

New Albany Riverfront Development

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TABLE OF CONTENTS

1. Abstract
2. Introduction
3. Background
4. Program
5. Site Analysis/Description
6. Midterm Concept
7. Final Concept
8. Masterplan
9. Summary/Conclusions

Abstract

This comprehensive project will be dealing with the current problems of the city of New Albany, Indiana concerning its relationship between its downtown and the Ohio River which it borders on. The project will look at such things as the history of New Albany and the character of the downtown. More specifically, it will look at the needs and restrictions relating to the site itself and discuss possible solutions to the problem that the downtown has in relating to its riverfront.

Introduction

New Albany, located in southern Indiana on the Ohio River, is stated simply, a river city without a river. This is characteristic of many midwestern cities today including one town and a city to the east of New Albany; Clarksville and Jeffersonville, respectively. These settlements along with Louisville, Kentucky, make up what is called the Falls City area, called so because of the falls on the Ohio River between Clarksville, Indiana and Louisville, Kentucky. The Falls City area is an intersection of many roadways, some of which lead to larger cities such as St. Louis, Missouri, Indianapolis, Indiana, and Nashville, Tennessee.

There are currently projects proposed for Clarksville, Jeffersonville, and Louisville. New Albany also has the potential, I feel, of having an exciting and vital riverfront. There are many elements in New Albany's history which I feel should be capitalized upon. The city used to be dependent on the railroad as its main industry. Steamboat construction was also a large industry for New Albany and continues to be for Jeffersonville. An abandoned railroad bridge spans from Jeffersonville to Louisville and another from New Albany to Louisville. A railroad station to the north of where this bridge enters New Albany burned to the ground years ago. It is elements such as the railroad and the Scribner House that will characterize the design of my project. I am attempting to bring the city back down to the river while paying homage to the history of New Albany.

The town of Clarksville is currently proposing an interpretive center for the falls of the Ohio. This project is smaller in scale than projects in Jeffersonville and Louisville but, at the same time, is complex in nature because of its extensive research into the history of the falls. There is currently some controversy between the townboard and an Indian group whether or not there was once an Indian settlement on the site.

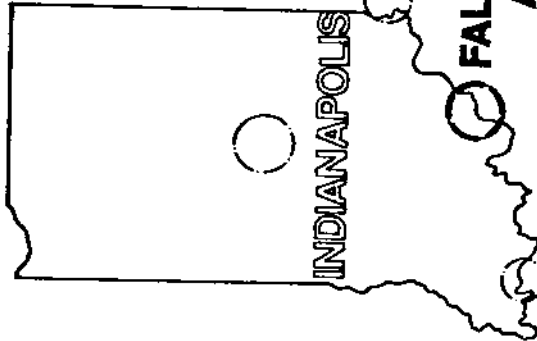
Jeffersonville has hired DeMars HAKA of Indianapolis, Indiana to design a solution to its riverfront problem. Jeffersonville is much more urban than Clarksville, more like New Albany in that the character of the downtowns are similar. The city reaches to the very edge of the river which is very steep in slope. This characteristic is what makes Jeffersonville different from New Albany. The steep slope of the river helped determine the rigid and public design solution for the city. A large plaza area, boat wharf, and residential towers are just a few elements included in the design.

Louisville has, over the past ten years, extended the development of its riverfront eastward from the Kentucky Center for the Arts, which is at the heart of the downtown. George Hargreaves and Associates of San Francisco, California, has designed a plan which is meant to guide the development of the riverfront. This design includes such things as a walk extending to a large community park to the east, a boat wharf, a greatlawn for concerts, a spiral mound which curls its way up to the abandoned railroad bridge between Louisville and Jeffersonville for handicap visitors and bikers to use as a link from one side of the river to the other. The plan also gives a general direction to the city concerning development reaching south into the downtown. It reroutes vehicular traffic and proposes a building to be used possibly as a museum.

NEW ALBANY RIVERFRONT DEVELOPMENT COMPREHENSIVE PROJECT

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SITE LOCATION/RELATION TO OTHER FALLS CITY PROJECTS

New Albany is located in the southern part of the state on the Ohio River. New Albany, Clarksville, and Jeffersonville border Louisville, KY. to the south. New Albany is situated in a valley and bordered by levees to the west and north.

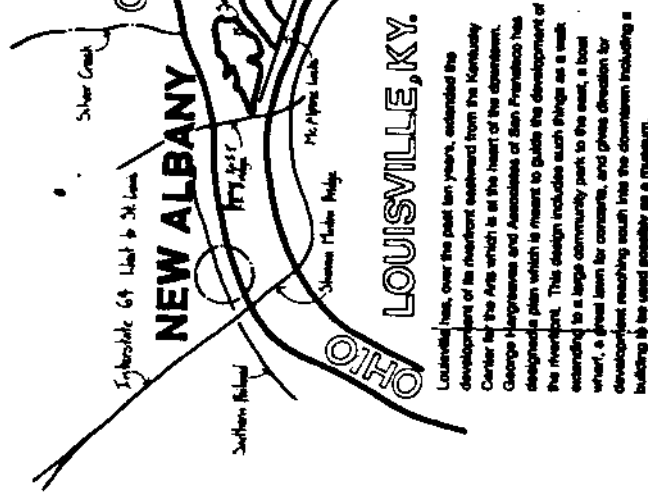
The Falls city area is an intersection of many roadways, some of which lead to larger cities such as St. Louis, Missouri, Indianapolis, Evansville and Nashville, Tennessee.

There are currently projects proposed for Clarksville, Jeffersonville, and Louisville. New Albany also has the potential of having an exciting and vital waterfront. There are many elements in New Albany's history which I feel should be capitalized upon. The city used to be dependent on the railroad as its main mode of transportation. Steamboat construction was also a major industry for New Albany and continues to be for Jeffersonville. An abandoned railroad bridge spans from New Albany to Louisville. A railroad station to the north of where this bridge enters New Albany burned to the ground years ago. It is elements such as these that will characterize the design of my project. I am attempting to bring the city back down to the river while paying homage to the history of the city.

EVANSVILLE

CINCINNATI

FALLS CITY
AREA



Louisville has, over the past ten years, undertaken the development of its riverfront eastward from the Kentucky Center for the Arts which is at the heart of the downtown. George Hargreaves and Associates of San Francisco has designed a plan which is meant to guide the development of the riverfront. This design includes such things as a walk extending to a large community park to the east, a boat wharf, a great lawn for concerts, and gives direction for development reaching south into the downtown including a building to be used possibly as a museum.

The town of Clarksville is currently proposing an interpretive center for the falls of the Ohio. This project is smaller in scale than projects in Jeffersonville and Louisville but, at the same time, is complex in nature because of its sensitive relationship to the history of the falls.

JEFFERSONVILLE

Jeffersonville has hired DeBorja HAMA of Indianapolis, Indiana to design a plan for its riverfront. Jeffersonville is much more urban than Clarksville. The city reaches to the very edge of the river which is very steep in nature. These characteristics helped determine the right and public design solution for the city. A large plaza area, boat wharf, and recreational towers are just a few elements included in the design.



