

A New Vision for

Main Street Brownsburg

from Green Street to Northfield Drive | Summer 2021

About the Project

Many stakeholders in the Brownsburg community have long wanted to see Main Street enhanced in a way that provided beautification, a sense of place, traffic calming, and basic pedestrian safety features, such as continuous sidewalks, and modern crosswalks.

The Economic Development Department of the Town of Brownsburg and Anderson + Bohlander, LLC began working together to develop a vision for Main Street based on these desires in early 2021. In addition, the scope of the project included three “catalyst” sites along the corridor that had potential for redevelopment in the future.

Study Areas

Collectively, the team defined the study area’s limits in three segments:

- 1 **Old Main** | White Lick Creek to Grant Street
- 2 **Commercial Strip** | Grant Street to just past Hornaday Street
- 3 **Green Area** | Grant Street to just past Hornaday Street

The three catalyst sites that concepts were developed for include:

- A **Expanded Historic Core** | Developing the empty and underutilized lots
- B **Marsh Reuse** | A new grocery and housing infill
- C **Enhanced Strip Center** | Beautification, plantings, and efficient parking

Acknowledgments

The Consulting Team acknowledges the time and support of many stakeholders from the Town of Brownsburg’s Economic Development Department, the Development Services Office, the Capital Projects Manager, the Redevelopment Commission, and the Indiana Department of Transportation (INDOT).

Town of Brownsburg Economic Development

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Economic Development Director
Ethan Pierce
Economic Development Specialist

Town of Brownsburg Development Services

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Town of Brownsburg Administrative Offices

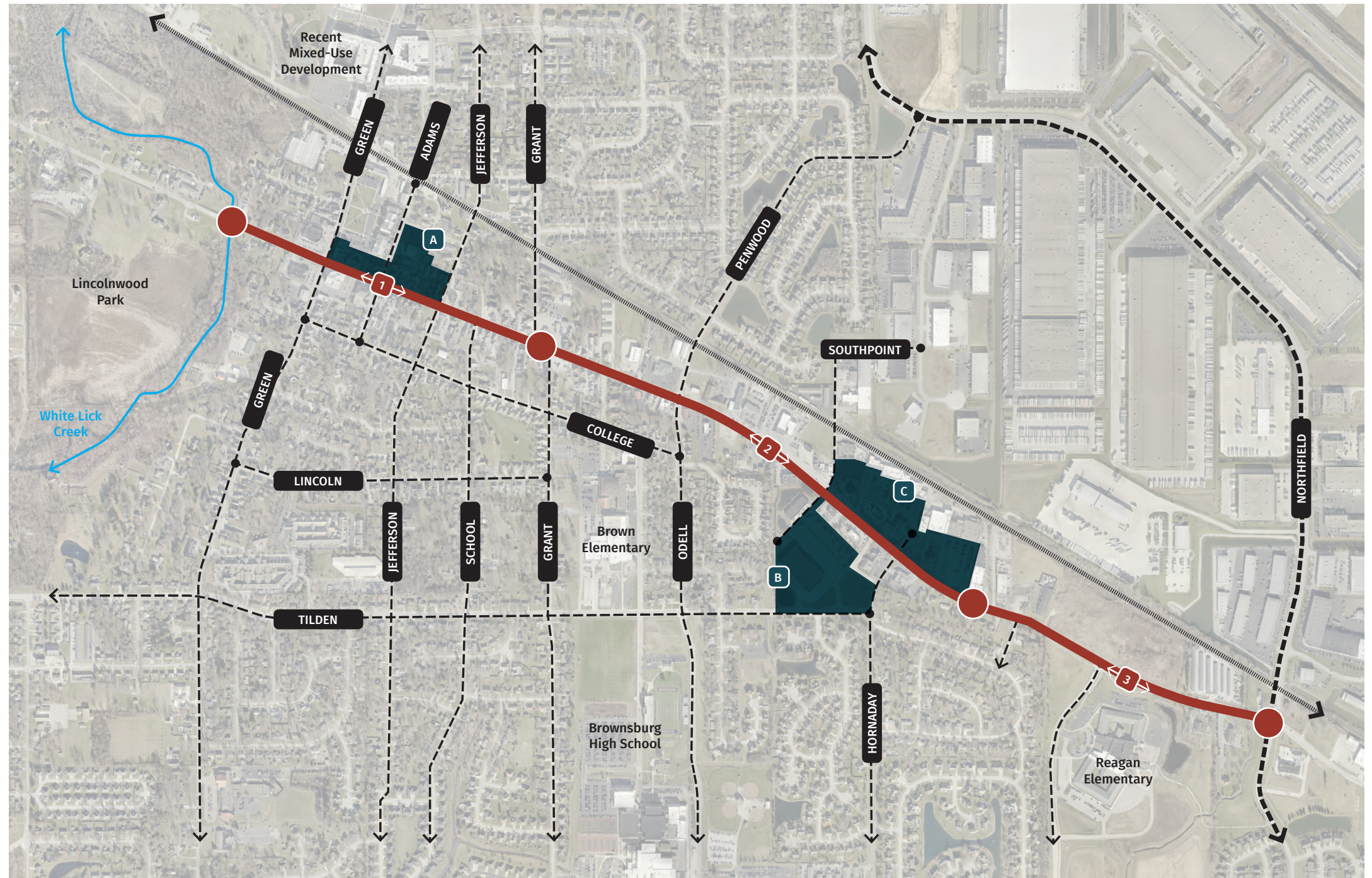
Shawn Pabst
Capital Projects Manager

The Redevelopment Commission

Dio Hernandez
CJ Boswell
Sean Benham, Secretary
Ehren Bingaman
Ted Roark
Shane Hacker

Indiana Department of Transportation, Crawfordsville District

Travis Kohl
Capital Program Management
Director
Jason Lewis
Permits Manager
Justin Patterson
Permit Investigator



