



# VILLAGE OF FREDERICKTOWN DOWNTOWN REVITALIZATION PLAN

JANUARY 2017

# ACKNOWLEDGMENTS

## **AREA DEVELOPMENT FOUNDATION OF KNOX COUNTY**

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## **LOCAL BUSINESS OWNERS**

## **VILLAGE OF FREDERICKTOWN RESIDENTS**

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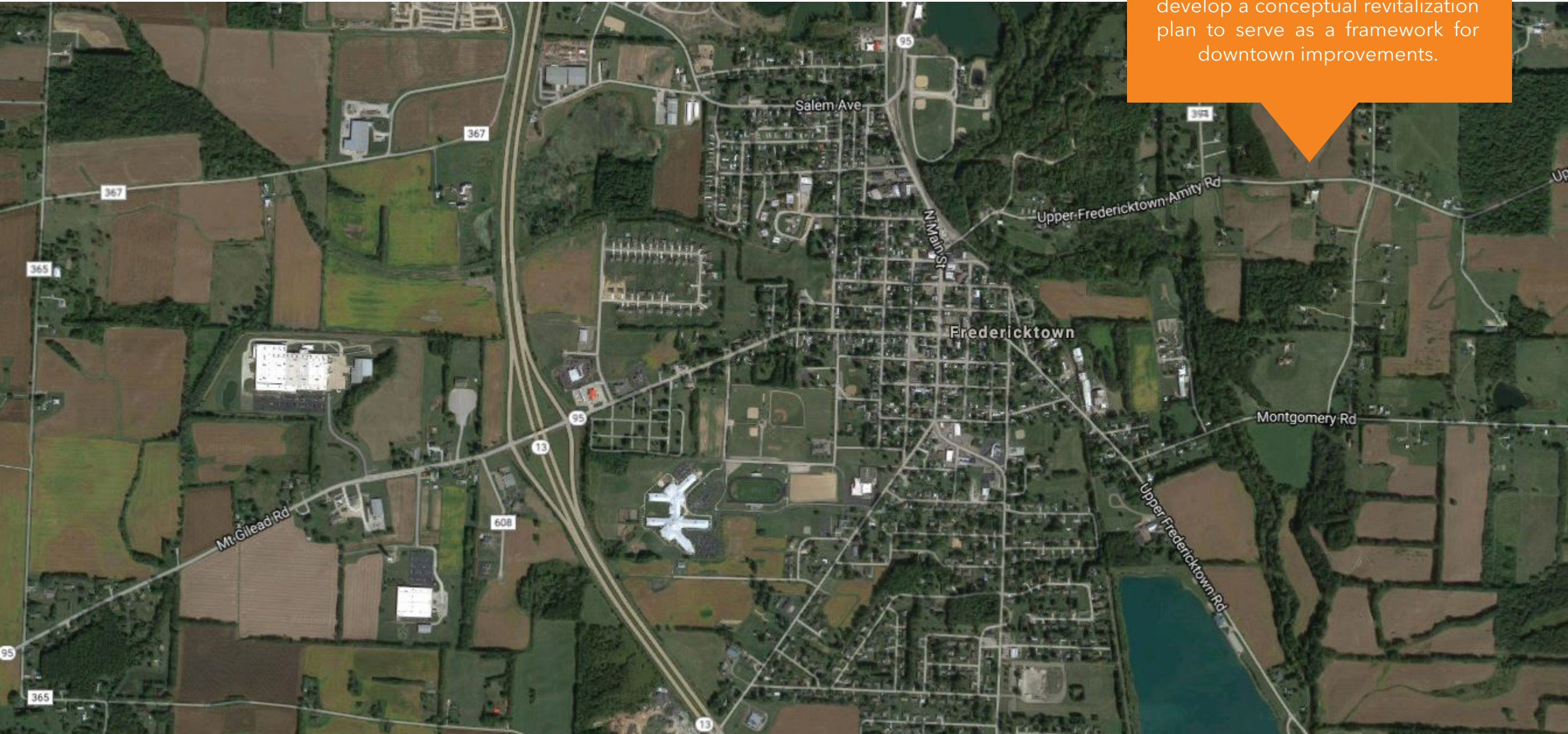


