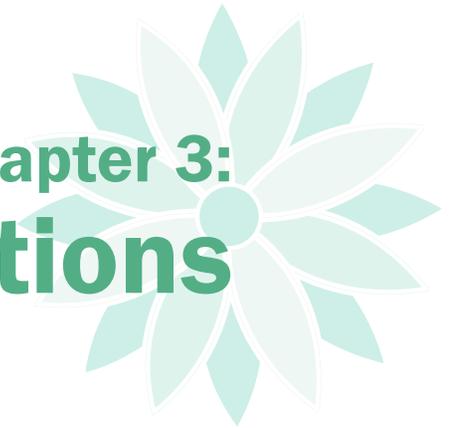


# **Chapter 3:** **Recommendations**



## Downtown Revitalization Framework

Improvements to the character and appearance of the buildings, streets, signs, sidewalks, street corners, visible utilities, access to public spaces, parking, and landscaping is a critical component in the revitalization of Remington.

The Illustrative Plan on the facing page illustrates potential improvements within the study area that create a place focused on the needs of the residents and businesses and that will encourage future investment. Sketches and descriptions on the following pages provide detail on specific elements.

### Features:

- Rehabilitated Depot
- Railroad Streets circulation improved with one-way pairs
- Outdoor public spaces to gather, wait, and dine
- Increased landscaping for street and public spaces
- Facade enhancements including the pallet company eastern facade
- Redevelopment of underutilized sites on North Railroad Street, the SE corner of South Railroad and Ohio Streets, and between the Post Office and the Veterinary Clinic on Ohio Street

### Principles for Urban Revitalization from “Creating a Vibrant City Center” by Cy Paumier, 2004

- **Promote diversity of use**
- **Encourage compactness**
- **Foster intensity of development**
- **Ensure a balance of activities**
- **Provide for accessibility**
- **Create functional linkages**
- **Build a positive identity**