Project Timeline

January to February | Investigation and Analysis

- Confirmed the vision for the project: to provide beautification, improve pedestrian and motorist safety and experience, and to provide a more cohesive corridor design.
- Created project base file from available GIS Data and aerial photography
- Determined critical property lines, rights-of-way, location of power lines, and traffic signals
- Toured the site, reviewed existing conditions, provided consultants opinion on “assets” to build upon, and weaknesses to improve

February to March | Recommendations and Project Goals

- The consultants presented concepts in late February to the project team and again to two additional Town Council Members for their feedback. These concepts included:
 - Review of a peer corridor improvement project in Franklin, TN.
 - Review of a series of Project Goals for the corridor:
 - GOAL 1 - Improve the 60-foot right-of-way with consistent roadway, sidewalks, tree lawns, and lighting
 - GOAL 2 - Improved Intersections with safe crosswalks, including enhanced materials at key locations
 - GOAL 3 - Enhance to historic core of Downtown with upgraded materials and by developing key properties
 - Review initial concepts for thee catalyst sites

Mid-March Meeting with INDOT

- After reviewing concepts with the project team and Redevelopment Commission, and making requested revisions, the concepts were reviewed with several members of the Crawfordsville District for INDOT.
- The INDOT team provided several key recommendations for the project to help it move forward in a way that would be likely to meet with approval. These included key points on lane-widths, turn-lane locations, and turn radii at key intersections.

April - Refined design linework

- Following the meeting with INDOT, the consultant team created detailed linework for the entire corridor to scale. While a survey was unavailable at the time of this effort, GIS linework and site observations were used to provide as accurate a concept as possible.
- In addition to the detailed corridor design drawings, the team created detailed, scaled massing and yield analysis studies with unit counts, square footages, parking needs, and key elements for each catalyst site.

May - Sketchup Massing Model and Design Updates

- The team received feedback on the detailed design drawings reviewed in April and incorporated that feedback into the creation of a 3D Model for the entire corridor and catalyst sites.

June - Redevelopment Commission Meeting

- Following final comments and revisions from the team’s feedback on the 3D Modal and visualizations, the consultants presented the design concept for Main Street and the three Catalyst Sites.
- The Redevelopment Commission was supportive of the concepts presented. Following this feedback, Anderson + Bohlander began producing three high-quality renderings of areas of the corridor that included both roadway concepts and catalyst site ideas.
- This document contains exhibits and imagery produced over the course of the project to convey the concept for the roadway and catalyst sites.

Summary of Presentations

The following is a list of presentations prepared throughout the planning process for various groups. Any of these presentation is available for review upon request. A brief summary of each is provided.

February 8, 2021 | Base Mapping Presentation

- Presented findings from GIS research, and observation including quantity of lanes, lane widths, sidewalks, street trees, and character for the entire roadway
- Characterized the corridor in three segments. (1) The Traditional “Main Street” Segment, (2) The Mid-Century Auto-Oriented Segment, and (3) The Eastern Gateway Segment

February 22, 2021 | Main Street Concepts Presentation

- Presented initial layouts in conceptual terms for standard 60-foot sections, key intersections, the Downtown Core, and Eastern Gateway
- Presented initial visualization graphic for standard elements to determine character, including street lights, paving types, crosswalks, and gateways
- Presented initial massing layouts for three catalyst sites

March 4th and 15th, 2021 | Condensed Version of Main Street Concepts Presentation

- Presented a condensed version of the February 22 document to two Town Council members
- Presented the same information to three members of the Crawfordsville District of INDOT and received detailed feedback

April 12, 2021 | Main Street Linework Review

- Presented the entire corridor in eight segments that incorporated INDOT’s review comments.
- Drawings included detailed, scaled linework for all drive lanes, drive aprons, turn lanes, sidewalks, intersections, crosswalks, traffic signals, street lights, benches, and specialty paving areas.

Peer Example | Franklin, TN

- Suburb outside Nashville
- Columbia Avenue (Also US Business 31, TN-6)
- Has it's own downtown at the center with a mix of aging commercial and new development as you move away from downtown
- Has many of the same challenges as Brownsburg's Main Street and their strategy has improved look and feel of corridor and downtown

Common Elements

- 60-foot right-of-way to work within
- 3-lane design with center left-turn Lane
- Decorative traffic signals and light poles
- Continuous 6-foot sidewalks
- Continuous tree lawn or planting strip between roadway and sidewalk
- Screening for surface parking lots to knee height with low brick walls and plantings
- Crosswalks with enhanced materials at key locations



Bringing Consistency

A Consistent 60-foot Right-of-Way

Main Street's right-of-way is relatively consistent in size at 60-foot wide for most of the corridor. There is some variation, but it is limited. The design concept for the roadway is to provide consistent sidewalks and tree lawns for the length of the corridor and three continuous lanes. The outer lanes would be 11- to 12-feet wide depending on location, and the center lane would be set aside for either left turn lanes or planted median space. It would be 12- to 14-feet depending on location.