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# EXISTING CONDITIONS

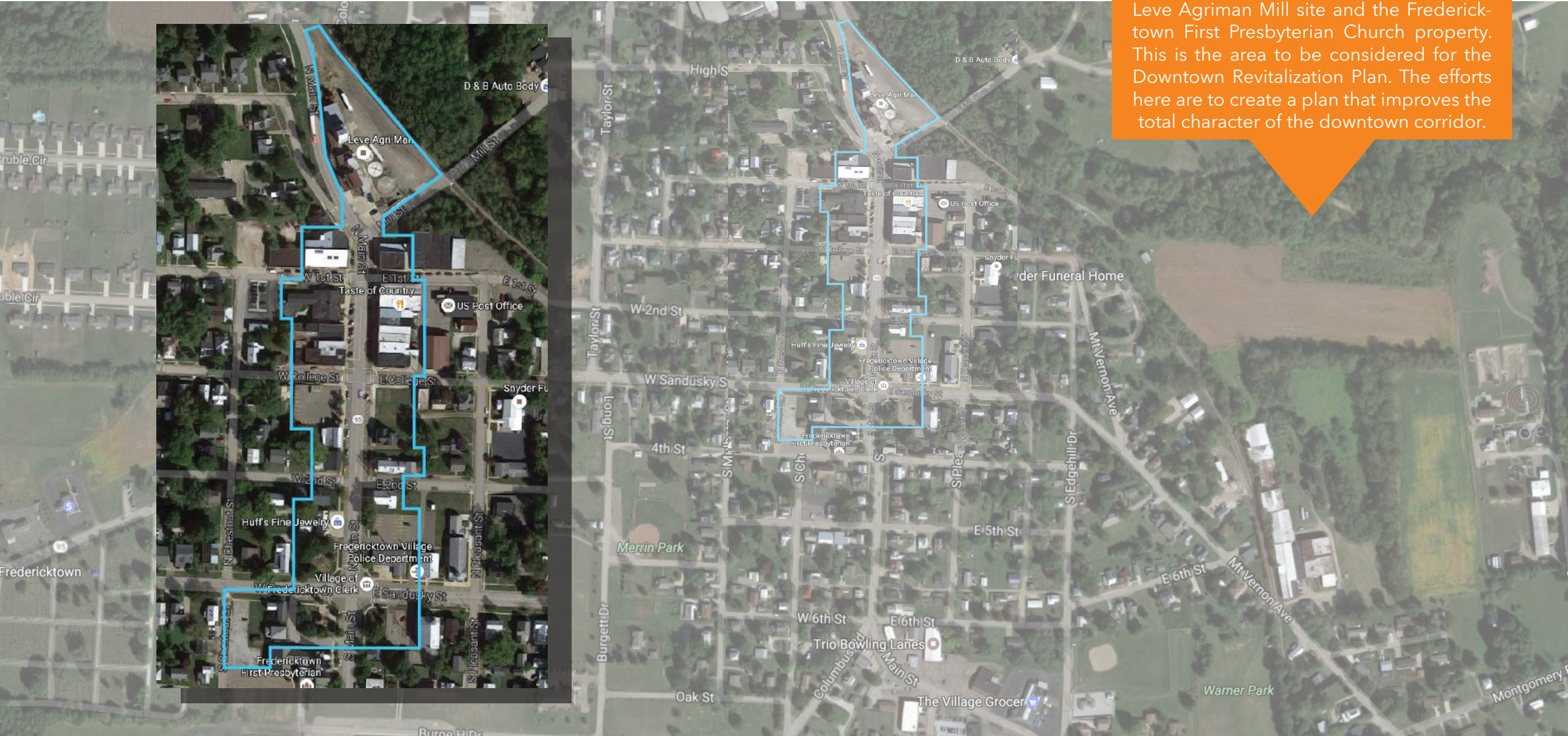
# VILLAGE OF FREDERICKTOWN

The Village of Fredericktown sought assistance from the Neighborhood Design Center to develop a conceptual revitalization plan to serve as a framework for downtown improvements.



# DOWNTOWN REVITALIZATION TARGET AREA

The "Downtown District" was defined to include the infrastructure along Main Street from Sandusky Street to Mill Street. The boundary was extended to include the Leve Agriman Mill site and the Fredericktown First Presbyterian Church property. This is the area to be considered for the Downtown Revitalization Plan. The efforts here are to create a plan that improves the total character of the downtown corridor.



# EXISTING DOWNTOWN CORRIDOR

The north end of the Downtown District has the densest concentration of buildings. This area will experience the most improvements and recommendations from the Downtown Revitalization Plan.





# MULTI-FUNCTIONAL MIXED USE

The existing infrastructure within the Downtown District boundary is described as “multifunctional mixed use”, meaning the buildings house multiple businesses and have mixed uses within each building. The buildings are in varying conditions with various owners.



# BUILDING TYPES

All buildings in the Downtown District can be classified as one of the following building types:



DETACHED BUSINESS



DETACHED RESIDENTIAL CONVERTED TO COMMERCIAL





DETACHED RESIDENTIAL AND COMMERCIAL



VERTICAL MIXED USE



INDUSTRIAL

The varying building types create a unique urban fabric and contribute to the character of the village.

# GENERAL INFRASTRUCTURE



Unaesthetic curb painting

Wide sidewalks



Lack of curb on side streets

Lack of sidewalk or pedestrian friendly walkway



Missing and non-uniform street trees and grates

Segmented and unaesthetic sidewalk. Creates sense of divided and wasted space.



Presence of potholes and large cracks

Road markings are faded or damaged

# EXISTING GREEN SPACE



Greenspace present, but not usable or occupiable.



Greenspace available for occupation, but unclear if public or private space.



Greenspace created from vacant land.

# ISSUES:



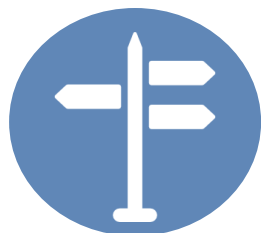
Lack of consistent street name signs  
Little to no uniform regulatory signage



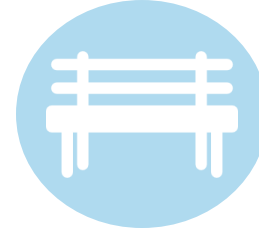
Lack of useable greenspace  
Lack of cosmetic greenery  
Street trees are not uniform



Poor lighting  
Unattractive light posts



Lack of directional signage at  
high traffic intersections



Lack of public gathering space  
Lack of multifunctional recreational space



Poor street conditions  
Pedestrian walkways are not uniform  
Lack of pedestrian and bike access



Buildings are not uniform and lack character  
Inconsistent building usage  
Lack of useable storefronts



Abundance of utility poles and overhead lines  
Inconsistency of pole types





# 2 DATA ANALYSIS

THE VILLAGE OF  
**FREDERICKTOWN**

2  
5  
0  
1

TWO THOUSAND  
FIVE HUNDRED  
AND ONE

**RESIDENTS**  
WITHIN THE CITY LIMITS

34.0

MEDIAN  
AGE



48.8% 51.2%

100%  
RURAL

11

amish  
church  
districts



in Knox  
county



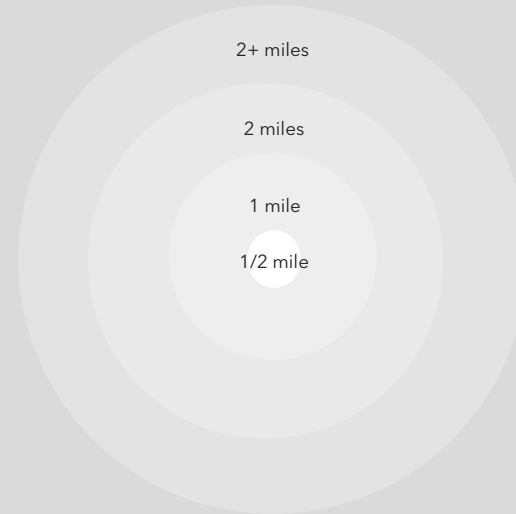
80%  
DRIVE A CAR ALONE TO  
WORK DAILY

# RESIDENT SURVEY

124 residents surveyed



More storefronts and restaurants were the **most requested** improvement in the downtown district



Where do you live relative to the downtown district?