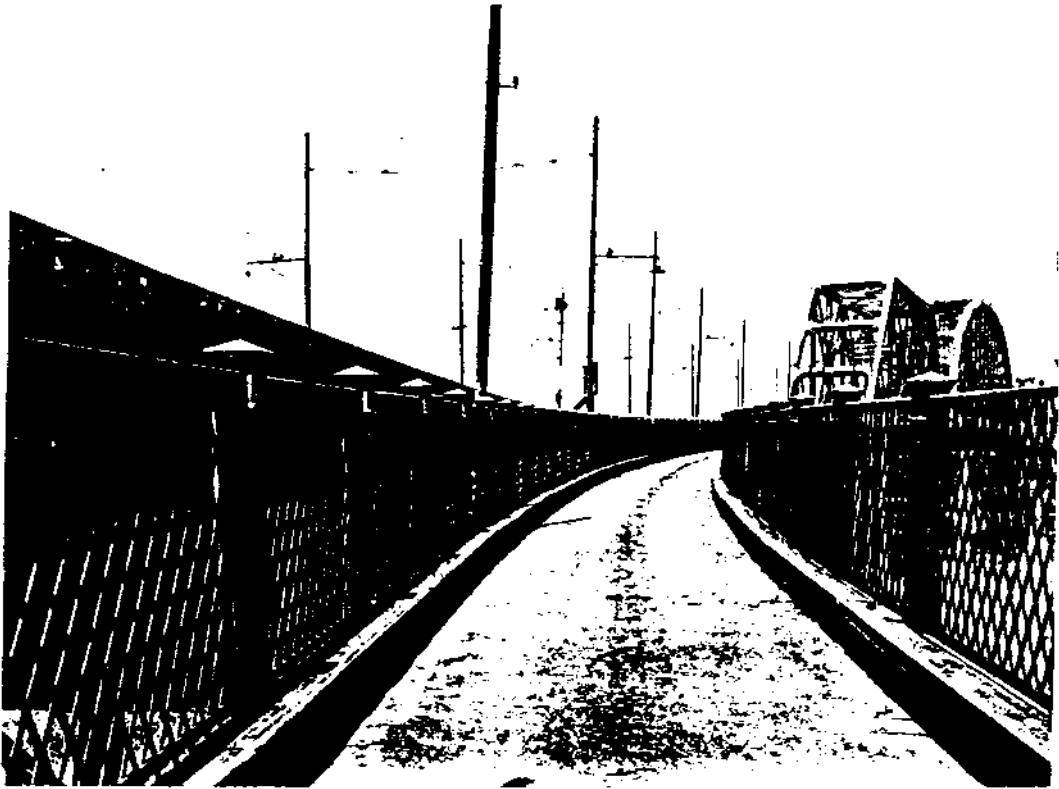
Background

New Albany has turned its back on the river not out of choice but out of need. New Albany was originally settled because of its location along a major waterway in a valley protected from elements by knobs to the west and north. Indiana: An Illustrated History states that there was a need to construct, after the 1937 flood, an earthen bermed floodwall which would keep waters from once again causing great damage to the city. The floodwall, today, serves its original purpose for which it was constructed but at the same time separates Main Street from the Ohio River to the south. This has become a popular hangout for teenagers and young adults over the last ten years. The view of the river and riverfront area has been completely eliminated making it difficult for the police to keep an eye on the activities taking place south of the floodwall. This has caused restricted hours to be enforced which keeps "cruising" from occurring on the riverfront and people from using the area for recreational uses.

Even with these problems that plague the riverfront area there is still great potential for the site to be designed as a successful and prime place for public gathering and recreation. This and paying homage to the history and characteristics of the city will be my focus of linking the downtown of New Albany to the Ohio River.

C.W. Cottom's book, New Albany, Indiana states that steamboat manufacturing was a very large industry on the river during the early growth of the city. Jeffersonville

as stated earlier in my introduction, still builds cruise ships and smaller private boats. There are now no industries directly linked to the river in New Albany. Two businesses, a sanitation company and a recycling plant are the only industries near the river's edge and are west of my site. I made mention, in the introduction, that the railroad once played an important role in the economy of New Albany. It is this along with the desire to bring people into a space which is considered to be theirs that will guide my design. Contextual projects being constructed within the Falls City area will play an important role in the overall theme of both the Indiana and Kentucky riverfronts along the Ohio River. New Albany is the only community out of the three surrounding communities which has not been in the process of developing its riverfront. This will likely change in the next couple of years with a new focus on the downtown being considered an asset to the city by groups such as DNA (Develop New Albany). I can only assume that change for the riverfront is in the near future for the city of New Albany, IN.





Site Analysis/Description/Context

Many contextual factors help to make up the characteristics of the site and influence its uses. A very large attraction during the month of October, Harvest Homecoming, helps to draw thousands of people to the downtown. There are events such as a parade, concerts, and booths set up which are used for a variety of purposes. Many people from New Albany and surrounding communities in southern Indiana along with people from Louisville, Kentucky make the Harvest Homecoming one of the largest annual events in Indiana. Many local people are also employed in New Albany. These people enjoy eating lunch outside. The riverfront draws these people down to the river on nice days during the work week. A farmer's market exists on the corner of Bank and Market Streets. This market is very popular during the warm season. This, along with the downtown businesses, and the Harvest Homecoming and other events such as the fourth of July festivities, help bring people to the downtown.

One of the focuses of city officials is to establish more retail in the downtown to better the economy. Another desire is to renovate many older buildings for residential use. The site which I have derived to be necessary to once again link the downtown to the river is in the heart of the downtown and has the opportunity to play a major role in the continuing development and growth of downtown New Albany.

Existing built structures on the site include such things ranging from an

historical landmark to a twenty two foot levee. The historical landmark, the Scribner House, is located in the northwest corner of the site. I feel that this element along with the railroad history of the city are very important to the downtown context and character. A restaurant, Southside, is to the east of the Scribner House and is a very popular place to dine. It is cafeteria-like in character. A building connects the Scribner House and the Southside restaurant. I feel that this structure impedes on the integrity of the historical landmark and should be removed. A parking "garage" to the east of the Southside Restaurant is in a state of decay and will need major renovation or razing for a new parking structure.

The northeastern block of the site is strictly small business. This entire block is also in need of revovation or razing because of its decaying architecture. The businesses located in this block can be relocated within the downtown quite easily. A wholesale supply company which is also located to the north of the floodwall levee is a successful business which has a strong foundation at its present location. This business, along with the Southside restaurant and the Scribner House will remain on site as they presently exist. One final building located between the wholesale supply company and the floodwall will be removed.

The floodwall levee extends from the beyond the western edge of the site to beyond the eastern edge of the site. It is approximately twenty two feet in height which blocks any possible view to the river from north of the floodwall. Its slope ranges from twenty five to thirty three percent. A Southern Railway line runs along the levee at its midsection. An overlook existing atop the crown of the floodwall, takes on an airy character reaching approximately thirty feet above the crown. This overlook is not, however, on a direct sightline from Pearl Street which was intended and is not

a successful focal element for the riverfront. An amphitheater exists to the south of the overlook at the base of the floodwall. This structure is small and does not function as a focal element either. Park offices below the stage level often flood and need to be relocated to higher ground. The floodplain has relatively minimal slope change as it reaches the river's edge. This area has great potential for open activities such as a park. These factors and their relation to the site and my goals work to develop a program of requirements for the site.