Improved Intersections

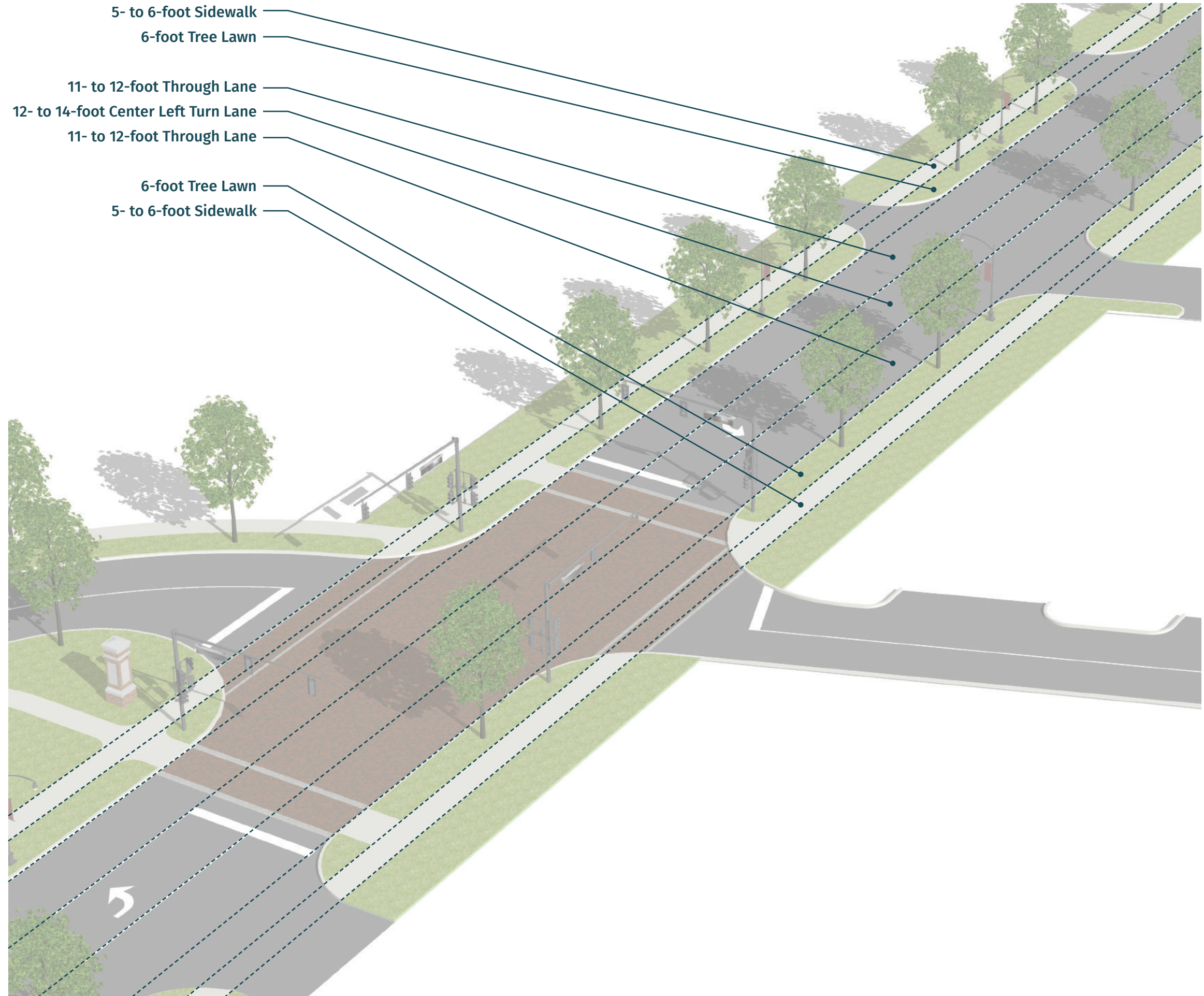
As shown in the image to the right, intersections would be improved to provide safer and more visible pedestrian crossings. Upgraded materials would be provided at key locations, such as the clay unit pavers shown here.

Common Streetscape Elements

To provide even more consistency, common streetscape elements would be used throughout. These would include decorative traffic signals and street lights, clay unit pavers in key locations, benches, and low walls and plantings to screen surface parking behind the sidewalks.

Gateways at Key Locations

Gateway features are shown at key locations in varying sizes.



Common Streetscape Elements

The Town's vision for the Main Street corridor was for beautification, a more consistent design, and to enhance the pedestrian experience.

As part of that, the consultant team identified a series of common elements to be incorporated either throughout the design or at key locations.

Many of these items are identified to the right.