20.16% identified as having a

**Professional Occupation**

**SAFETY**  
**CIVIC PRIDE**

ACTIVITIES AND FUNCTIONS  
AESTHETICS  
ACCESSIBILITY  
PARKING  
public art



of respondents said they visit the downtown district  
**AT LEAST**  
once a week



## THE **NEEDS** OF THE RESIDENTS:

Gathering Spaces for adults

Gathering Spaces for children

A defined downtown district to break up the monotony of a “rural” area

Amenities and improved access for Amish residents

Improved roadways and public parking

Pedestrian and bicycle amenities and access

Improved wayfinding for visitors

A catalytic project for additional development around the downtown area

## THE **WANTS** OF THE RESIDENTS:

More storefronts and restaurants

Building Facade improvements

Unified landscape improvements

More public parking

Improved sidewalks

Additional and more aesthetic street lights

Activities and events in the downtown area

Uniform aesthetic and cosmetic changes

THE PLAN  
MUST MEET THE  
**NEEDS** OF THE RESIDENTS  
IN A WAY  
THAT SATISFIES THE  
**WANTS** OF THE RESIDENTS.

This will create a plan that will resolve the issues within the Village of Fredericktown, while maintaining a supportive role of the residents. The Plan will become stronger as residents see that their wants and needs are being held at the forefront of the downtown revitalization effort.



# 3

## THE PLAN

# IMMEDIATE GOALS:

1

Address and treat the issues



2

Meet the needs of the residents



3

Satisfy the wants of the residents



4

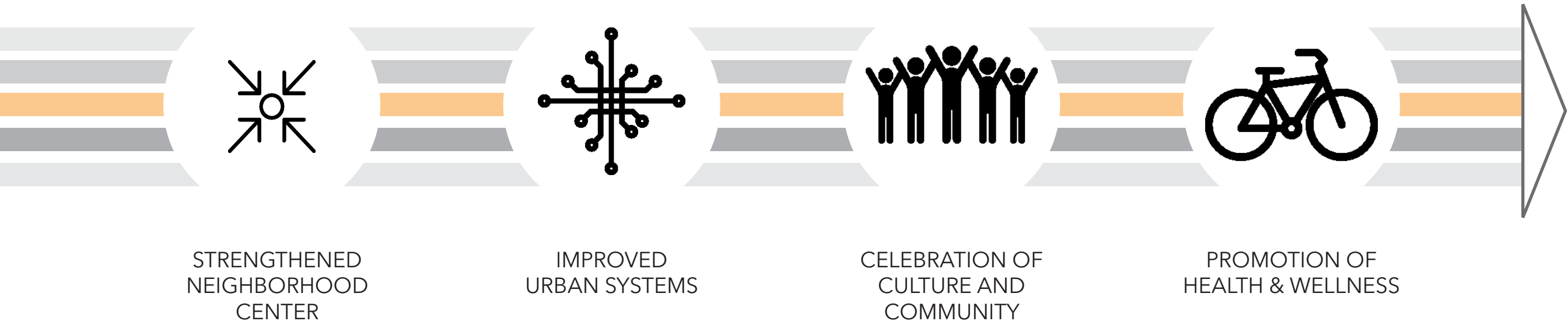
Serve as a catalyst for future development





# FUTURE GOALS:

With the implementation of the suggested improvements, the final result should support and promote these goals. These goals should be reflected in all future development projects.





# CONSISTENT SIGNAGE

## WHAT TO DO:

Create consistent and uniform signage throughout the downtown district.

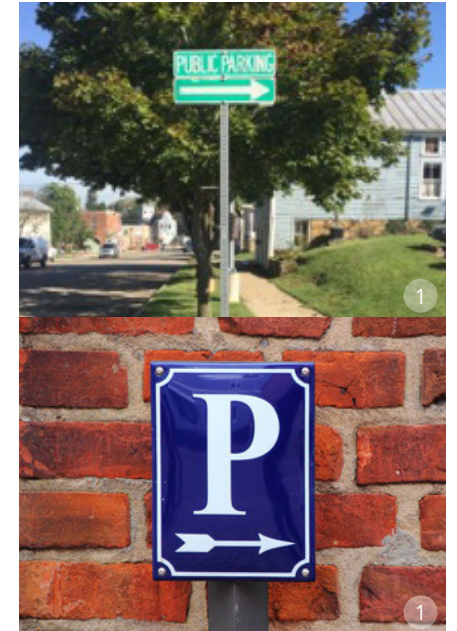
## HOW TO DO IT:

Remove all street name signs and replace with uniform signage. All street signs should be located in the same quadrant at each intersection. Parking signs should be placed on Main Street and point in the direction of public parking lots.

## MEETING THE **NEEDS** AND SATISFYING THE **WANTS**:

Parking is already available - consistent signage will help indicate where this existing parking is located and will help residents feel that parking is not an issue.

Consistent street signage will improve wayfinding for visitors and will contribute to uniform aesthetics of the downtown district.







# IMPROVING GREENSPACE

## WHAT TO DO:

Bring plants and flora into the district to create aesthetic interest.

## HOW TO DO IT:

Identify open green areas that can be improved or turned into usable green space. If an open area is not available, find ways to implement greenery in different forms such as hanging baskets or large potted plants.

