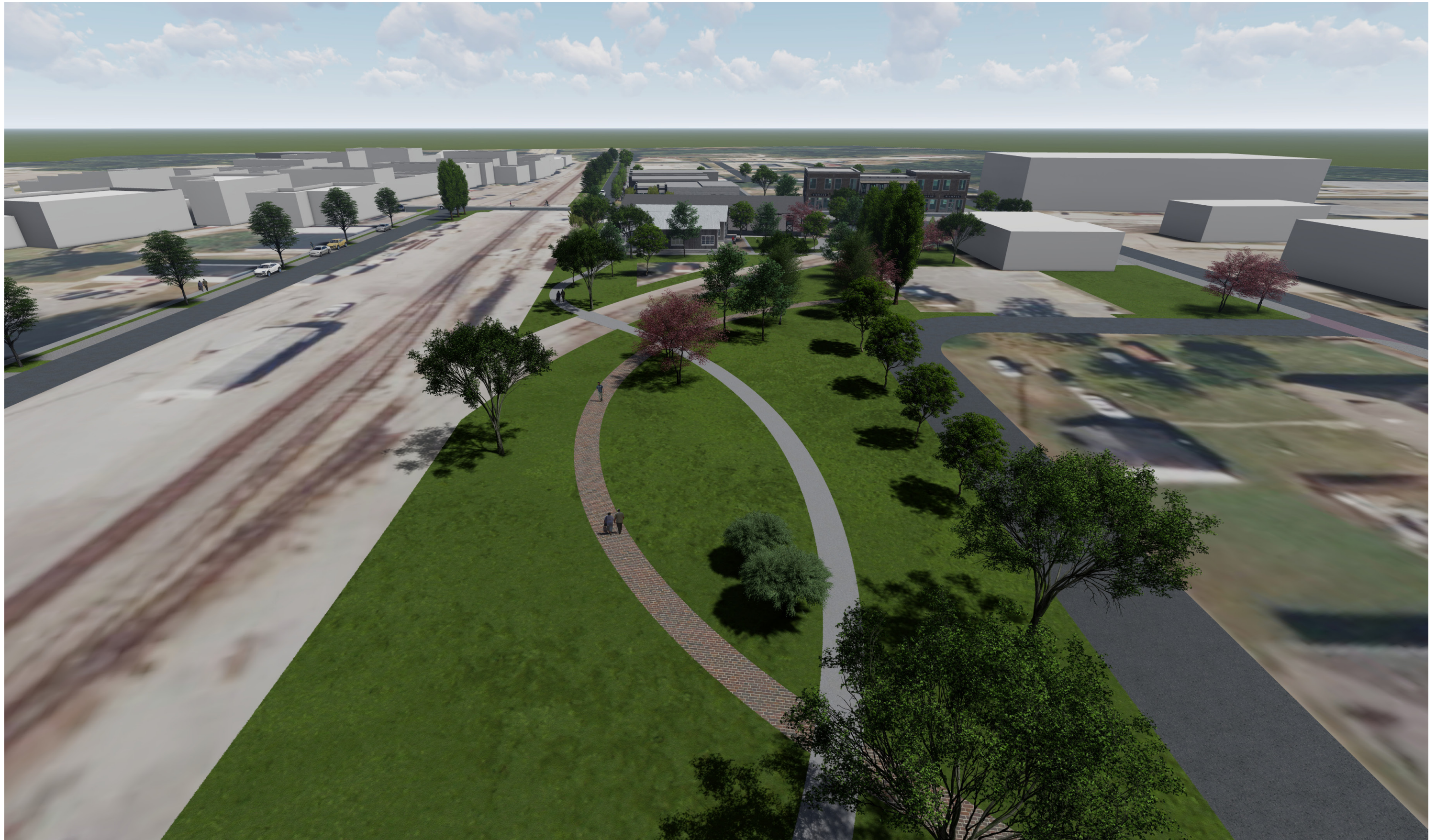


image label



Aerial buildout of the Railroad District



image label



Aerial buildout of the Railroad District



image label



Aerial buildout of the Railroad District



image label