ORNAMENTAL TRAFFIC SIGNALS



ORNAMENTAL LIGHTING



BANNER PROGRAM



OUTDOOR SEATING IN "OLD MAIN" AREA



CLAY UNIT PAVING AT KEY LOCATIONS



SEASONAL PLANTERS AT KEY LOCATIONS



GATEWAYS AT KEY LOCATIONS



ENTRY FEATURES



SCREEN PARKING AREAS

Main Street Brownsburg Streetscape Concept

Scaled and Detailed Design Layout

Main Street Brownsburg Streetscape Concept

Key Map | Not to Scale



Segment 1A | Lincolnwood Park and White Lick Creek to Green Street

Segment 1B | Green Street to School Street

Segment 1C | School Street to Eastern Avenue

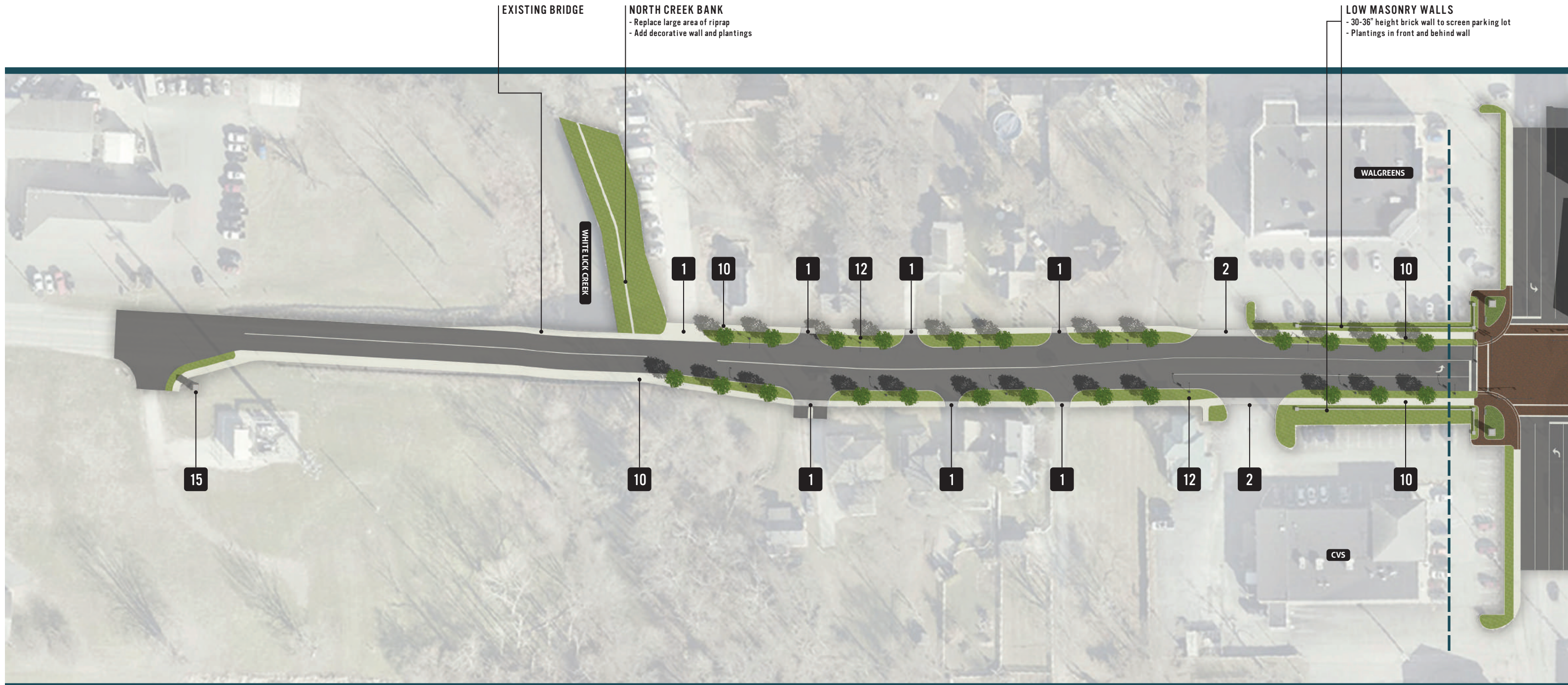
Segment 2A | Eastern Avenue to east of Odell Street

Segment 2B | East of Odell Street to west of Hornaday Drive

Segment 2C | West of Hornaday Drive to Thorne Drive

Segment 3A | Thorne Drive to east of Bulldog Way

Segment 3B | East of Bulldog Way to Northfield Drive



EXISTING BRIDGE

NORTH CREEK BANK

- Replace large area of riprap
- Add decorative wall and plantings

LOW MASONRY WALLS

- 30-36" height brick wall to screen parking lot
- Plantings in front and behind wall

1. EXISTING STANDARD SIZE DRIVE APRON:

- Coordinate with property owners to consolidate or reduce drives where possible
- 15-foot turn radii is shown for entry drives
- Continue concrete walks across driveway

2. EXISTING WIDE DRIVE APRONS:

- Coordinate with property owners to consolidate or reduce drives where possible
- Recommend narrowing aprons that are larger than 24- to 30-foot wide

3. UNIT PAVING IN INTERSECTION:

- Unit-paving on rigid base to be vehicular rated
- Unit-paving to match color, size, and character of walks and plazas
- Turn radii in all intersections to be 25-feet, unless otherwise noted

4. ASPHALT IN INTERSECTION:

- Typical asphalt in intersections with thermoplastic crosswalks
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5. UNIT PAVING CROSSWALKS:

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6. THERMOPLAST CROSSWALKS:

- Typical white crosswalk material, pre-cut, and durable

7. EXISTING MULTI-USE PATH TO REMAIN

8. UNIT PAVING SIDEWALK - FULL TO BUILDING

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9. UNIT PAVING SIDEWALK - 6-FOOT WITH TREE LAWN

- See notes above (#8)

10. CIP CONCRETE WALKS

11. DECORATIVE TRAFFIC SIGNAL POLES

12. DECORATIVE LIGHT POLES

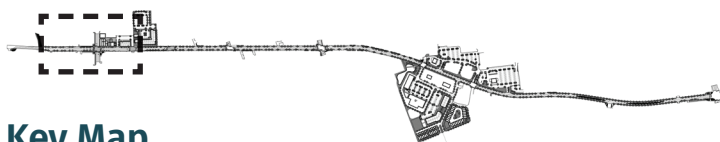
13. DECORATIVE TREE GRATES

14. BENCH

15. DECORATIVE GATEWAY ELEMENT

Segment 1A

This is the area west of Green Street, which acts as the western gateway into Main Street. In this area, the street transitions from its typical three-lane design, into two wider lanes. A critical feature is improving the appearance of the parking lot edges of the two pharmacies.