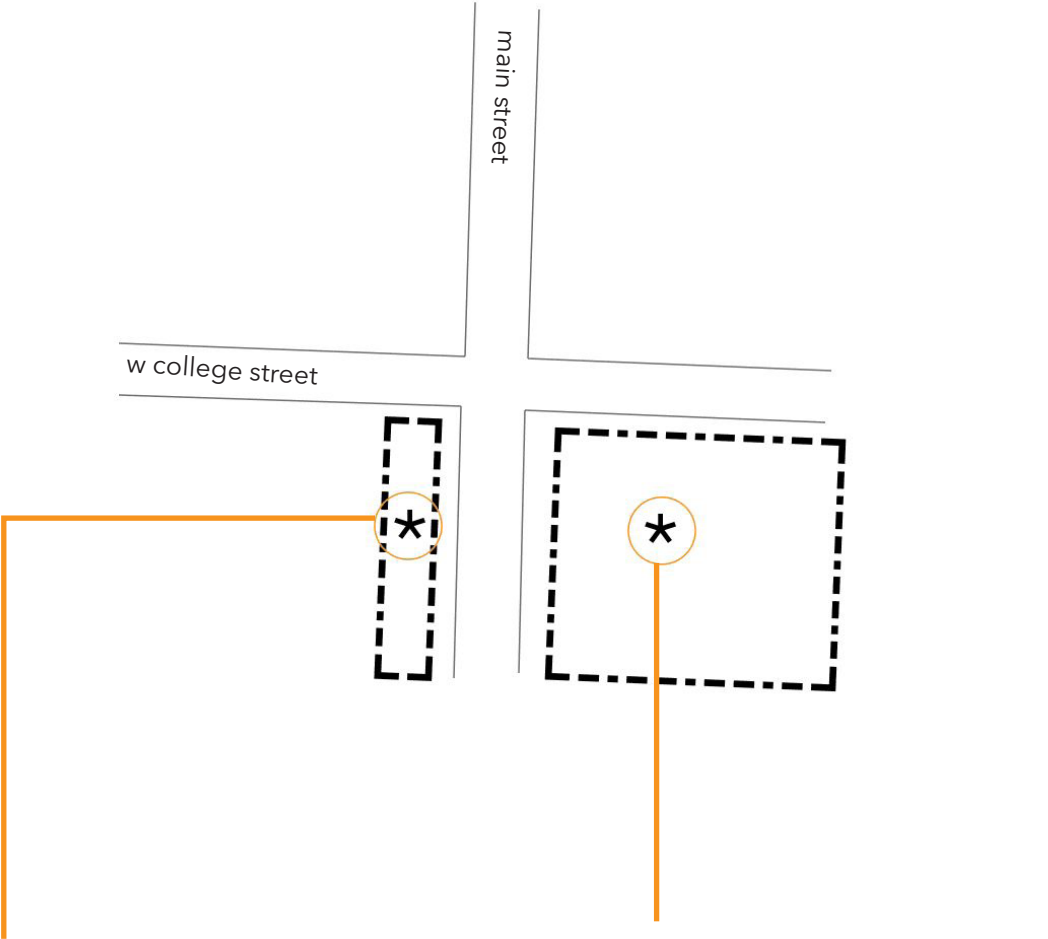
## MEETING THE NEEDS AND SATISFYING THE WANTS:

Create designated gathering spaces for children and adults. The multifunction of some greenspaces allows for the same space to be adapted for use by adults and children at different times.

Hanging baskets contribute to aesthetics of utility poles and create the illusion of additional greenspace.

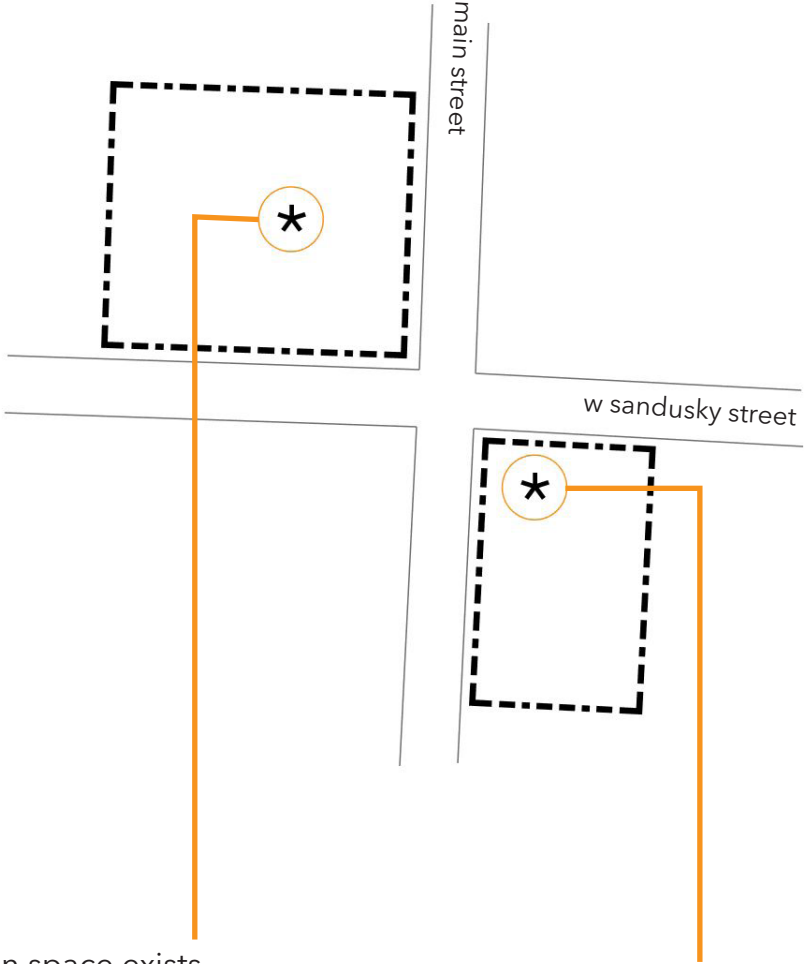


# OPPORTUNITIES FOR GREENSPACE:



Large potted plants or roll away garden boxes can be placed on wide sidewalk next to parking lot.

Green space is created by a vacant lot. The lot can be repurposed into a small park or garden.



Large green space exists, but does not draw people in for occupation. The space can be repurposed into a park, garden, or outdoor museum for statues.

Green space exists but is not usable. The small area can be used for seating or as a location for signage.



# IMPROVED LIGHTING

## WHAT TO DO:

Replace existing lamp posts with vintage style lamps.

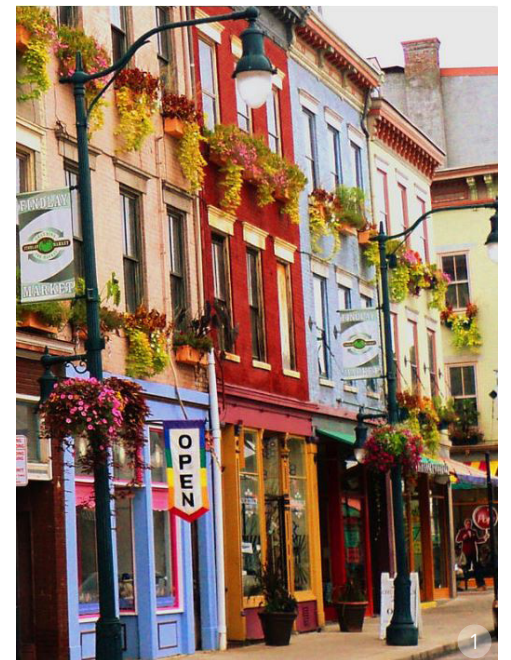
## HOW TO DO IT:

Find lamp posts that resemble the original Fredericktown lamp posts (1). New lamp posts should be placed approximately 50 meters apart and should be staggered across the street. This placement allows for maximum lighting with the least amount of posts.