Aerial buildout of the Railroad District



image label



Aerial buildout of the Railroad District

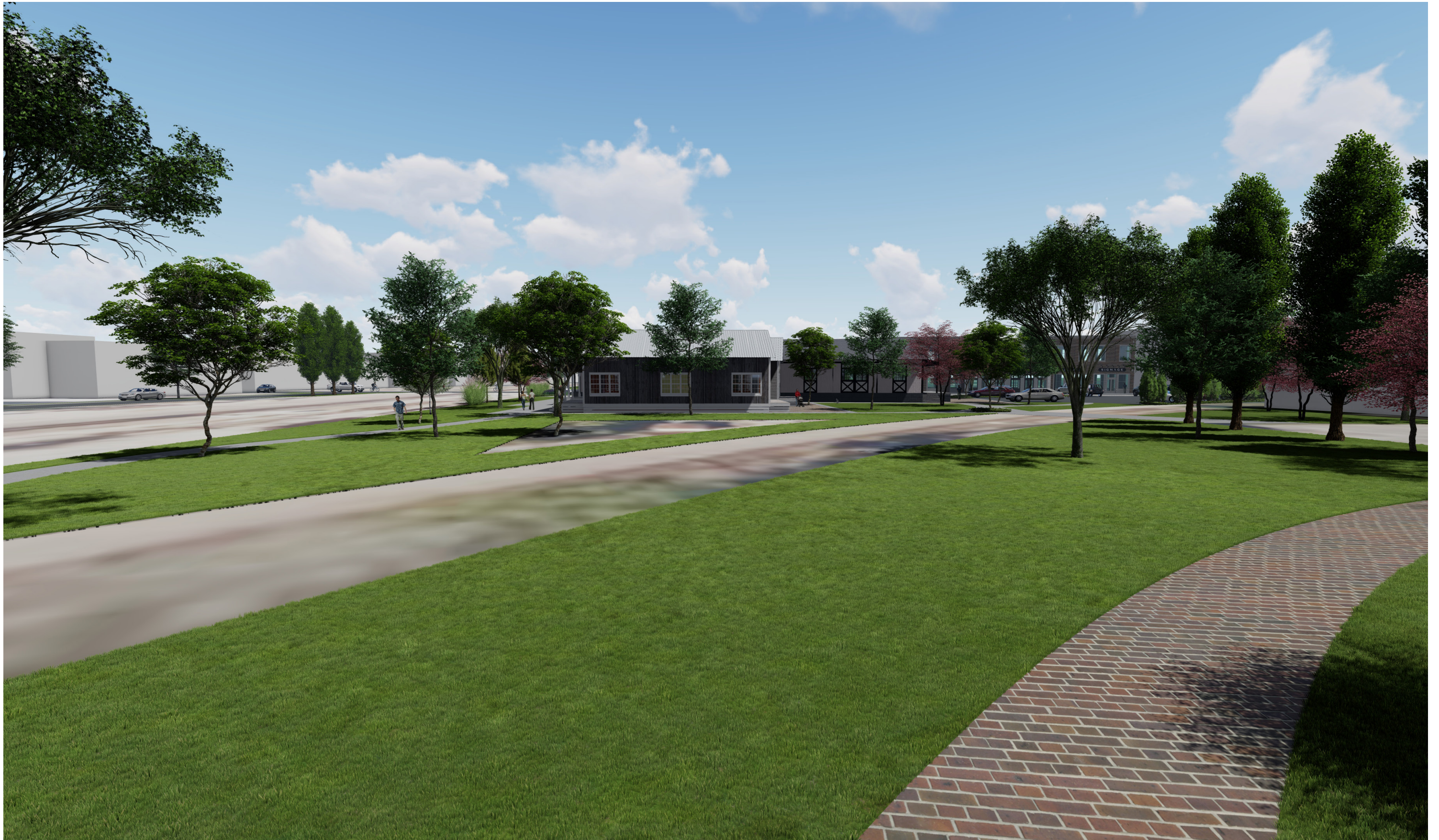


image label



Aerial buildout of the Railroad District



image label



Aerial buildout of the Railroad District