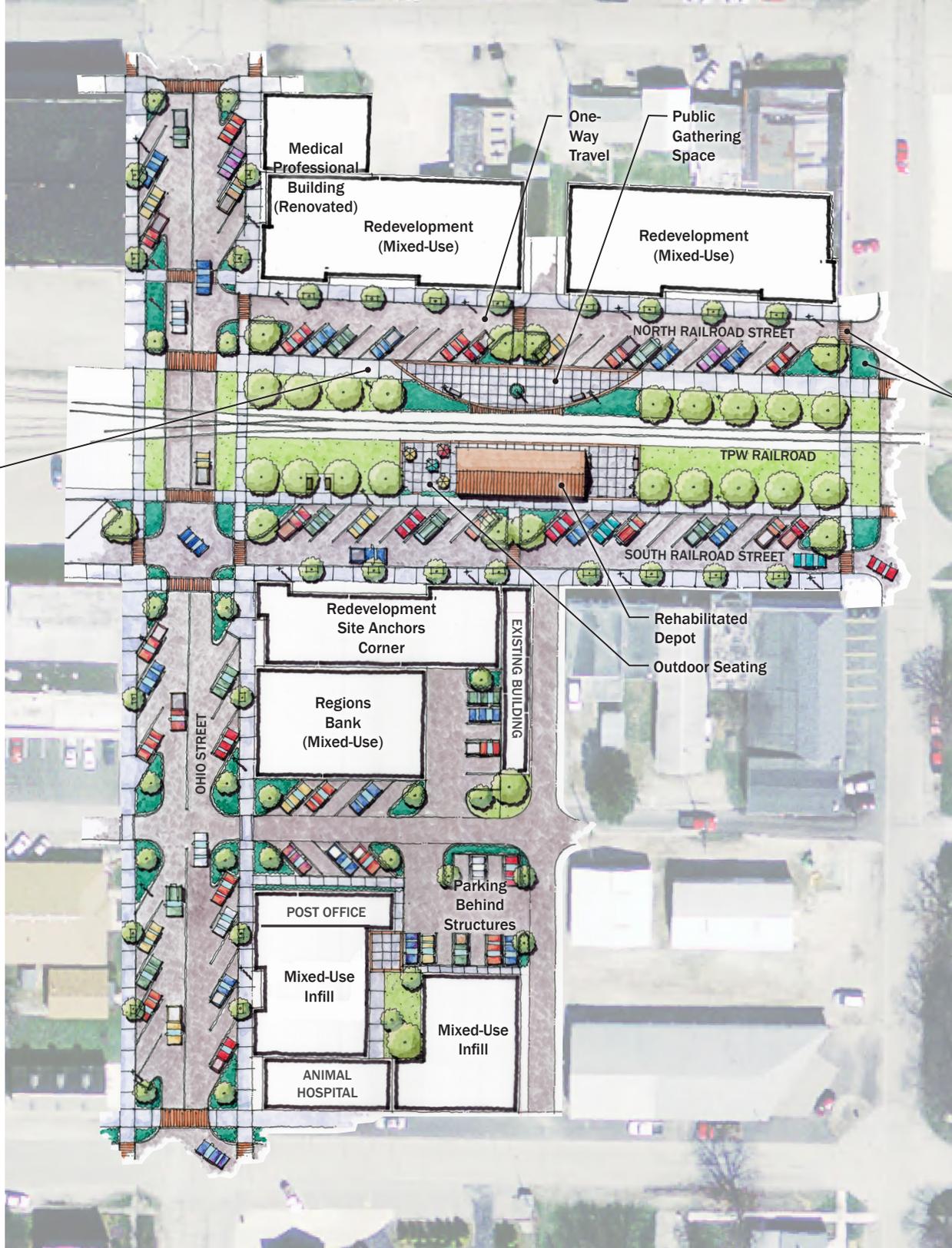
*Pocket Park in Roanoke, IN*

# Downtown Remington Revitalization Illustrative Plan

Not to Scale



Sidewalk /  
Trail Linked to  
Neighborhood  
and Town  
Parks and  
Greenways



Bump-outs  
and Cross-  
walks  
Enhance  
Pedestrian  
Experience

## North/South Railroad Streets

North and South Railroad Streets run east and west through the center of downtown, parallel to the Toledo, Peoria, & Western Railway Corporation railroad tracks. Both streets include parking within the railroad right-of-way and the town right-of-way.

A reconfiguration of these streets opens up the space in the center of downtown to new opportunities. The sketch on the facing page includes a one-way couplet of Railroad Streets, a central open space featuring a revitalized depot, and clearly identified angled parking.

### Features:

- Two-way roads changed to one-way couplet
- Decorative fencing along both sides of the track for safety



*Infill development example: New structures designed to look historic.*

- Public gathering space with landscaping adjacent to the railroad
- New multi-story mixed-use development anchors southeast corner of Ohio and South Railroad Streets
- Improved facades including pallet company eastern facade
- Rehabilitated Depot with outdoor dining