Key Map

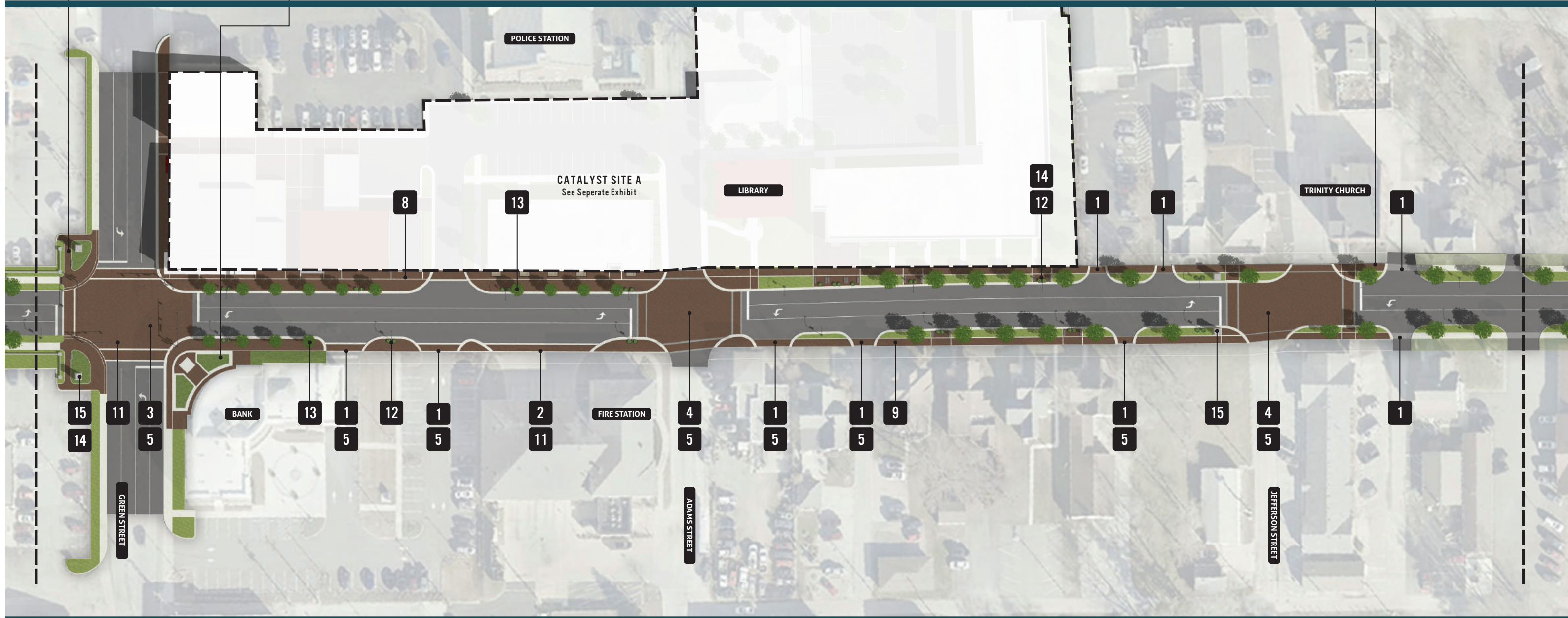
Scale



WEST LIMIT "OLD MAIN" DISTRICT
 - Clay pavers and gateway at intersection
 - Sidewalks change from concrete to pavers
 - Coordinate with pharmacies to buffer parking lots

BANK PLAZA
 - Coordinate with property owner
 - Add raised planters with seatwalls
 - Gateway moment

EAST LIMIT "OLD MAIN" DISTRICT
 - Clay pavers and gateway at intersection
 - Sidewalks change from concrete to pavers



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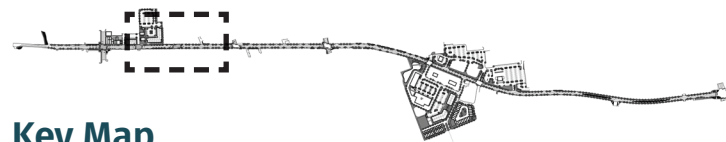
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Segment 1B (Old Main District)

This is the historic core of Main Street which our team has referred to as the "Old Main District". This area uses the typical 3-lane design, but shifts south between Green Street and Jefferson to allow for more pedestrian space and a larger turn radius in front of the historic storefront buildings.



Key Map

Scale





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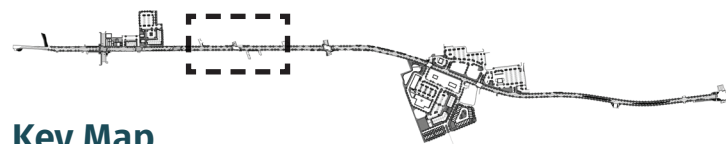
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Segment 1C

This is the area just east of the core of the Old Main District. The areas on both sides of Grant Street include former homes that have converted to commercial uses and some small auto-oriented commercial infill. Grant Street itself is shown with a new intersection design to improve automotive connectivity north to south. This is possible due to the property currently owned by the Parks Department.