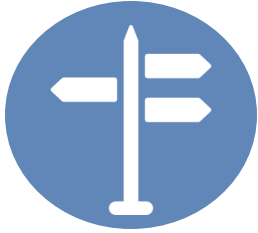
## MEETING THE NEEDS AND SATISFYING THE WANTS:

Improving the lighting in the downtown area will not only improve the safety of the area, but will also contribute to the uniform appearance of the defined downtown district.

Contributes to the branding of the district.







# DIRECTIONAL SIGNAGE

## WHAT TO DO:

Place directional signage at high traffic areas to provide wayfinding for visitors.

## HOW TO DO IT:

Directional signs should be placed at the intersections of Main Street & W Sandusky Street and Main Street & W College Street. The directional signs should be on posts that resemble the new lamp posts to reinforce uniformity and should be placed on a different quadrant as the street signs to decrease the look of clutter.

## MEETING THE NEEDS AND SATISFYING THE WANTS:

Wayfinding orients visitors.  
Further defines downtown district.  
Contributes to character of the downtown district.









# REDEFINING PUBLIC SPACE

## WHAT TO DO:

Provide usable public space that is occupiable and multifunctional.

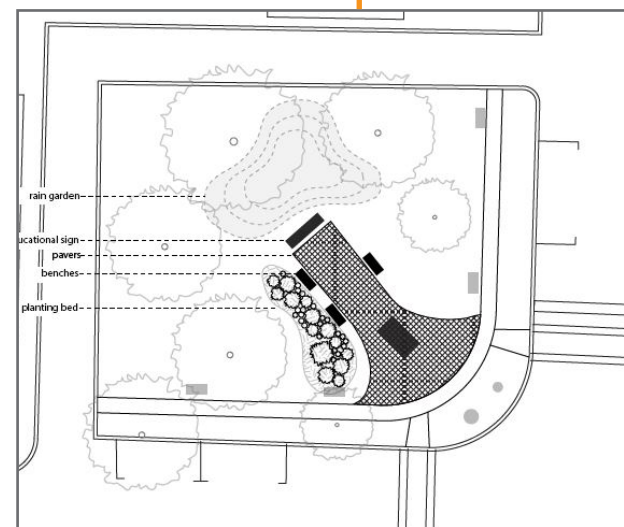
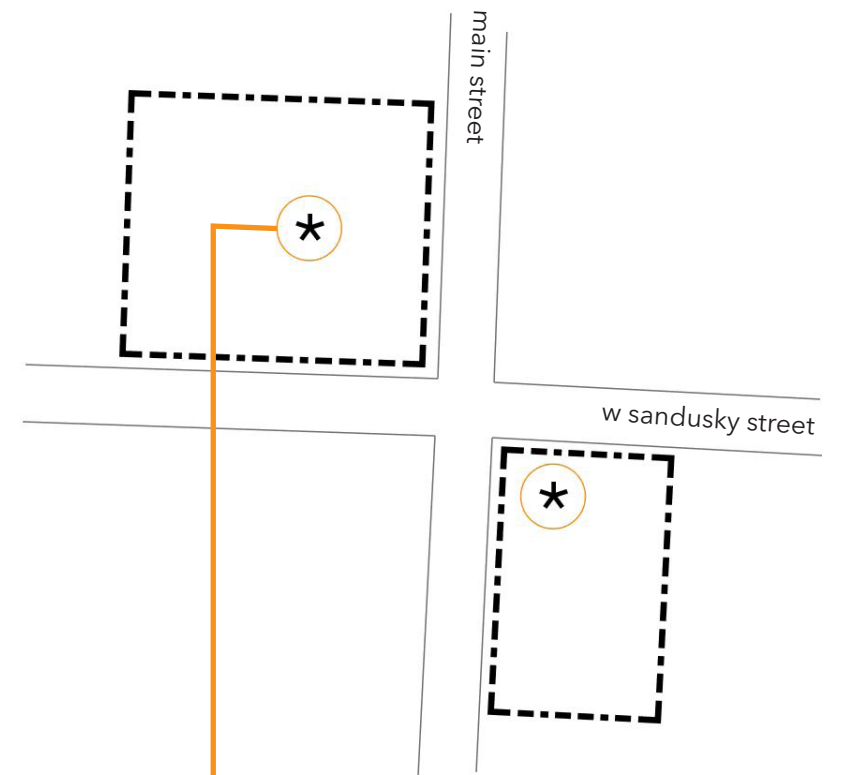
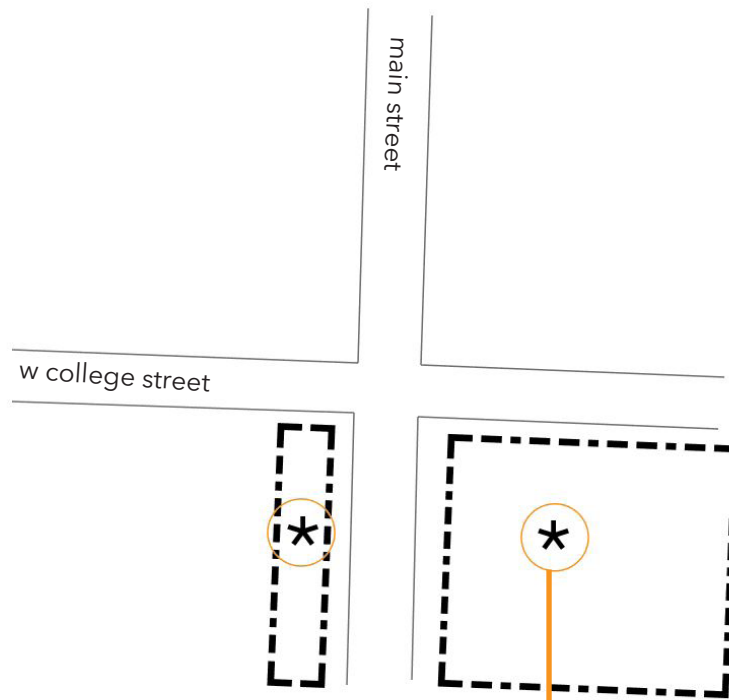
## HOW TO DO IT:

Identify areas that are near high traffic pedestrian areas or points of interest. Existing green spaces are a great opportunity for public spaces because the area is multifunctional. The public space should include all or a combination of: seating, a hard scape, bike racks, a shelter house, a playset, and/or greenery. Some suggestions for public spaces within Fredericktown are a rain garden, a dog park, and/or an amphitheater.