NEW ALBANY RIVERFRONT

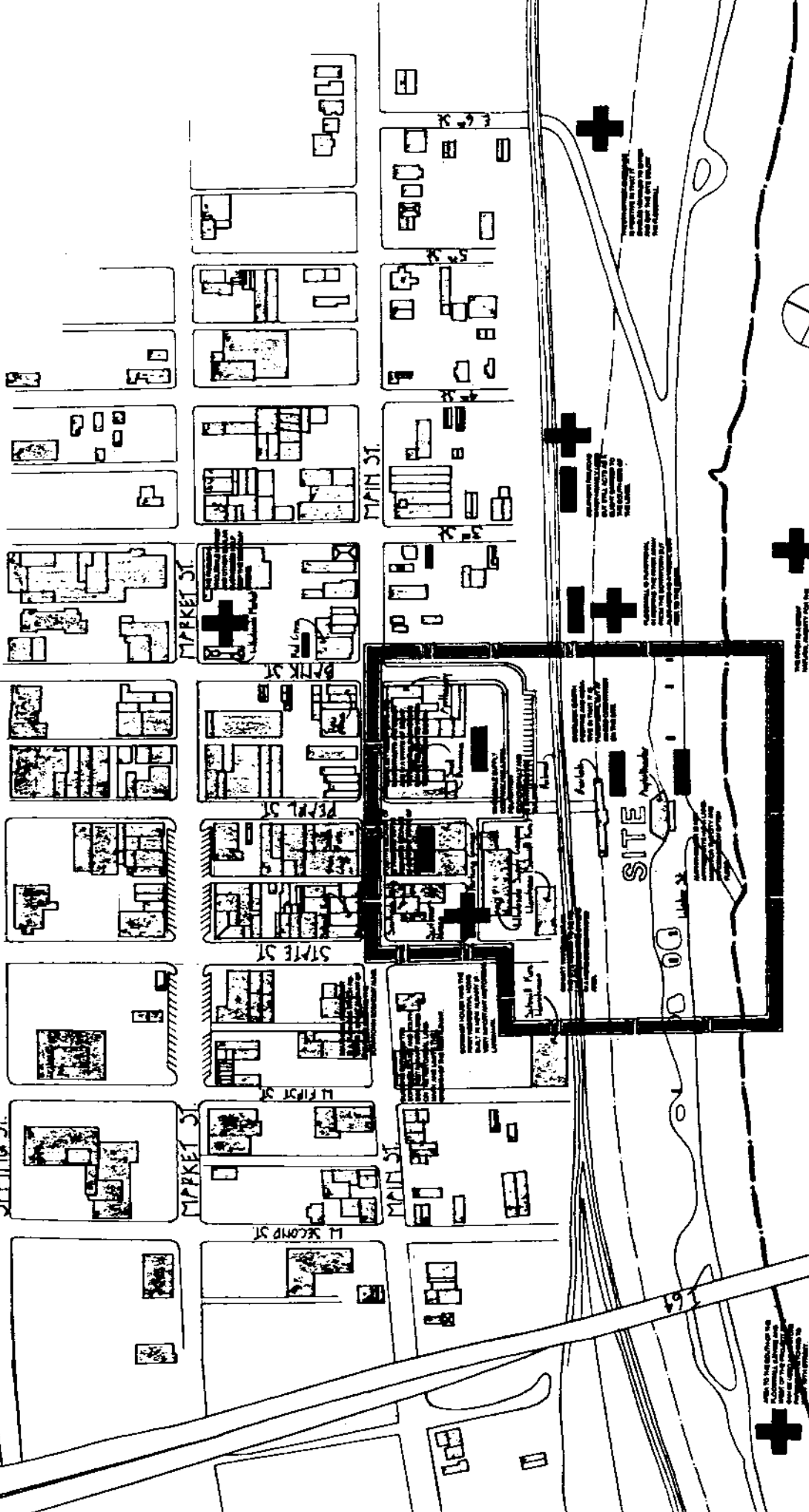
DEVELOPMENT

COMPREHENSIVE PROJECT

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SITE INVENTORY / ANALYSIS / CONTEXT



Program

1. Amphitheater: There is presently an existing amphitheater which cannot accommodate the number of people wishing to use the structure for its intended use. I do feel that an amphitheater is needed for festival uses and for smaller paid shows during the warmer months of the year.
2. Overlook: The existing overlook does not work as a focal point to one viewing the site from the downtown. I do feel that a structure relating to the history of the city would be a more appropriate symbol and should be covered partially to protect people from the elements and to house such things as restrooms and offices for the parks department.
3. Extension of State Street: This will enable better access to the riverfront from the west.
4. Boat Docks: The existing boat ramp is not adequate and is located in the center of the site, reached only from Water St.

5. Restaurant: This would be only new major element added to the south side of the floodwall. Reason for this structure would be purely economic to draw people into the site during the colder months of the year.

6. Open Park Area: There is currently a large stretch of greenspace left untouched for park use. The open park area will contain such things as shelters for relaxing, a boardwalk along the river's edge connecting the boat docks to the restaurant, and an open area for impromptu recreational activities.

7. Boardwalk linking Park to Restaurant: A boardwalk will link the proposed park area to the west of the site eastward through the site to the Sixth Street access road.

To Elaborate:

Amphitheater-

- *Seating for 600 people (including lawn area for sitting.)
- *Stage which is approximately 3000 sq. feet will be separate from the seating and on a higher level.
- *The amphitheater will have a permanent backdrop constructed to accommodate a variety of shows.

Overlook-

- *The style of the structure will be modeled after a "typical" railroad station since the size of the former railroad station which burned years ago on Vincennes St.
- *The structure will house a ticket office for paid shows to the amphitheater, a museum which will pay homage to the railroad and its economic effects on the city, restrooms for visitors to the riverfront, and park offices for officials.
- *The overlook will be used as a focal point and link to other areas of the riverfront such as the amphitheater and the restaurant.

Restaurant-

- *Square footage will be approximately 10,000 under cover and 5,000 for outside dining overlooking the river.
- *The outside deck area will contain movable tables and chairs.
- *The restaurant will be on one level and will be linked to the amphitheater by the boardwalk.
- *Parking for the restaurant will be south of the structure being able to hold approximately 50 vehicles. More parking will be to the north of the levee. The parking area will be reached by using the Sixth St. access road only.

Boardwalk-

- *The width of the boardwalk will typically be 20', which is slightly wider than the 12' average width of the present crown on the earth levee. It will be constructed to connect one end of the site to the other.
- *Seating will be placed along the boardwalk as well as some viewing nodes to enjoy the river and also for outdoor dining.
- *The boardwalk will be constructed of wood and will have handrails to guide wheelchairs and to protect visitors.

Boat Docks-

- *Approximately 10 slips will be constructed.
- *A large deck area will surround the boat slips and will be constructed of wood.
- *The boat docks will be reached from the extension of State Street.
- *Parking for the trailers will be to the north of the levee and west of State Street. There will be approximately 5 spaces.

Concept #1

My first concept was presented at the midterm of my comprehensive project studies. This concept was concerned with only the area south of the floodwall/levee. This concept included an overlook linked to an amphitheater. This structure was the main focal point for the site and was the crossroads for the boardwalk which stretched from one side of the site to the other. The overlook would be handicap accessible as would the amphitheater. The amphitheater would be used for both paid and free shows during the warm season. A restaurant was positioned to the east of the overlook/amphitheater structure atop the levee crown overlooking the downtown and the Ohio River.

Parking would be to the south of the restaurant at the river's edge. I extended State Street to the south through the levee which opened into a parking area for both the park to the west and the boat docks which were just to the south along the river. The park area would extend from the west to the east along the river's edge. A main shelter would be positioned to the west of the State Street extension atop the floodwall. I proposed, also, that the park be extended westward to West Tenth Street and eastward to Sixth Street.

This concept was positive in that it included those structures which the present riverfront has while adding certain elements which would enhance and help to steer the riverfront in the right direction. What I did not notice, until my midterm presentation of this concept, was that I was still not linking the downtown of New Albany with the area south of the floodwall/levee. Something was still missing. I then took some time to pull back from my project to get a better look at it. After doing this, I was able to once again engage myself into my design and come up with, what I hope is, a much better and comprehensive solution to the problems of the riverfront.