### Curb Extensions (Bump-outs)

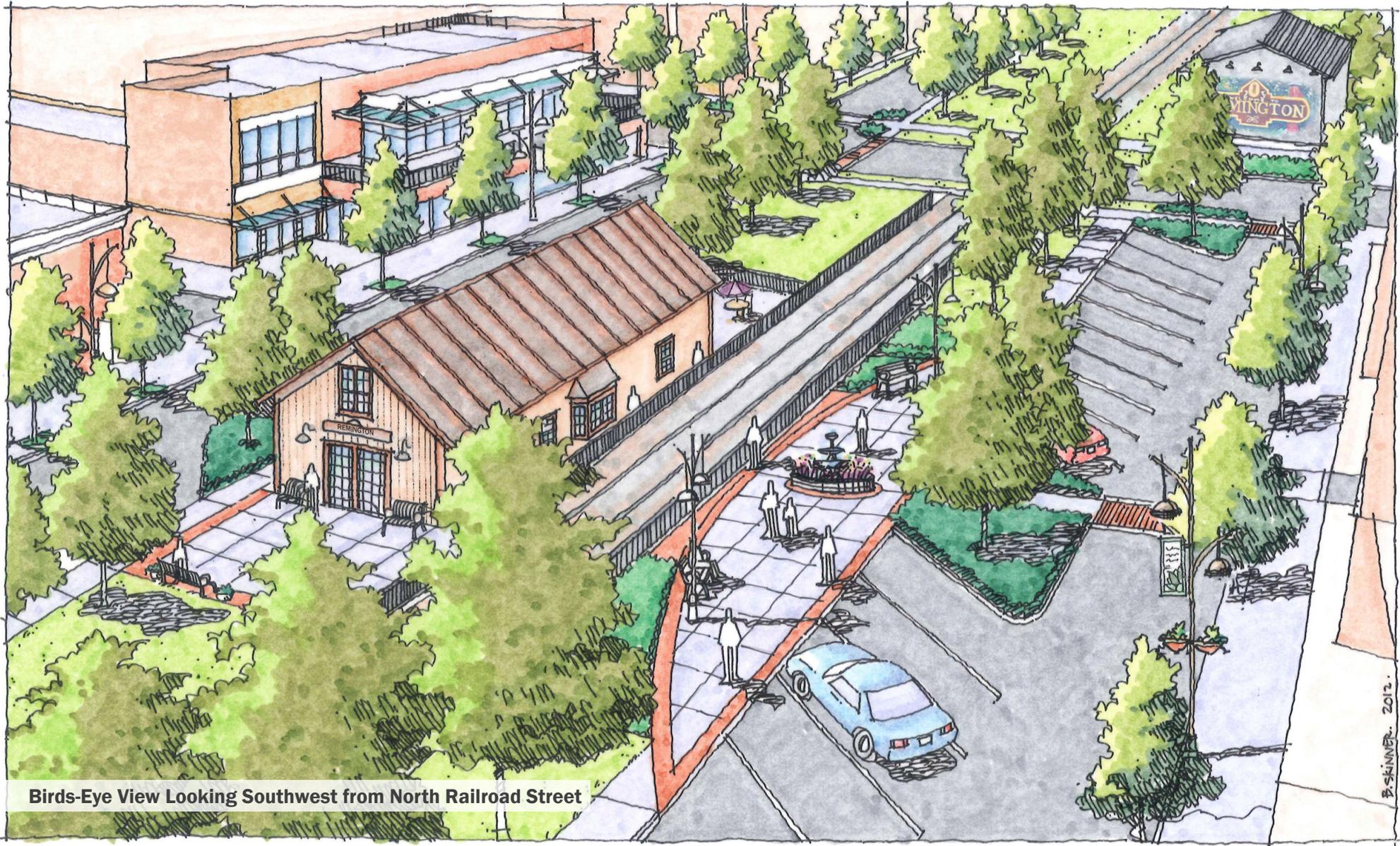
Corner or mid-block curb extensions (bump-outs) provide breaks in long strings of parking, and enhance the safety of pedestrian crossings by shortening the distance from sidewalk to sidewalk and providing a “safe-zone” to watch for moving vehicles. The expanded space at the corner also provides more room to organize utilities, plant materials (such as trees, shrubs, flowers, grasses, or rain gardens), lighting, and site furnishings.

*Example of decorative fencing between the railroad tracks and new gathering spaces*

### Architecture

Although redevelopment and individual building design will be determined by property owners and future developers, new buildings with traditional accents and compatible features have been depicted in this plan’s images. Other design options could range anywhere from very modern to very traditional.





Birds-Eye View Looking Southwest from North Railroad Street

## Preserving the Depot

The Remington Depot located on South Railroad Street between Ohio and Indiana Street is one of the few historic non-residential structures remaining in town. It is in a poor state of repair and is listed as one of the Ten most endangered structures in Jasper County according to the Historic Preservation Association Of Jasper County. It is difficult to quantify what it contributes in character to downtown Remington, but there is much interest in saving, rehabilitating and repurposing the building.

The Remington Wolcott Community Development Corporation, Historic Preservation Association Of Jasper County, and Remington Main Street are currently investigating potential ownership opportunities with

representatives of the TPW railroad. Ownership by a municipality or not-for-profit entity will make the building eligible for funds to assist with renovation.

Other Indiana communities, including Carmel, Union City, Scottsburg, Peru and Jeffersonville, have rehabilitated their depots which now lend an air of authenticity to a community. These and other Indiana communities could possibly provide valuable information.

While the depot is shown as a centerpiece and catalyst for downtown improvement, should the building be beyond salvaging, downtown enhancements could still move forward highlighting the signature park space downtown.



**Remington, IN:**  
**Existing Depot**  
**(Fall 2011)**



**Carmel, IN:**  
**Serves as a museum and office for the Carmel Clay Historical Society.**



**Union City, IN:**  
**Serves as a gallery for local artists.**



**Three Oaks, MI**

**Jeffersonville, IN:**  
**Serves as an office and for event rentals.**





View Northeast from South Railroad Street

## Downtown Improvements

### Appropriate Infill & Redevelopment

Communities sometimes lose part of their built urban fabric due to fire, extreme weather, or neglect. When structures disappear, they leave a “missing tooth” or a gap between remaining structures. These gaps are best filled with structures that are built to the back of the sidewalk, even and compatible with remaining structures. This means rebuilding at the property setback line and not providing parking in front; a sure way to kill a streetscape.