Key Map

Scale



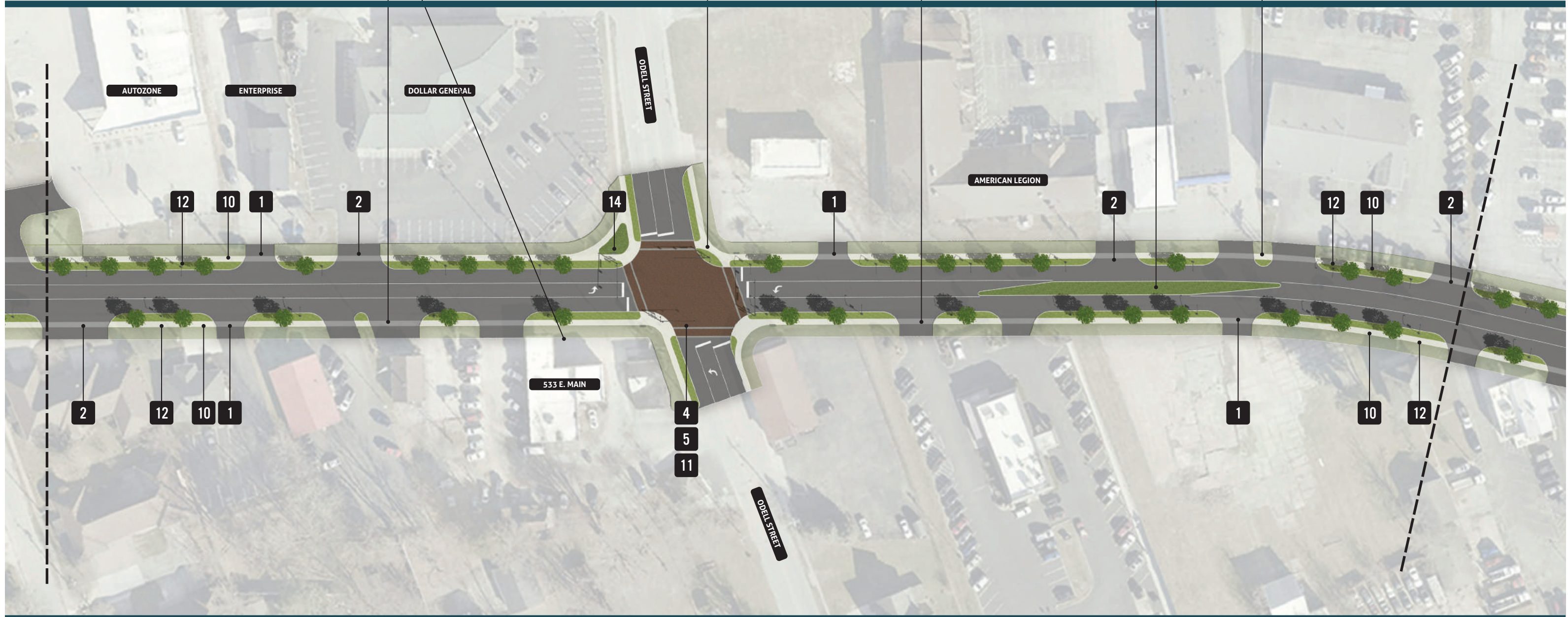
SPECIFIC CONSOLIDATED ENTRY E

INTERSECTION TREATMENT
update walks at intersection to allow for enhanced plantings and beautification

SPECIFIC CONSOLIDATED ENTRY F

MEDIAN LOCATION
median located here would limit some access to existing drives and can be adjusted if needed

SPECIFIC CONSOLIDATED ENTRY G



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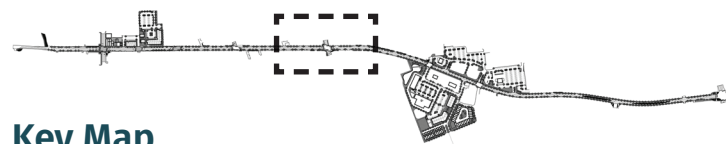
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Segment 2A

This is the area where Main Street transitions from a more traditional and historic buildings and converted homes into an area of mid-century and later commercial strip buildings and centers. The corridor becomes less consistent from here to the east and there is little pedestrian infrastructure.



Key Map

Scale



MEDIAN LOCATION
 median located here would limits some access to existing drives and can be adjusted if needed

SPECIFIC CONSOLIDATED ENTRY H

MEDIAN LOCATION
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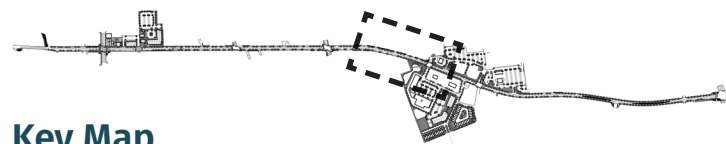
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15. DECORATIVE GATEWAY ELEMENT

Segment 2B

This is the western side of the center of the auto-oriented area of Main Street where the existing conditions vary widely. The concept here continues the 3-lane design with continuous sidewalks and tree lawns. Even more important, efforts have been made to coordinate intersections to improve safety and efficiency.



Key Map

Scale





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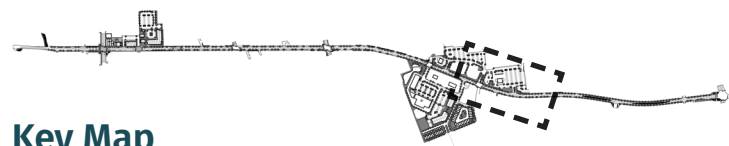
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Segment 2C