NEW ALBANY RIVERFRONT DEVELOPMENT

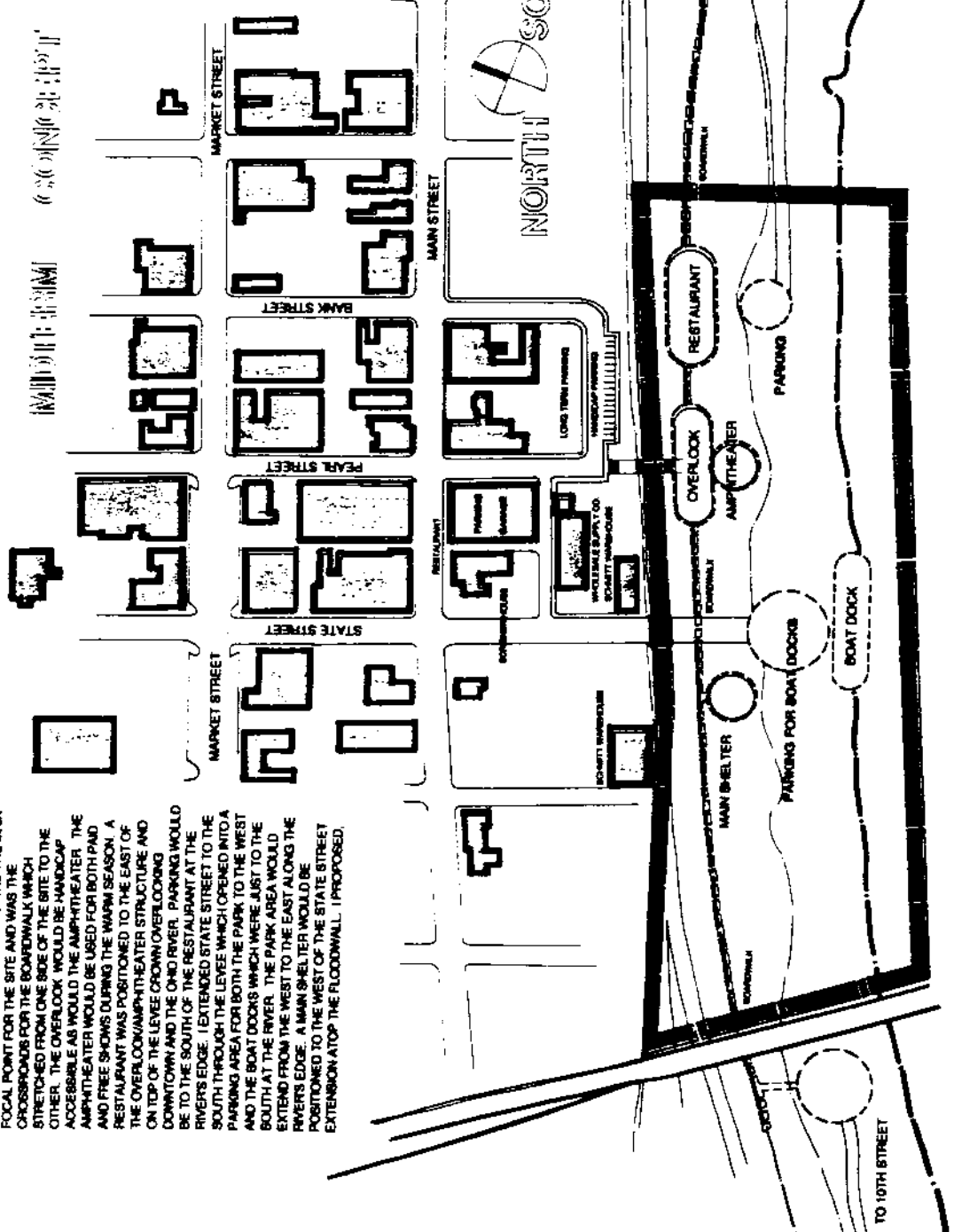
COMPREHENSIVE PROJECT

CONCEPT I

MY FIRST CONCEPT WAS PRESENTED AT THE MEETING OF MY COMPREHENSIVE PROJECT STUDIES. THIS CONCEPT WAS CONCERNED ONLY THE AREA SOUTH OF THE FLOODWALL LEVEE. THIS CONCEPT INCLUDED AN OVERLOOK CONNECTED TO AN AMPHITHEATER. THIS STRUCTURE WAS THE MAIN FOCAL POINT FOR THE SITE AND WAS THE CROSSBORDER FOR THE BOARDWALK WHICH STRETCHED FROM ONE SIDE OF THE SITE TO THE OTHER. THE OVERLOOK WOULD BE HANDICAP ACCESSIBLE AS WOULD THE AMPHITHEATER. THE AMPHITHEATER WOULD BE USED FOR BOTH PAID AND FREE SHOWS DURING THE WARM SEASON. A RESTAURANT WAS POSITIONED TO THE EAST OF THE OVERLOOK/AMPHITHEATER STRUCTURE AND ON TOP OF THE LEVEE CROWN/OVERLOOKING DOWNTOWN AND THE OHIO RIVER. PARKING WOULD BE TO THE SOUTH OF THE RESTAURANT AT THE RIVER'S EDGE. I EXTENDED STATE STREET TO THE SOUTH THROUGH THE LEVEE WHICH OPENED INTO A PARKING AREA FOR BOTH THE PARK TO THE WEST AND THE BOAT DOCKS WHICH WERE JUST TO THE SOUTH AT THE RIVER. THE PARK AREA WOULD EXTEND FROM THE WEST TO THE EAST ALONG THE RIVER'S EDGE. A MAIN SHELTER WOULD BE POSITIONED TO THE WEST OF THE STATE STREET EXTENSION ATOP THE FLOODWALL. I PROPOSED,

ALSO, THAT THE PARK BE EXTENDED WESTWARD TO WEST 10TH STREET AND EASTWARD TO 6TH STREET.

THIS CONCEPT WAS POSITIVE IN THAT IT INCLUDED THOSE STRUCTURES WHICH THE PRESENT RIVERFRONT HAS WHILE ADDING CERTAIN ELEMENTS WHICH WOULD ENHANCE AND HELP TO STEER THE RIVERFRONT IN THE RIGHT DIRECTION. WHAT I DID NOT NOTICE, UNTIL MY PRESENTATION OF THIS PARTICULAR CONCEPT, WAS THAT I WAS STILL NOT RECONNECTING THE DOWNTOWN OF NEW ALBANY WITH THE AREA SOUTH OF THE LEVEE. SOMETHING WAS STILL MISSING. I THEN TOOK SOME TIME TO PULL BACK FROM MY PROJECT TO GET A DIFFERENT LOOK AT IT. AFTER DOING THIS, I WAS ABLE TO ONCE AGAIN ENGAGE MYSELF INTO MY DESIGN AND COME UP WITH A WHAT I HOPE IS, MUCH BETTER SOLUTION TO MY PROBLEM.



1/14/04
BOB VOLPERT 4/19/07

Final Concept

My final design concept has taken on a look which is related to my midterm concept while reaching beyond my original program to include an area north of the floodwall/levee as a plaza space. After stepping back from my original ideas, I was able to, more objectively, realize what solutions needed to be met in order to solve my design problems.

I have decided to raze a number of buildings which I feel are not a part of the intended direction to reconnect, or link, the downtown to the riverfront and continue to revitalize New Albany. After doing my site analysis and inventory, I decided which buildings were to be razed and which buildings were to remain because of their importance to retaining the character of the downtown. The buildings which I feel are important to keep are the Scribner House, the first residence built in New Albany, the Southside restaurant, which is a thriving business, and a wholesale supply company located to the west of my proposed plaza.

The plaza would "bridge" Main Street to the railroad and cross it at the overlook which takes on the the character of a railroad station. The plaza would be used for things such as a place to relax for downtown business people during the lunch hour, for special downtown events such as the Harvest Homecoming during the month of October or for Fourth of July events. It could also be used as an additional space to

set up booths for individual merchants at the farmer's market.

The railroad station will act as a meeting place, a museum which pays homage to the K&IT Railroad bridge and a railroad station which burned years ago on Vincennes Street, in New Albany, and will house a ticket office for paid shows at the amphitheater and restrooms for the immediate area.

The amphitheater is to the west of the overlook acting as a link to the park and boat dock area to the southwest. The amphitheater will house up to six hundred people and will be used during the warm season and for shows during Harvest Homecoming during the month of October.

The boat dock area is directly below the State Street extension at the river's edge. To the west is the start of a park which I propose will extend one day to West Tenth Street. There are shelters located near the dock area and along the boardwalk which connects the boat docks to the restaurant.

The restaurant, located to the east of the overlook/railroad station, is atop the floodwall acting as a east link along the boardwalk to Sixth Street. A large outdoor deck area surrounds the south side of the restaurant overlooking a parking area to the south along the river. The restaurant will be one which is considered to be fine dining and will not be in direct competition with the Southside restaurant on Main Street.

NEW ALBANY RIVERFRONT DEVELOPMENT

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COMPREHENSIVE PROJECT

BOB WOLPERT

FINAL CONCEPT

MASSIMILIPPIAN

MY FINAL DESIGN CONCEPT HAS TAKEN ON A LOOK WHICH IS RELATED TO MY INTERIM CONCEPT YET GOES BEYOND MY ORIGINAL PROGRAM TO INCLUDE AN AREA NORTH OF THE FLOODWALL LEVELS. AFTER STEPPING BACK FROM MY ORIGINAL IDEAS I WAS ABLE TO, MORE OBJECTIVELY, REALIZE WHAT SOLUTIONS NEEDED TO BE MET IN ORDER TO SOLVE MY DESIGN PROBLEMS.