## MEETING THE **NEEDS** AND SATISFYING THE **WANTS**:

- Creates gathering space for adults and children.
- Creates pedestrian and bicycle amenities.
- Provides an area to host activities and events for residents.
- Invites visitors to experience and linger Fredericktown.







# IMPROVING STREETS AND SIDEWALKS

## WHAT TO DO:

Improve street and sidewalk conditions.

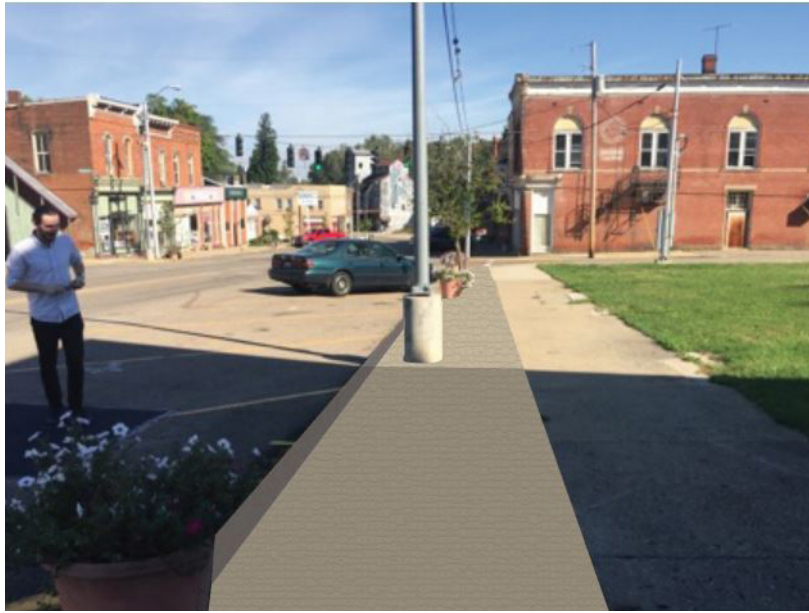
## HOW TO DO IT:

Fill potholes and cracks in the roadway and repaint lines. Repair cracks and damages in the sidewalk, repair the curbs, and remove paint on the curbs that currently denote “no parking” areas. Once repairs to the roads and sidewalks are complete, re-stripe the parking spot lines and place signs noting any parking regulations. If further cosmetic changes are desired, the sidewalks can be bisected and paved partially with permeable pavers or brick to create a division between the pedestrian realm and the vehicular realm. The section of pavers can also hide the faults in the sidewalk made by burying electric lines.

## MEETING THE **NEEDS** AND SATISFYING THE **WANTS**:

Improves accessibility for Amish residents.  
Improved roadways facilitate the heavy use of cars by residents.  
Improved sidewalks accommodate pedestrian right of way and strengthens the downtown feel of the district.  
Emphasis on pedestrian realm can improve health of downtown district.







# BUILDING IMPROVEMENTS

## WHAT TO DO:

Make aesthetic improvements to the facades of the businesses and houses in the downtown district.

## HOW TO DO IT:

To ensure that all business owners are working together to reach a unified branding of the area, the village should form a Business Owners Association for owners to come together in a committee and discuss building improvements. The suggested improvements include: repainting or restoring the historic facades, standardizing business sign placement, and setting regulations for building usage. The buildings in the downtown district should be painted or restored to their original condition to reflect the historic background of the area. If the building is currently in disrepair, the owners must show effort in cleaning up and restoring the store front. If the owner does not comply, then they must pay a fine.

Sign placement should be regulated to show consistency and to aid in visibility by passing vehicles. It is suggested that all signs are presented in the same manner, such as all being placed on mounts above the entrance, decaled on the windows, or mounted on blade signs.

All business owners should actively use the storefronts. If buildings are empty, "for sale" signs should be placed in the window. The owner is encouraged to use store fronts as in-person customer based businesses.

## MEETING THE **NEEDS** AND SATISFYING THE **WANTS**:

Creates uniformity and contributes to character of downtown district.

Creates opportunity for more storefronts and restaurants.

Creates starting point for development in the downtown area in the future.







# INFRASTRUCTURE AND UTILITY LINES

## WHAT TO DO:

Modify the utility and power lines to decrease clutter and improve consistency.

## HOW TO DO IT:

If the desired affect is to improve consistency among the utility poles, it is suggested that the existing poles' contents be combined to decrease the overall amount of poles present on the sidewalk and to replace the utility poles as needed to a single type of pole (wood, metal, etc.). For example, there are three poles on the northwest quadrant of the Main Street and College Street intersections. If possible, the lines on each pole should be condensed to using only one pole and removing the remaining unused poles. All utility poles in the downtown district should be identical and use the same type of pole.