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Key Map

Scale

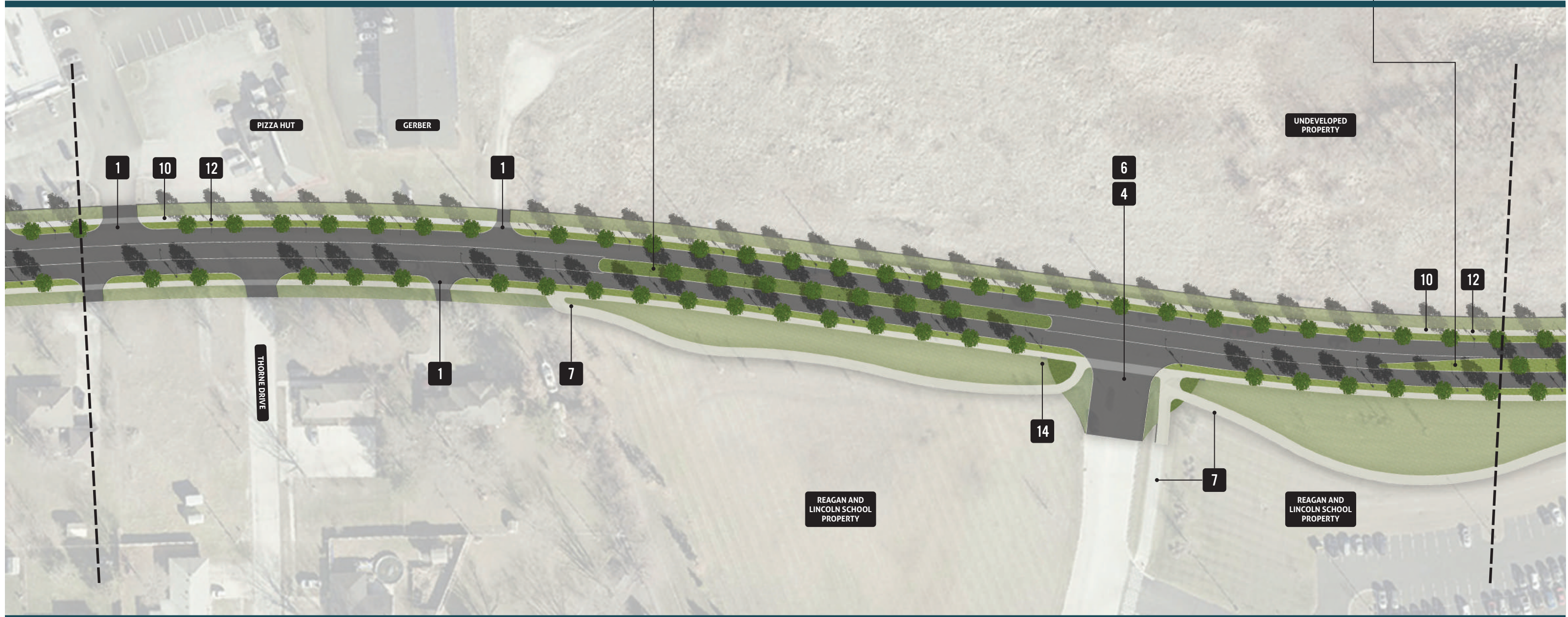


MEDIAN LOCATION

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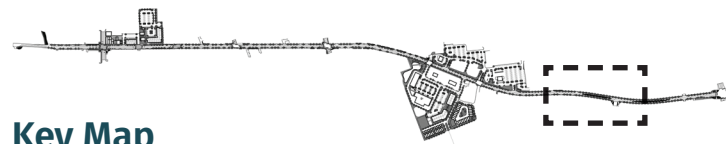
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Segment 3A

This area begins the transition from the strip commercial part of Main Street to an area that is more campus-like. It is recommended that the undeveloped property to the north maintain this campus-like character.



Key Map

Scale



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INTERSECTION TREATMENT

update walks at intersection to allow for enhanced plantings and beautification



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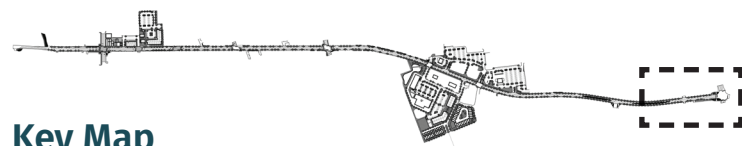
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14. BENCH

15. DECORATIVE GATEWAY ELEMENT

Segment 3B

This area begins the transition from the strip commercial part of Main Street to an area that is more campus-like. It is recommended that the undeveloped property to the north maintain this campus-like character.



Key Map

Scale



Main Street Brownsburg Catalyst Sites

Scaled and Detailed Design Layout

Catalyst Site A | Old Main District

Mixed-use infill building with groundfloor commercial on the groundfloor and apartments above

Use existing surface lot for infill building and replace lost spaces in new parking area to the east

Use existing gaps and alleys to create outdoor plaza area with overhead string lots and outdoor seating

Add additional parking south of existing surface lot or provide structured parking

Mixed-use infill building with small amount of ground-floor commercial and residential above