I HAVE DECIDED TO RAISE A NUMBER OF BUILDINGS WHICH I FEEL ARE NOT A PART OF MY DIRECTION TO RECONNECT THE DOWNTOWN TO THE RIVERFRONT AND CONTINUE TO REVITALIZE NEW ALBANY. AFTER DECIDING WHICH BUILDINGS WERE TO BE RAISED AND WHICH BUILDINGS WERE IMPORTANT TO THE CHARACTER OF THE DOWNTOWN SUCH AS THE SCORNER HOUSE, THE FIRST RESIDENCE BUILT IN NEW ALBANY, SOUTH-SIDE RESTAURANT, AND THE WHOLESALE SUPPLY WAREHOUSE LOCATED TO THE WEST OF MY PROPOSED PLAZA.

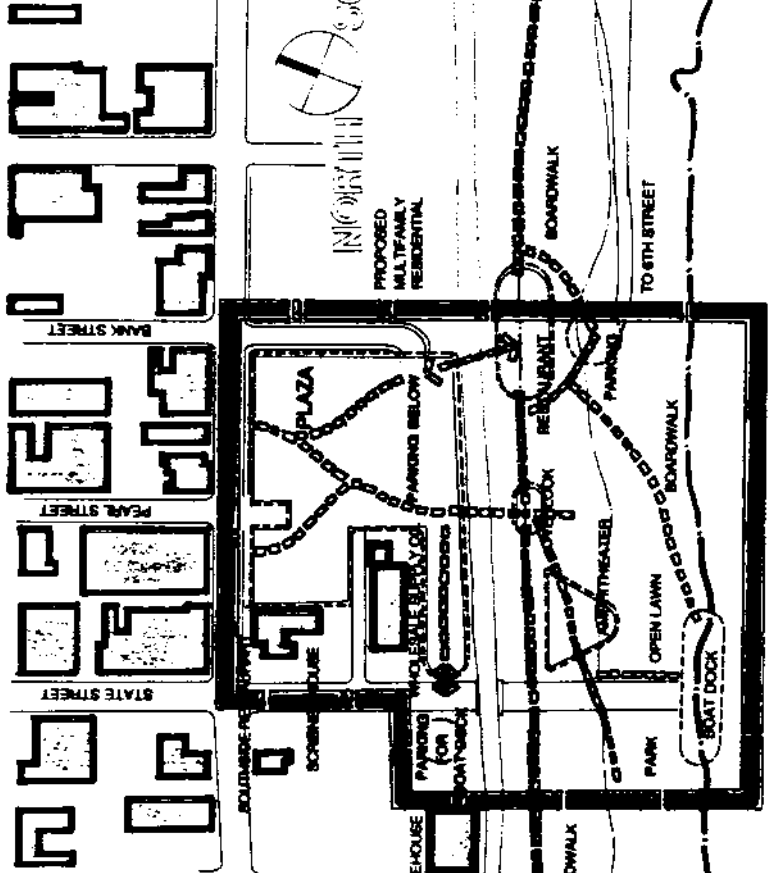
THE PLAZA WOULD "BRIDGE" MAIN STREET TO THE RAILROAD AND CROSS IT AT THE OVERLOOK WHICH TAKES ON THE CHARACTER OF A RAILROAD STATION. THE PLAZA WOULD BE USED FOR THINGS SUCH AS A PLACE TO RELAX DURING THE LUNCH HOUR FOR SPECIAL DOWNTOWN EVENTS, AND FOR EVENTS DURING THE HARVEST HOME-COMING.

THE RAILROAD STATION WILL ACT AS A MEETING PLACE, A MUSEUM WHICH PAYS HOMAGE TO THE RAILROAD BRIDGE AND A RAILROAD STATION WHICH BURNT YEARS AGO ON VINDENNES STREET, AND WILL HOUSE A TICKET OFFICE FOR PAID SHOWS AT THE AMPHITHEATER AND RESTROOMS FOR THE IMMEDIATE AREA.

THE AMPHITHEATER IS TO THE WEST OF THE OVERLOOK ACTING AS A LINK TO THE PARK AND BOAT DOCK AREA TO THE SOUTHWEST. THE AMPHITHEATER WILL HOUSE UP TO 800 PEOPLE AND WILL BE USED DURING THE WARM SEASON AND FOR SHOWS DURING HARVEST HOME-COMING IN OCTOBER.

THE BOAT DOCK AREA IS DIRECTLY BELOW THE STATE STREET EXTENSION AT THE RIVERS EDGE. TO THE WEST IS THE START OF A PARK WHICH I PROPOSE WILL EXTEND ONE DAY TO WEST 10TH STREET. THERE ARE SHELTERS LOCATED NEAR THE DOCK AREA AND ALONG THE BOARDWALK WHICH CONNECTS THE DOCK WITH THE RESTAURANT.

THE RESTAURANT, LOCATED TO THE EAST OF THE OVERLOOK RAILROAD STATION, IS ATOP THE FLOODWALL AND ACTS THE EAST LINK ALONG THE BOARDWALK TO 8TH STREET. A LARGE OUTDOOR DECK AREA IS ATTACHED TO THE SOUTH SIDE OF THE RESTAURANT OVERLOOKING A PARKING AREA TO THE SOUTH ALONG THE RIVER. THE RESTAURANT WILL BE ONE WHICH IS CONSIDERED TO BE FINE DINING AND WILL NOT BE IN DIRECT COMPETITION WITH THE SOUTH SIDE RESTAURANT ON MAIN STREET.



MAIN STREET

6TH STREET

BANK STREET

PEARL STREET

STATE STREET

MAIN STREET

PROPOSED MULTIFAMILY RESIDENTIAL

BOARDWALK

TO 8TH STREET

PLAZA

RAILROAD STATION

AMPHITHEATER

RESTAURANT

PARKING

BOAT DOCK

OPEN LAWN

PARK

BOARDWALK

PROPOSED PARK

SCORNER HOUSE

Masterplan

Starting in a clockwise manner from the northwest corner of the plan, the Scribner House remains with some improvement to its grounds. The building which was positioned between the Scribner House and Southside restaurant is removed, giving the historical landmark more "breathing space". By removing this building, there will also be room for the restaurant to expand if need be. Moving eastward past Southside, one comes upon a plaza intended for people dining at the restaurant. This smaller plaza is partially shaded, contains movable tables and chairs, and has a staircase which leads down to the parking garage below.

Walking eastward past the Southside plaza one comes upon the first of four entrances to the main plaza. The entrance statement is made by a combination of raised plantings and a thirty foot wide "shelter". The first of three parking garage entrances is located at the intersection of Main and Pearl Streets. Flagpoles displaying the U.S., Indiana and New Albany flags are located at this particular entrance.

After passing the parking garage entrance, one comes upon the main plaza entrance. The plaza can be entered from the north at three different points. The two outer points of entry are similar to the shelter to the west of the parking garage entrance while the center point is indicated by a forty foot clock tower constructed of *spaceframe with a wood roofing material*. *The clock, itself, would be abstract in character*. These descriptions give one a sense of the style that one would

experience as he or she walks eastward along Main Street at the northern edge of the plaza.

As one turns the corner at Main and Bank Streets, he or she is hit with a different feeling. The facade of the parking garage below the plaza is disguised as a "typical" New Albany downtown building facade. The facade has three points along it where one can walk up staircases to the plaza level and one corner entrance opening onto the plaza at the corner of Main and Bank Streets. The second parking garage entrance is at the southern end of Bank Street. The parking garage is all one level below the plaza offering adequate parking for any activity scheduled for the plaza area.