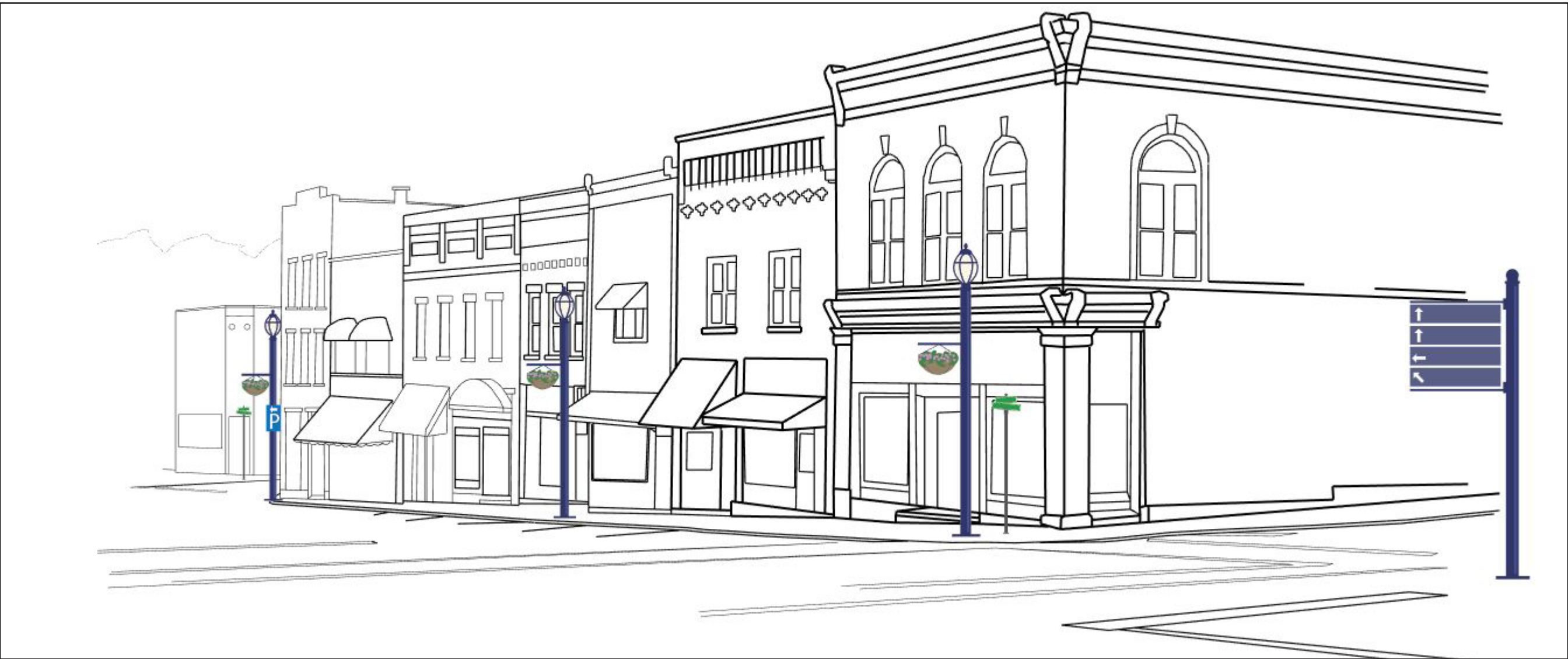
If the desired affect is to hide the utility poles, it is suggested that the utility lines be moved out of sight or to be buried. Burying the utility lines is costly and not recommended in most urban areas, so relocating the poles is the better option. The utility lines could be relocated to the other side of the buildings, so the lines are still overhead, but out of sight.

## MEETING THE **NEEDS** AND SATISFYING THE **WANTS**:

Reduces the clutter of overhead wires.  
Improves aesthetic character of downtown area.









# 4

## IMPLEMENTATION AND FUNDING

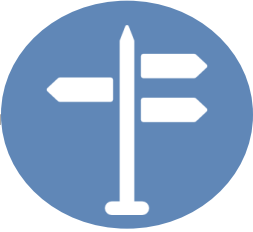
# SUGGESTED IMPLEMENTATION TIMELINE

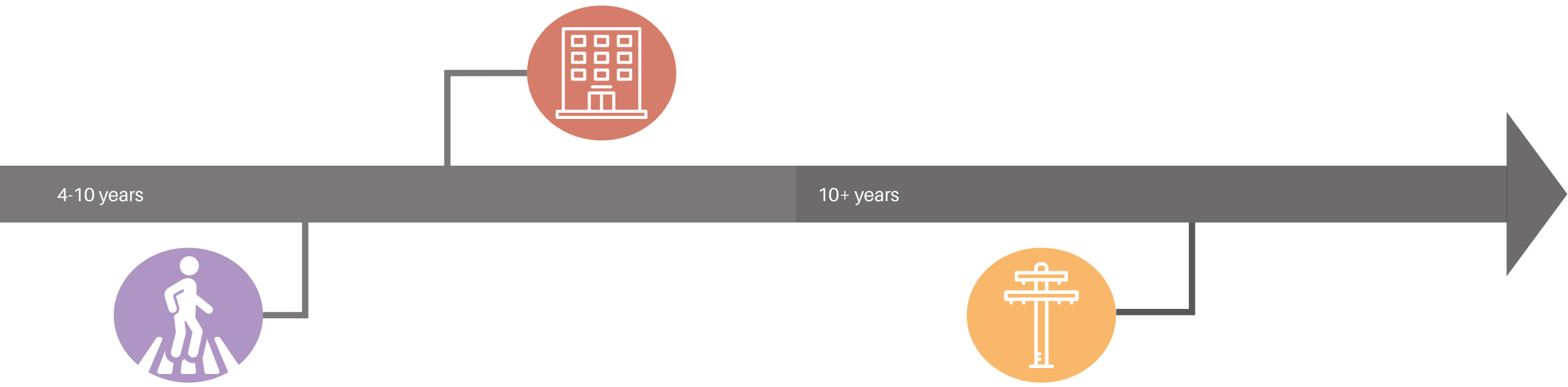


1-2 years



2-4 years





4-10 years

10+ years

# IMPLEMENTATION DETAILS AND FUNDING

1-2 years

**Regulatory Signage:**  
Top priority.  
Should be completed within the first year of plan implementation.

**Possible Funding Sources:**  
Community Facilities Grants; Rural Business Enterprise Grant Program; Transportation, Community & System Preservation

**Improving Greenspace:**  
Should be completed within the first to second year of plan implementation.

**Possible Funding Sources:**  
Community Facilities Grants; Rural Business Enterprise Grant Program; Recreational Trails Program (RTP); Transportation, Community & System Preservation; Building Blocks for Sustainable Communities