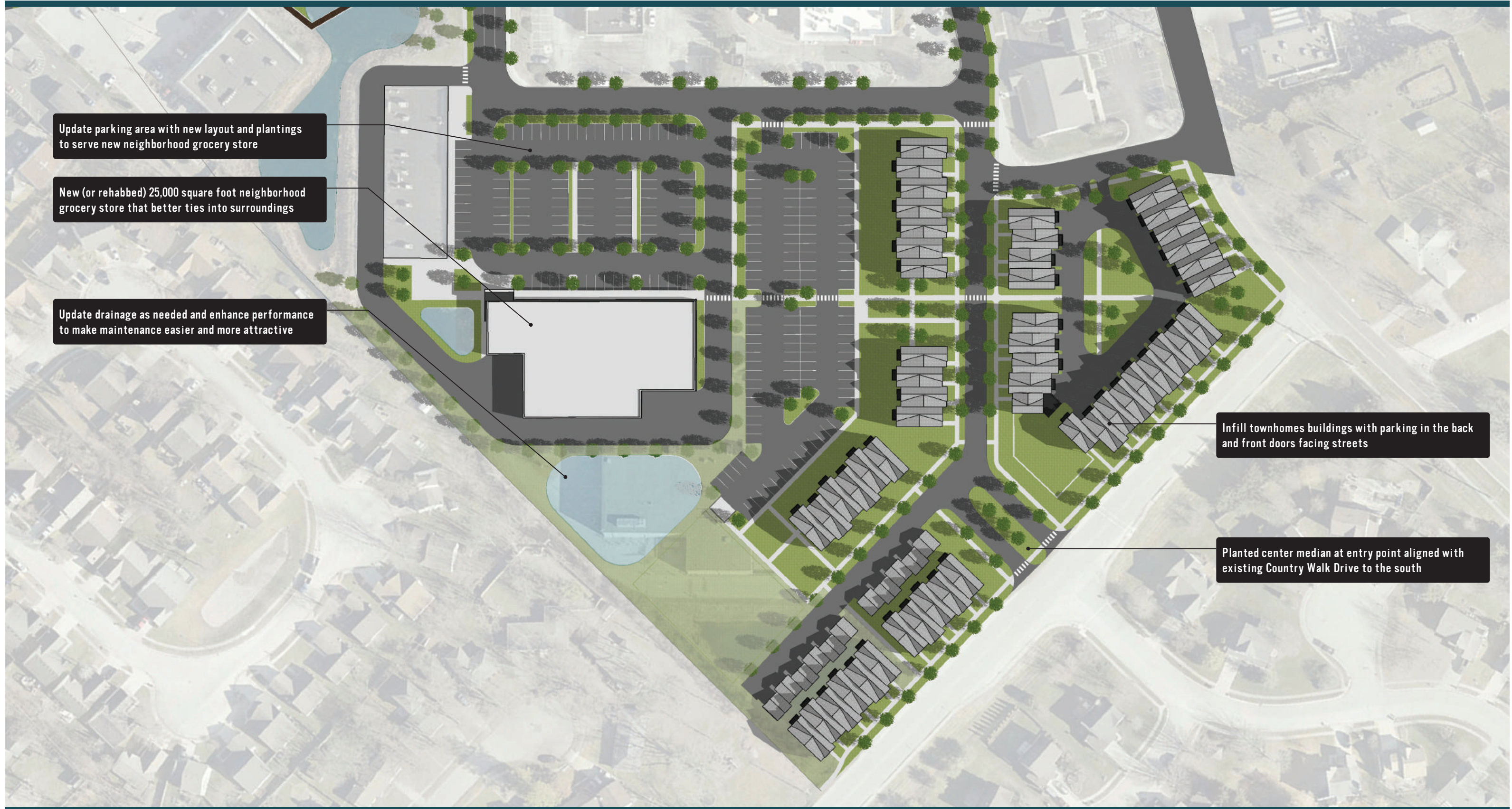
Scale



Main Street Looking West at Old Main District and White Lick Creek



Catalyst Site B | Grocery Site and Townhomes



Update parking area with new layout and plantings to serve new neighborhood grocery store

New (or rehabbed) 25,000 square foot neighborhood grocery store that better ties into surroundings

Update drainage as needed and enhance performance to make maintenance easier and more attractive

Infill townhomes buildings with parking in the back and front doors facing streets

Planted center median at entry point aligned with existing Country Walk Drive to the south

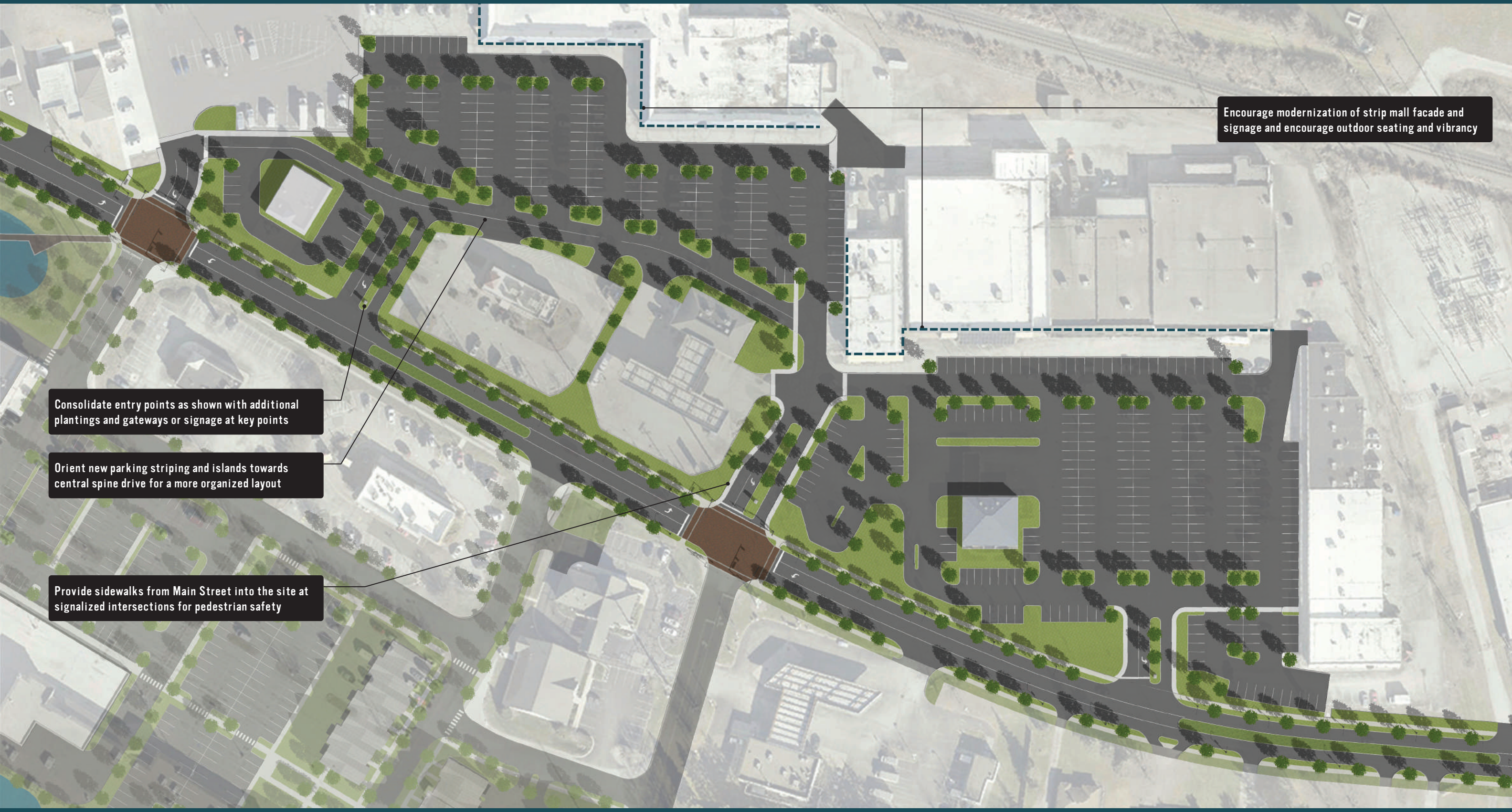
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Main Street Looking Southwest Toward Grocery Site and Townhomes



Catalyst Site C | Reorganize Strip Retail Parking Lot



Consolidate entry points as shown with additional plantings and gateways or signage at key points

Orient new parking striping and islands towards central spine drive for a more organized layout

Provide sidewalks from Main Street into the site at signalized intersections for pedestrian safety

Encourage modernization of strip mall facade and signage and encourage outdoor seating and vibrancy

Scale



Main Street Looking East Toward Reorganized Strip Retail Parking Lot



Main Street Brownsburg Next Steps

Coordination with INDOT | Financing | Survey, Design, and Cost Estimating