### Furnishings

Seating, planters, waste receptacles, and other streetscape furnishings should complement each other in design, and fit the community’s personality. Planters will be more durable when created from cast stone, concrete, fiberglass, or cut stone. All furnishings should be placed with consideration for pedestrian movements. A few furnishing styles preferred by the community are shown at right.

There is potential to take advantage of the pallet products by incorporating them as art into the streetscape. This could include visual or interactive artwork, like the color wheel pallets or seating shown in the images on the facing page.

*Pedestrian-friendly  
timber and rubber  
railroad crossing*



### Establishing a Theme

A significant contributor to effective branding consists of establishing a theme and sticking to it. It becomes recognizable and instantly associated with what’s being branded.



The town is transitioning from the iconic watertower logo to an identity of “Indiana’s Great Small Town Oasis”. The new logo, tag line, and colors, approved in 2008, should be utilized wherever possible to strengthen the brand/image.

### Accessibility

A current issue in many areas of town are accessible sidewalks. Within downtown and specifically related to the railroad, a crossing treatment like the one shown below can increase accessibility, condition, and durability.





Repurposed pallets used as furniture (top) and art (center/bottom).

Source: Inhabitat.com (designer Sibylle Stoeckl from her Le Cageot series)

Source: Inhabitat.com (designer - Aarhus School of Architecture students, Denmark)



View West on North Railroad Street

Images on this page reflect designs generated or discussed during the preparation of this plan for blank facades in the downtown. We recommend that Remington Main Street conduct a competition to prepare a design that celebrates Remington.

Murai: Adapted from work by Judy Longest, currently on display at the Library.

## Streetscape

### Special Paving

Paving that is a color, texture, or scale different from concrete or asphalt can be used to denote crosswalks and highlight significant intersections. The use of special materials can make pedestrian travelways more noticeable to motorists.



### Street Lighting

Vertical elements, like street trees, building facades, and street lights tend to provide a greater impact to the streetscape than flatwork (pavement, etc.). Currently, the lighting on Ohio and both Railroad Streets consists of cobra-head fixtures atop wooden poles, powered by above-ground electric lines. The height of the current fixtures is too high to adequately serve pedestrian needs, and is intended primarily to serve vehicle traffic. New street lights should serve both equally.

Lighting in downtown settings should:

1. create a perception of safety

2. establish an identity for the place or street where it is used
3. heighten the drama by focusing attention on unique architectural features
4. illuminate signage, thereby improving the wayfinding capacity within an area
5. incorporate a town's signature color for the poles as using color tends to be more visually appealing than galvanized steel



### Street Trees

Street trees are one of the most noticeable streetscape elements; they can unify a streetscape and complement or screen uninspired architecture. They significantly improve the quality of urban spaces by providing shade in the summer and color in the fall.

Trees should be appropriate for urban settings. Species native to Indiana are likely to be more disease resistant and to adapt more readily to the heat, cold and water provided, thereby reducing long-term maintenance costs for replacement. Providing a minimum of 25 square feet of structural soil will increase the potential for survival and long-term health.



*Left: Projecting/Hanging Sign. Right: Sandwich Board.*

### Signage

Appropriately-sized signage that effectively communicates a business' service can contribute to the appeal of a downtown streetscape. Downtown signs should not be internally illuminated. The following signs are most suitable for downtown.

- **Projecting/Hanging:** Signs that project perpendicular from a building's facade or at a 45-degree angle for corners
- **Wall:** Signs of individual letters along a horizontal facade surface
- **Awning/Canopy:** Signage located on a projecting awning or canopy structure
- **Sandwich Boards:** Free-standing folding signs placed on sidewalks (out of pedestrian traffic) during open business hours, less than three feet tall and two feet wide



View Looking East on South Railroad Street

## Streetscape

### Sustainability / Green Infrastructure

There are opportunities to incorporate sustainability principles into a revitalized downtown. Parking lots with permeable pavement surfaces, bioswales between parking bays, and roadway curbside rain gardens are methods to divert stormwater runoff into natural filtration systems, reducing the amount of stormwater runoff entering the system. The use of native plant species increases plant survival and minimizes maintenance. LED lamps in new light fixtures greatly reduce the Town's cost for electricity.