2-4 years

**Improved Lighting:**  
Should be completed within the second to third year of plan implementation.

**Possible Funding Sources:**  
Rural Business Enterprise Grant Program; Community Development Block Grants (CDBG)

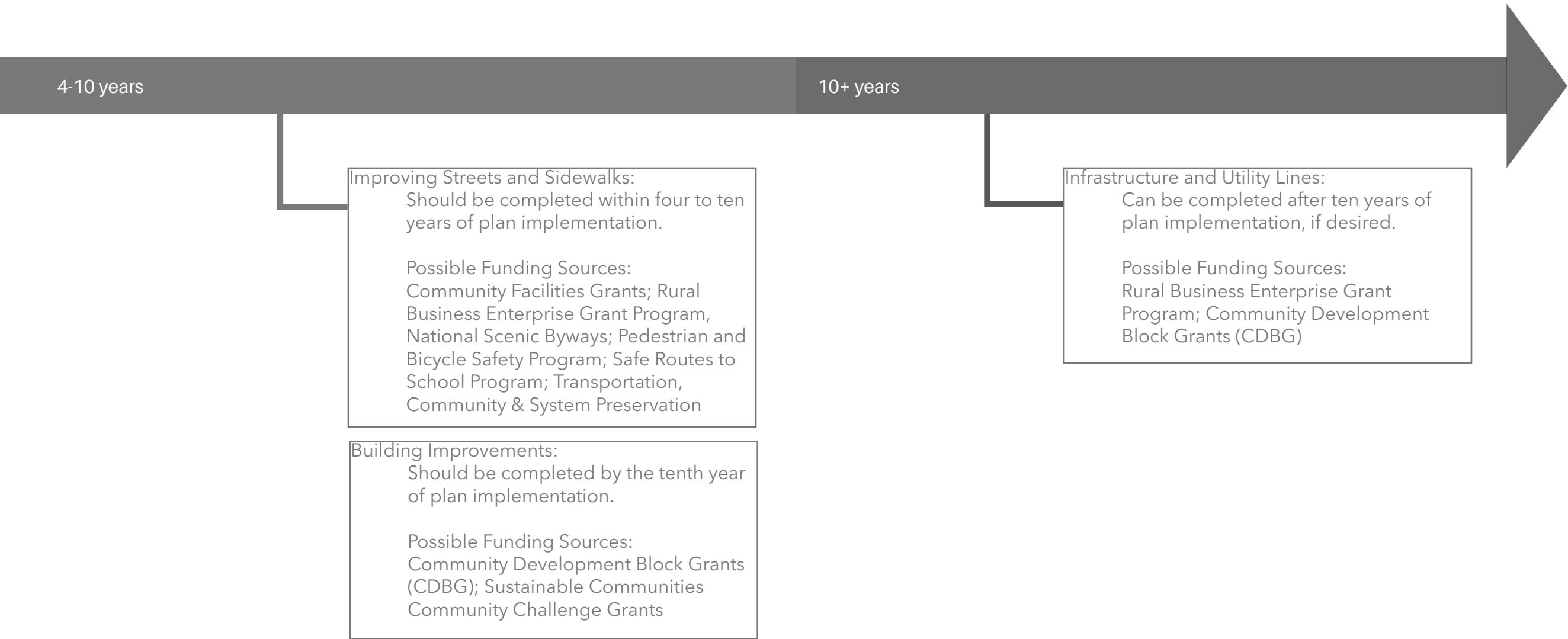
**Directional Signage:**  
Should be completed within the fourth year of plan implementation.

**Possible Funding Sources:**  
Rural Business Enterprise Grant Program; Community Development Block Grants (CDBG); Local Businesses

**Redefining Public Space:**  
Should be completed within the fourth year of plan implementation.

**Possible Funding Sources:**  
Rural Business Enterprise Grant Program; Building Blocks for Sustainable Communities

Staggered implementation allows for time to identify funding sources for each project. More importantly, the extended implementation periods allow for prioritization of needed projects and for thorough and effective implementation of the projects. The next project should not be started until all phases of the previous project are completed. This avoids “loose ends” of multiple projects at one time and results in methodical, unmitigated projects.



USDA GRANTS:

Community Facilities Grants

Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. Community Programs provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grant funds may be used to assist in the development of essential community facilities. Grant funds can be used to construct, enlarge, or improve community facilities for health care, public safety, and community and public services.

Rural Business Enterprise Grant Program:

Rural public entities (towns, communities, State agencies, and authorities), Indian tribes and rural private non-profit corporations are eligible to apply for funding. The RBEG program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses help fund distance learning networks, and help fund employment related adult education programs. Examples of eligible fund use include: Acquisition or development of land, easements, or rights of way; construction,

renovation, of buildings, access streets and roads, parking areas, utilities; pollution control and abatement; capitalization of revolving loan funds including funds that will make loans for start ups and working capital; training and technical assistance; distance adult learning for job training and advancement; rural transportation improvement; and project planning.

US DEPARTMENT OF TRANSPORTATION:

National Scenic Byways

Livability is a criteria that will be used in the consideration of projects. Projects on designated National Scenic Byways; All-American Roads; America’s Byways®; State scenic byways; or Indian tribe scenic byways; could include construction of a facility for pedestrians and bicyclists; An improvement to a scenic byway that will enhance access to an area for the purpose of recreation; development of tourist information to the public (such as biking info and maps on scenic byways).

Pedestrian and Bicycle Safety Program

Conduct research and develop guidelines, tools and safety countermeasures to reduce pedestrian and bicycle fatalities.

Recreational Trails Program (RTP)

Funding for maintenance and new construction of recreational trails and related facilities.

Safe Routes to School

Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.

Transportation, Community & System Preservation

Livability is a criterion that will be used to evaluate candidate projects. Planning grants, implementation grants, and research, could include transit projects, complete streets, streetscaping, ped/bike improvements or plans, implementation of transit-oriented development plans, traffic calming measures, and much more. Very flexible program – projects must improve relationships among transportation, community, and system preservation plans and practices.

ENVIRONMENTAL PROTECTION AGENCY

Building Blocks for Sustainable Communities

Eligible applicants are states, territories, Indian Tribes, interstate organizations, intrastate organizations, and possessions of the U.S., including the District of Columbia; public



and private universities and colleges, hospitals, laboratories, and other public or private non-profit institutions. EPA will provide technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. Funding will also be given to communities facing community development challenges. Support provided by EPA or through non-profit organizations.

#### US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD):

##### Community Development Block Grants (CDBG)

Formula grants for local governments to carry out community and economic development activities.

##### Sustainable Communities Community Challenge Grants (renamed Integrated Planning and Investment Grants in HUD FY14 budget)

Support plans, codes and ordinances that incentivize mixed-use development, affordable housing, re-use of existing buildings and other sustainability goals.



Village of Fredericktown Downtown Revitalization Plan

Neighborhood Design Center

<http://www.theneighborhooddesigncenter.org/>