The plaza will be constructed of a warm color patterned concrete. Trees are planted on a grid system throughout the plaza defining large spaces where booths can be set up for events such as the Harvest Homecoming or for Fourth of July festivities. A large shelter is placed on the plaza for small impromptu concerts or meetings. It is positioned next to a large opening to the parking garage below. This grate covered "sky light" enables an adequate amount of light to penetrate the parking area below.

A large pool area in the southeastern corner of the plaza is used as a wading pool and entrance marker to the restaurant to the south. The large pool is also intended to be used as a skating rink during the winter months. An elevator/information center and stairwell leading to the parking garage are to the southwest of the restaurant bridge marking the entrance to the overlook/railroad station.

If one chooses to walk up the bridge crossing the pool and railroad track, he or she comes upon the restaurant and integrated boardwalk. The restaurant is placed

upon the crown of the levee approximately eighteen feet above the plaza level. It will contain a restaurant which will serve an informal lunch menu and have a more formal dinner menu in the evenings. This building is constructed of a cream colored stucco with wood, glass, and steel accents. A large amount of glass is integrated into the design of the building giving it an open airy feeling looking out onto the Ohio River. The boardwalk surrounds the entire building forming a large deck space spanning out to the south.

One can reach the Sixth Street access road from the boardwalk leading east from the restaurant. Sixth Street is to be used as the secondary and service entrances to the restaurant. One can reach this secondary parking lot from the restaurant by either an elevator or one of two staircases leading down to it from the deck.

The boardwalk leads in two directions westward from the restaurant. If one takes the southern path, he or she comes upon two shelters which are placed along the boardwalk next to the river's edge. A large open lawn area is to the north of this boardwalk used for impromptu leisure activities. The boardwalk links the restaurant to the boat dock area to the west of the open lawn area. The boardwalk and deck area surrounding the boat slips are constructed of wood planking with handrails to insure safety.

If one chooses to take the northern boardwalk, he or she comes to the upper level of the overlook/railroad station. From here, he or she can either bypass or enter the building. If one decides to enter the building, he or she can take either an elevator or staircase to the lower level which will contain the ticket office for paid shows to the amphitheater, restrooms for visitors, and a small museum paying tribute to the railroad and its history concerning the city of New Albany. After reaching the lower level, he

or she can exit the building either at the north or the south. The northern entry/exit leads onto the plaza while the southern entry/exit opens to a staircase leading to a "loading area for incoming trains". This particular landing leads out onto the open lawn area and to the amphitheater to the west.

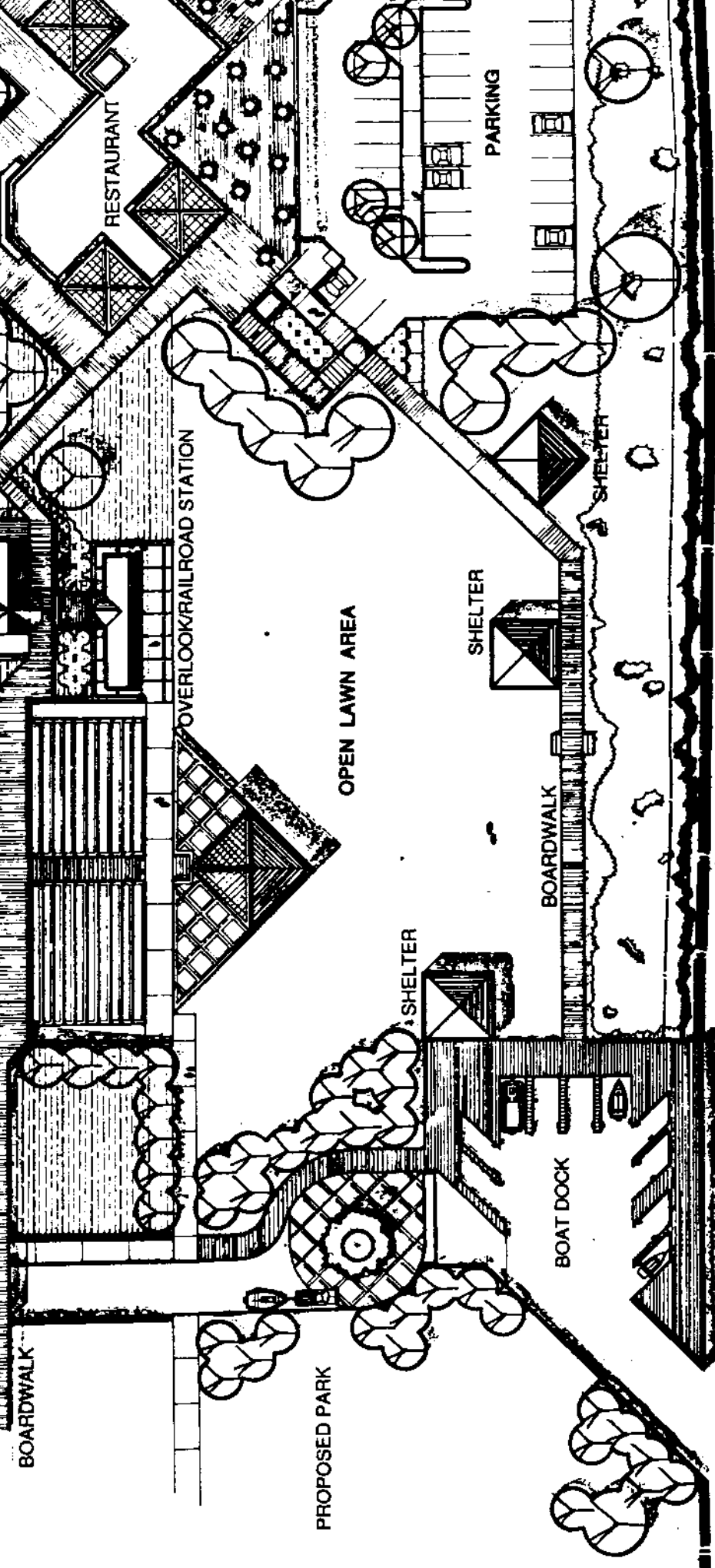
The amphitheater stage is split from the seating by a sidewalk leading from the overlook/railroad station to the park area to the west. The stage is five feet above this walk and is surrounded by a nearly forty foot backdrop constructed of stucco, glass, steel, and wood. The surface of the stage will match the surface of the plaza. The seating for the amphitheater will hold up to six hundred persons along with ample seating for handicap visitors. The seating is built upon the existing floodwall/levee in a stairstep fashion made of concrete and planted in a native grass which can stand a large amount of pedestrian traffic.

To the west of the amphitheater and north of the boat dock area is the State Street extension through the floodwall and below the railroad. This road extension leads to the boat dock drop off which is paved in a pattern to match the amphitheater stage and the plaza north of the floodwall. Parking for vehicles with trailers is to the northwest of the State Street extension. There are approximately five spaces available for parking of these vehicles.

As one heads northward on State Street to Main, he or she comes upon another entrance leading up to the plaza. This entrance is built upon a warehouse intended for the existing wholesale supply company on State Street. Just to the north of this company is the third entrance to the parking garage. This entrance is intended to be used mostly by those patronizing the Southside restaurant. This completes the clockwise tour of the masterplan as one is brought back to the beginning at the

Scribner House.

I have also proposed, off site, that the block to the west of State Street be zoned for small business. I believe that this area is appropriate for this type of development while the block east of Bank Street should be zoned as residential. I see this area as being multifamily housing reflecting the character of houses along Main Street. By beginning to dictate what the context of the site should be designed as, I can assure that the design integrity of my comprehensive project is carried out.



NORTH

MAIN ST.