### Electrical Access

Tree grates and street light bases are excellent spots to incorporate electrical access for temporary vendors during festivals, or for decorations like tree lights during holidays or seasons. The image below also includes a light fixture.



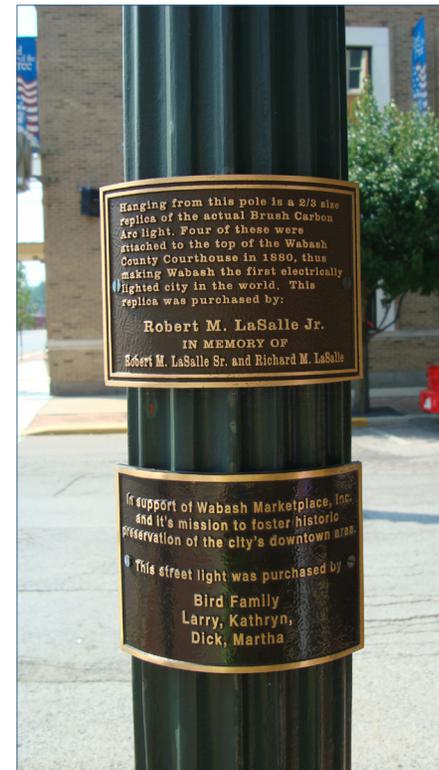
### Donation Recognition

Remington, like many other communities, will have a limited supply of already committed funds with which to implement this plan. One opportunity is to supplement municipal funds and grants with donations and fundraising programs that allow residents and business owners to leave their mark. These can go towards the purchase of various items such as lighting fixtures, paving accents, trees/landscaping, benches, etc.



### Architecture

Although redevelopment and individual building design will be determined by property owners and future developers, new buildings with traditional accents and compatible features have been depicted in this plan's images. Other design options could range anywhere from very modern to very traditional.



**Brick pavers and plaques commemorate donations.**



View North from Ohio Street and South of Conceptual Infill Redevelopment

B. SKINNER 2012

## Gateways

### US 24 at Ohio Street

What leads or signals a visitor's arrival into downtown Remington, the commercial development at I-65 and US 24/231 or the IGA grocery store on US 24/231 between Indiana and Maine Streets? Neither. The signage at the intersection of Ohio Street and US 24/231 does not give a clear indication that there is a downtown or that it lies a mere five blocks south, past one of the few brick water towers in Indiana. Once there, is it the heart of "Indiana's Great Small Town Oasis"?



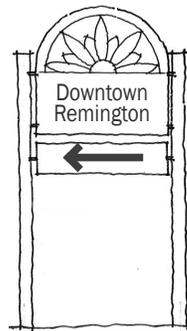
Though not within the downtown study area, clearly there is a priority to strengthen the gateway to downtown in order to bring visitors, create excitement for long-time residents, and to bring success.

### Gateway & Wayfinding Signage

Essentially, signage serves three primary purposes: to identify, promote, and attract.

Gateway signs, such as the one 1/4 mile east of the intersection of Ohio and US 24/231, announce that one has arrived at the corporate limits of Town; however the sign to the Downtown Business District at Ohio Street (shown at right) does not provide a strong enough statement and is lost amongst the clutter of roadside signage, structures and overgrown landscaping.

Wayfinding signs provide a system of informational and directional signage to guide travelers to their desired destinations. This is not only an issue of safety, but can also provide a certain level of comfort for out-of-town visitors. These two types of signs should be consistent in color, style or materials with the Town's desired image/theme as discussed on page 34.



Wayfinding signs, such as the one to the left, can direct visitors to downtown and also to specific sites of significance throughout town including:

- Tri-County Primary School
- Town Hall
- Historic Water Tower / Library
- Remington Community Park
- Old Park
- Public Parking

As illustrated in the image at right, signage can be easily visible and still maintain a low profile. It should be placed outside of required visual sightlines of motorists, and outside of the road right-of-way.

### Other Gateway Treatments

In addition to signage, other design treatments and intersection improvements with an impact on visitors include:

- Crosswalks of special pavement
- Support poles for signs, lights, traffic signals that match the style and color palette of downtown
- The burial of overhead wires to reduce visual clutter
- Landscape treatments

### INDOT Coordination

Intersection improvements such as those shown require coordination with INDOT. INDOT is responsible for improvements to and maintenance of all state and federal highways.

Wayfinding and signage enhancements such as the ones discussed must be located outside of the right-of-way. Signs should not be used for private advertising.

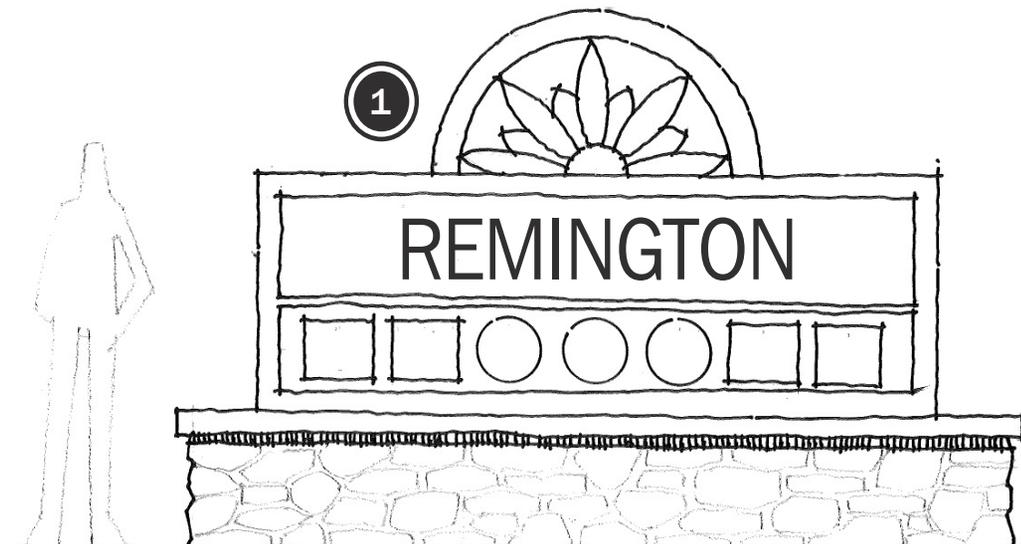


View West from US 24 Gateway at Ohio Street

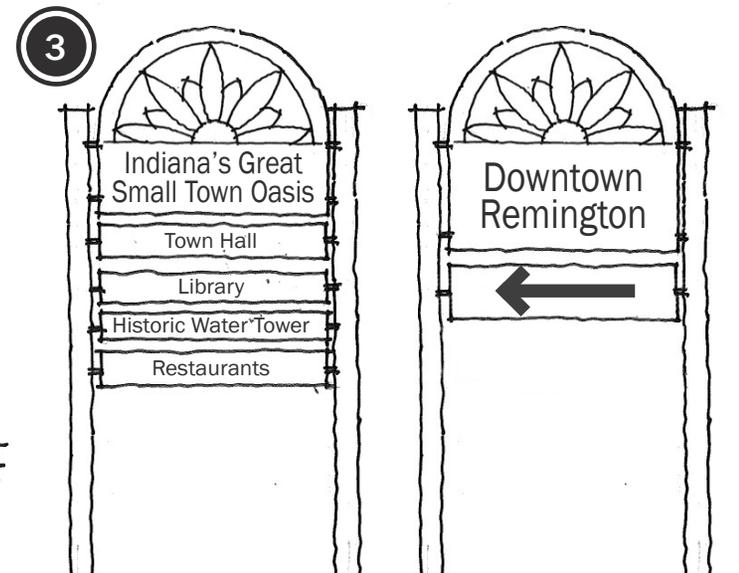
## Wayfinding Plan

Below are examples of possible wayfinding signs that can be used to first announce and welcome visitors to Remington, then direct visitors downtown (or to other notable destinations), and finally help them determine where to go and what to see downtown. The map on the facing page identifies potential locations for the signs, illustrated here.

Wayfinding signage should be of sufficient scale relative to the viewer which can include automobiles traveling at high speeds or pedestrians traveling at low speeds.



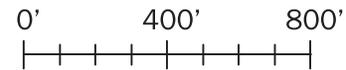
*Downtown Wayfinding*



*Town Gateway Sign*



Wayfinding Map



## Town Hall Enhancement

A municipal building or complex should be a leader in urban design, and can catalyze private investment.