PEARL

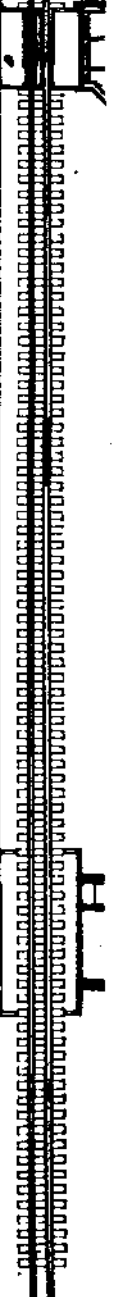
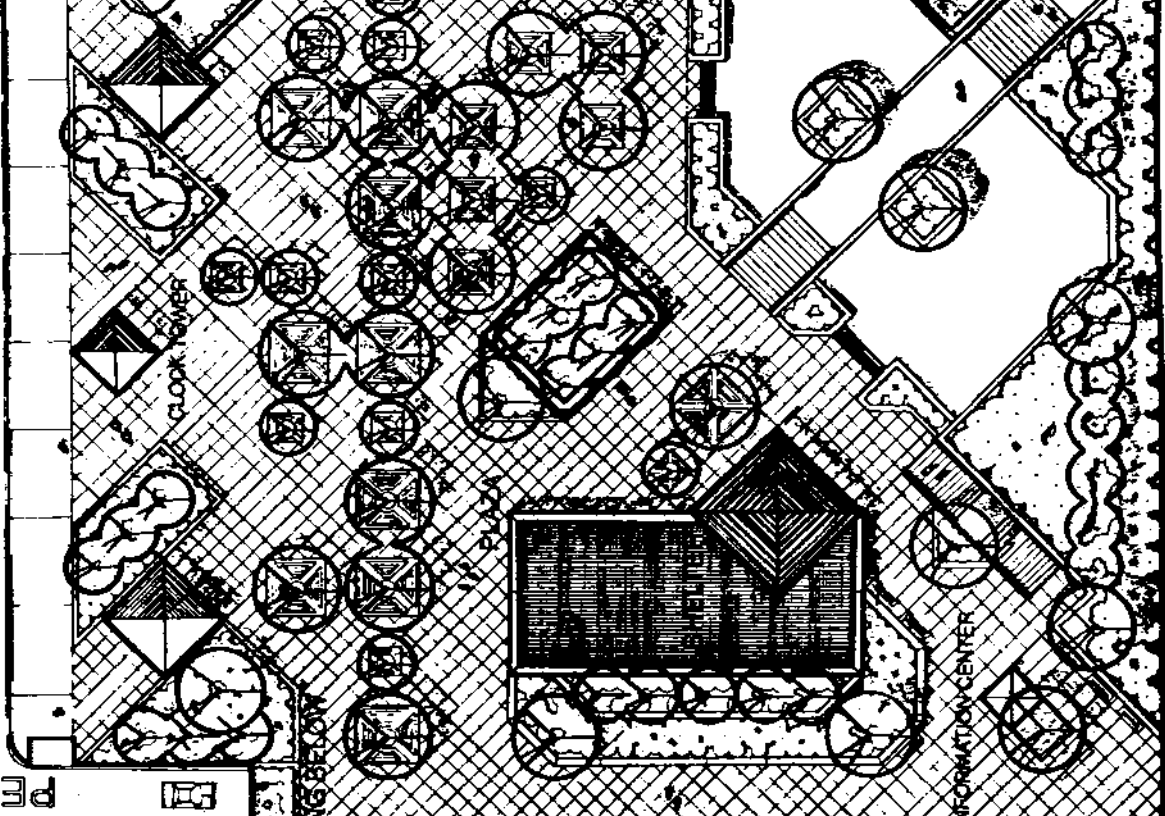
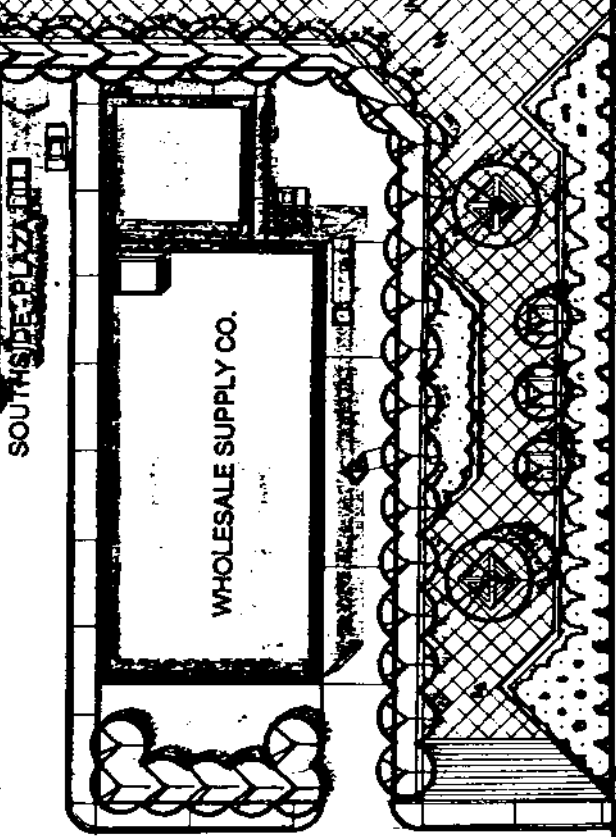
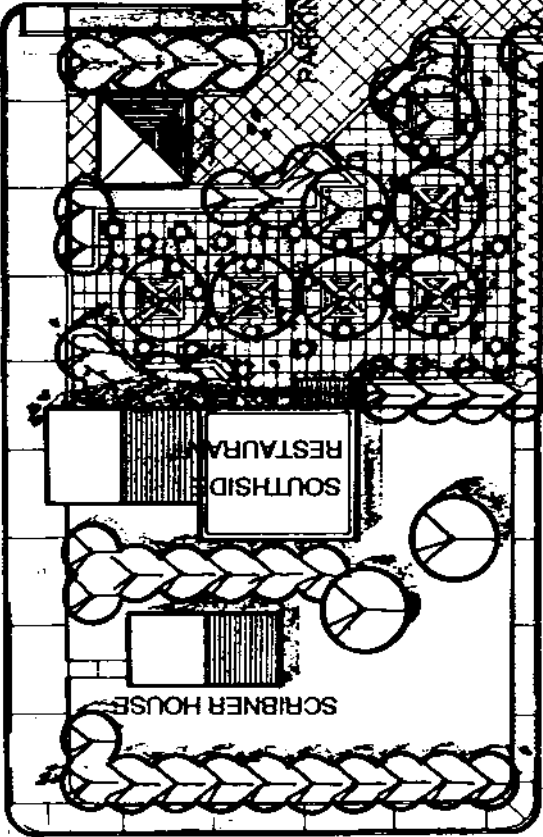
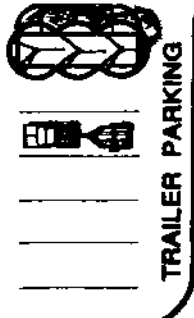
1001

1011

STATE ST.