The image to the right includes an improved sidewalk, special paving in the drop-off lane, and lighting fixtures that should match those chosen for other streetscapes. A planting bed, located at the corner, incorporates color and avoids visual obstacles for vehicles turning the corner.

Reorganizing parking and screening storage and waste receptacles is also important to enhancing this area.



## Facade Enhancements / Maintenance Principles

Whether rehabilitating a facade or an entire building, some consideration should be given to the character the structure contributed to the town. Maintaining the unique historic character of the building should be a key goal of any rehabilitation project. There may be multiple historic periods that are significant to the structure, such as the initial construction or perhaps that of a major renovation that is now considered historic (e.g. a building built in the 1890s and renovated in the 1920s).

A building may have suffered from more recent, unsympathetic alterations that diminish its character and functionality. Careful planning can ensure the most appropriate, long-lasting, and cost-effective solutions.

The National Park Service has provided some useful guides online (<http://www.nps.gov/tps/how-to-preserve/briefs.htm>). In particular, Preservation Brief 11: Rehabilitating Historic Storefronts, may prove a useful guide for downtown Remington building owners.

### Storefronts / Transparency

Transparency is important at ground level in a downtown setting. Historic storefronts often feature large areas of glass, providing daylight to the interior of the store as well as views in and out. These storefronts were designed to attract pedestrians with their large window displays and inviting entrances. The ability to see the activities inside a building and to view street life from within creates a dynamic and exciting environment that distinguishes the downtown from other settings. Ground floor spaces should be filled with retail, restaurants, service, or entertainment-oriented businesses that can increase foot traffic. While residential is desired downtown, it should never be on the ground floor.

Some considerations include:

- Historic storefronts should be retained and restored.
- Unsympathetically altered storefronts should be renovated to increase transparency.
- Avoid using dark-tinted and reflective glass.
- Wherever possible, historic windows should be retained and restored. Adding storm windows to historic windows will make them as efficient as most replacement windows while also increasing the life of the window.
- Replacement windows rarely have a significant impact on a building's overall energy efficiency (see "Energy Efficiency" below). Replacement windows should always fill the entire opening and should match the style of the original windows.

## **Exterior Materials**

Historic masonry can be very durable if properly maintained. Improper maintenance, such as sandblasting brick, can permanently damage the masonry and may lead to deterioration.

Rehabilitation and new construction in the downtown should utilize high quality materials, particularly at the pedestrian level. “High quality” suggests durable materials like brick, limestone, granite, terra cotta and glass in new construction. It is best to avoid any material that is fabricated to look like another material (i.e., precast panels made to look like brick or vinyl pressed to look like wood siding). Vinyl, aluminum siding, and other non-durable materials have relatively short lifespans and can damage easily.

## **Adaptive Reuse**

As mentioned earlier, the adaptive reuse of downtown structures may provide opportunities for additional profit or income for building owners, and can contribute to a more lively downtown atmosphere.

Converting unused second or third floor storage spaces above ground floor commercial uses into apartments or office space allows a building owner to collect additional rent. It also increases the number of services and shops downtown, not to mention a permanent resident base to patronize them, thereby increasing the amount of consistent pedestrian traffic.

## **Energy Efficiency**

- Roughly 40 percent of a building’s heat is lost through the roof. For this reason, insulating the roof is often the most cost-effective measure to improve energy efficiency, even over replacement windows.
- Installing awnings on south and west-facing storefronts can significantly reduce summer cooling costs while also cutting down on glare from direct sun.
- Light-colored roofing materials reflect more of the sun’s heat than dark-colored roofing, remaining cooler in the summer.
- The use of high-efficiency heating and cooling systems can significantly reduce operating costs.

## Facade Improvement/ Maintenance Recommendations

Large-scale renovations, like the streetscape, redevelopment, and infill concepts recommended within this plan, can take years and sometimes decades to fully implement. In the meantime, there are several smaller improvements that can be made to the existing structures along the Railroad Streets by individual property owners.

The following pages include suggestions to improve some of downtown's facades including uncovering windows, installing appropriate storefronts, and updating signage. These relatively smaller updates can support the overall improvement of downtown Remington as the community works to gather support, financing, and design services for redevelopment.