PROPOSED
SMALL BUSINESS

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NEW ALBANY RIVERFRONT DEVELOPMENT COMPREHENSIVE PROJECT

LA404

BOB VOLPERT 4/19/91

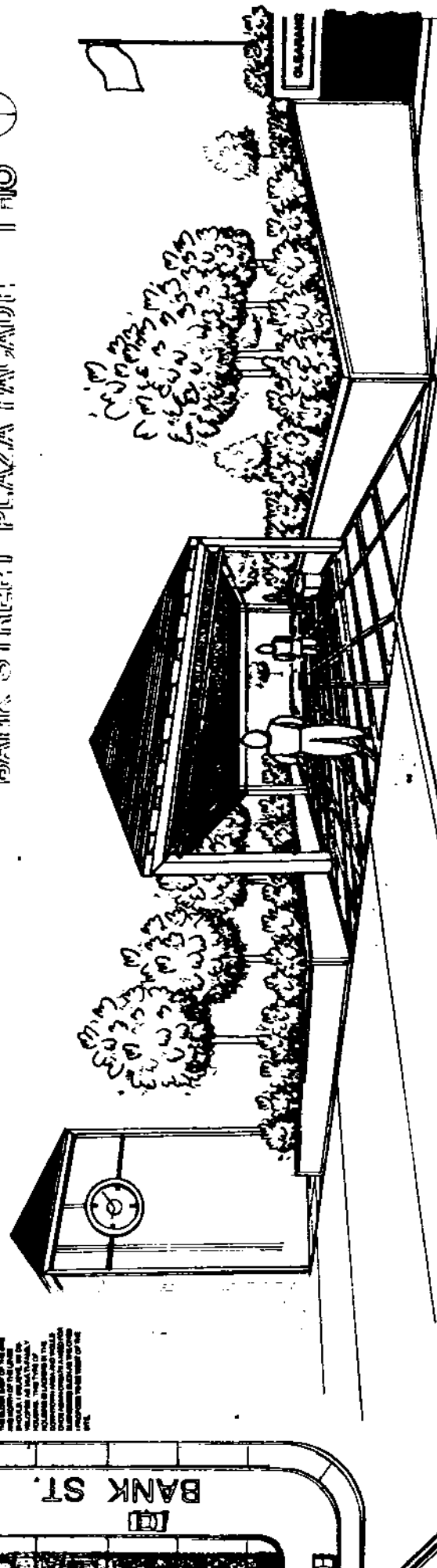
MASTERPLAN/DETAIL ELEVATIONS



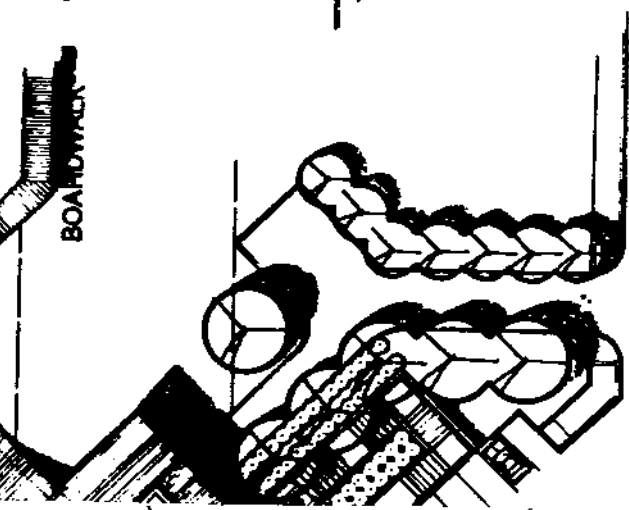
PROPOSED RESIDENTIAL

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BANK STREET PLAZA FACADE



BANK ST.



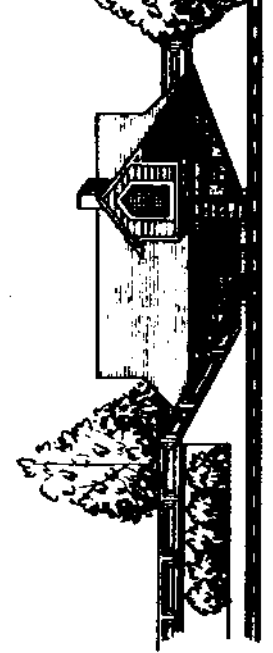
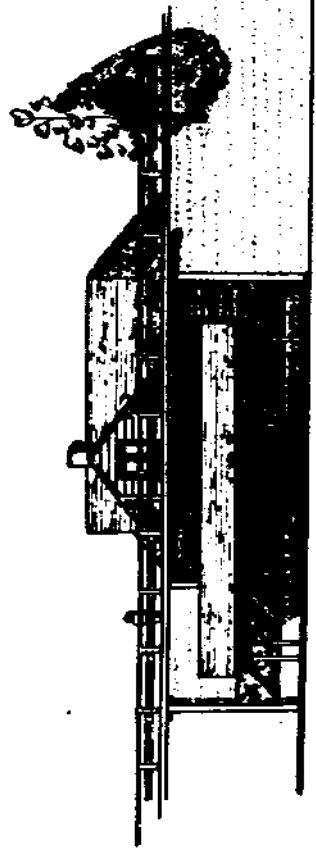
TO 6TH STREET

SCALE: 1" = 20'



AMPHITHEATER
ELEVATIONS

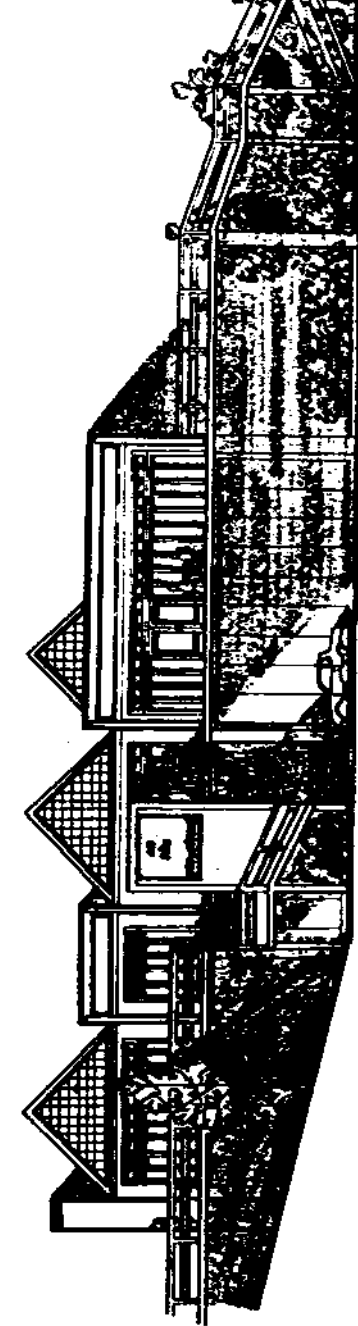
1" = 20'



SOUTH
ELEVATIONS
OF
RAILROAD STATION

NORTH

1" = 10'



ELEVATION OF RESTAURANT

1" = 10'


NEW ALBANY RIVERFRONT DEVELOPMENT

COMPREHENSIVE PROJECT

11-A-4(0)4

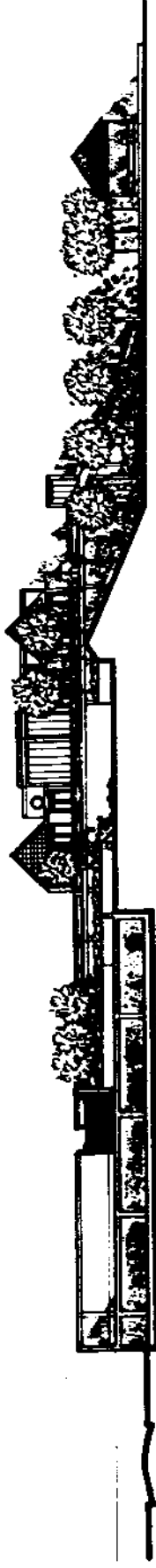
BOB VOLPERD 6/19/51




NORTH 

ELEVATION OF SITE LOOKING EAST

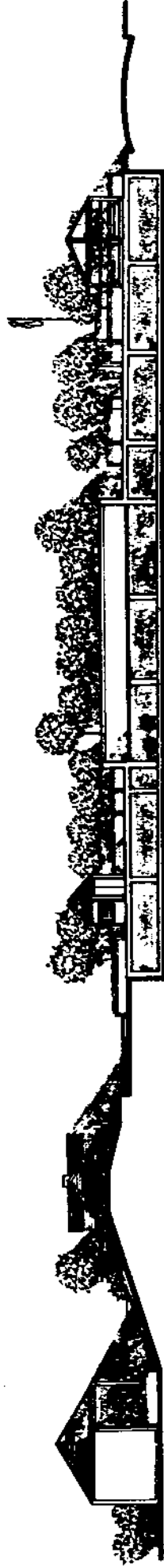
1" = 20'




NORTH 

SECTION THROUGH POOL AND LEVEE LOOKING SOUTHEAST

1" = 20'



NORTH 

SECTION THROUGH PLAYA LOOKING WEST

1" = 20'

Summary/Conclusions

In conclusion, my focus throughout this semester has been to reconnect, or link, the downtown of New Albany with its riverfront. I believe that after reaching a thorough understanding of the New Albany downtown, its context, and how it relates to the Ohio River, I have been able to produce a workable solution to New Albany's problem concerning its link to the river.

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