

Current USH 53 Design Recommendations

SPECIFIC PULSE NODE RECOMMENDATIONS

Pulse Node A

North of George Street

- Create internal “ring road” by extending Salem Road from the neighborhood thru redevelopment area to Taylor Street
 - Provide enhanced streetscape and public realm amenities
- Create new mixed-use development area
 - Provide mixed residential (affordable, market rate and assisted senior living) multi-story buildings
 - Provide public open spaces connected to residential developments
 - Provide mixed commercial buildings with shared parking opportunities

Bridgeview Plaza

- Extend Cunningham Street from the neighborhood out to Highway 53
 - Provide enhanced streetscape and public realm amenities
- Create new mixed-use development area on the Bridgeview Plaza site
 - Provide mixed-use and multi-story buildings with first floor uses that activate the street
 - New mixed-use developments shall front new street network and expanded Hickey Park
- Extend Hickey Park thru mixed-use development site and connect to Highway 53
 - Provide expanded neighborhood recreation amenities and programming
 - Provide flexible space to host a variety of recreational and community festivals
 - Provide local street network (with on-street parking) around the park
- Remove the southern portion of Bridgeview Plaza building and re-purpose north portion for commercial uses
- Define new north-south commercial street connecting George and Palace street to allow for enhanced connectivity within the mixed-use development area
 - Provide enhanced streetscape and public realm amenities

Pulse Node B

- Create new mixed-use development areas
 - Provide mixed-use and multi-story buildings with first floor uses that activate the street on the east side of Highway 53
 - Provide transitional residential densities along Caledonia Street adjacent to existing single-family housing
 - Provide mixed-use and multi-story buildings with first floor uses that activate the street on the west side of Highway 53
 - Provide mixed residential housing along River
 - Provide commercial uses fronting Highway 53 with shared parking opportunities
 - Provide mixed commercial buildings with shared parking opportunities at the Livingston Intersection
- Extend Rublee Street from the neighborhood out to Highway 53

- Provide enhanced streetscape and public realm amenities
- Provide “green” links from Highway 53 to the River along Livingston Street, Gohres Street and Rublee Street
- Incorporate new boardwalk access to the Riverfront
 - Boardwalk from Livingston Street to Black River Beach House

Pulse Node C

- Incorporate recommendations from UPTOWNE Summit report
- Create new redevelopment opportunities at the Clinton Street intersection
 - Provide a residential multi-story building in the triangle parcel fronting Windsor Street
 - Provide underground parking and enhanced pedestrian facilities along Windsor Street
 - Provide mixed commercial buildings with shared parking opportunities at the Windsor Street intersection
- Improve connection from Copeland Park to public boat landing and Black River Beach House
 - Improve overall connectivity from adjacent neighborhoods to Copeland Park
 - Improve pedestrian crossings of Rose Street and Copeland Avenue
- Improve Copeland Park
 - Provide enhanced river connectivity from the park
 - Upgrade park recreational amenities and provide more flexible recreational/program space
- Improve pedestrian circulation and access adjacent to public boat landing located on north side of Clinton Street
- Expand Black River Beach house to include a Senior Center
 - Improve landscaping and connectivity to beach area
- Provide mid-block curb extensions and crosswalk in 1200 block of Caledonia
 - Requires removing 4 parking spaces; allows for addition of nice bike parking on both sides of street
- Install sidewalk curb extensions:
 - Corner of Caledonia @ Clinton
 - Corner of Caledonia @ St. Paul
 - Corner of Caledonia @ Windsor

Pulse Node D

- Create new mixed-use development areas
 - Provide multi-story mixed-residential and commercial buildings on the south side of Monitor Street east of Rose Street
 - Provide transitional residential densities along Monitor Street adjacent to existing single-family housing
 - Provide green space linking development opportunity sites with access to wetland boardwalk trails
 - Provide multi-story mixed-residential buildings on the north side of Monitor Street between Rose Street and Copeland Avenue
 - Provide transitional residential densities along Rose Street adjacent to existing single-family housing
 - Provide mixed commercial buildings with shared parking opportunities at the intersection of Rose Street and Copeland Avenue
 - Provide multi-story mixed-residential on the south side of Monitor Street west of Copeland Avenue

- Provide multi-story mixed-residential and commercial buildings on the east side of Highway 53 across from Causeway Blvd.
 - Provide green space linking development opportunity sites with access to wetland boardwalk trails
- Extend Milwaukee Street from Monitor Street to Buchner Place
 - Provide enhanced streetscape and public realm amenities
- Improve streetscape and public realm amenities along Buchner Place
- Provide new boardwalk system in wetland area east of Highway 53
- Improve greenspace connection south of Buchner Place to link Craft Street to Highway 53

OVERALL CORRIDOR RECOMMENDATIONS

Enhanced Pedestrian Experience

- Provide a minimum of 6-foot-wide sidewalks (8 feet is preferred) throughout the corridor where feasible
- Provide improved visual and physical connection to the Black River
- Improve pedestrian cross walks (could be more artistic crosswalks) to enhance safety
- Sidewalk curb extensions are also recommended on adjacent side streets where possible to decrease crosswalk distances, moderate vehicular speeds, provide more sidewalk space, and to define on-street parking bays
- Enhance crossings at high volume locations
- Incorporate streetscape elements such as monuments, public art, kiosks and benches to create a more inviting and comfortable sidewalk environment and promote sidewalk activity
- Provide pedestrian scale wayfinding
- Consider times and locations to program “open streets”
- Extend pedestrian lights along the Highway 53 corridor
- Eliminate obstructions and gaps
- Replace failed pavements
- Improve snow removal expectations and enforcement

Enhanced Bicyclist Experience

Eliminate Barriers

- Create frequent safer crossing opportunities of Highway 53
- Encourage and facilitate classes to educate current and potential bicyclists and build confidence in the accessibility, reliability, and safety of the system
- Work with community partners to encourage bicycling as a larger mode share by providing bicycling facilities in public and private locations and bicycling equipment to disenfranchised groups

Improve Public Infrastructure

- Install more bikeways to work towards completing the network
- Install pedestrian-scale wayfinding
- Add public bike racks and other necessities and amenities
- Continue comprehensive bicycle system planning

Encourage Private Bicycle Infrastructure

- Require function bike rack/lockers in new (re)developments and assist existing private developments in obtaining them
- Encourage employer provided amenities such as employee showers and shared bicycle fleets

Enhanced Transit User Experience

MTU Improvements

- Evaluate neighborhood routes for improvement
- Consider implantation of the Route 6 modifications from the LAPC Great River Enhancement Plan 2015-2025

Encourage/Facilitate Transit Oriented Development (TOD)

- Create a direct "express" route to shopping, Downtown, employment, and services to encourage transit oriented development along the route and make transit a more attractive option for more people
- Work with developers, employers, and institutions to increase the transit mode share

Enhanced Connectivity

- Improve connectivity to Copeland park from adjacent neighborhoods
- Improve bike routes and trails connecting existing trails and bike lanes
 - Install Avon Street Bike Boulevard (additional phases)
 - Install additional Bike lanes (per bike plan and new recommendations)
- Define future traffic calming opportunities:
 - Where?
- Create detailed maps of safe routes to destinations for bicycling and pedestrians along the corridor
- With any future road reconstruction along Highway 53, create boulevards to serve as a buffer from traffic, a planting space for trees, and a space to store snow
- Improve intersections to provide safe and accessible areas for pedestrian and bicycle crossings - Improvements could include enhanced crosswalks, improved signalization, signage and design techniques that encourage drivers to operate at an appropriate speed
- Conduct a corridor wide traffic study along Highway 53 to address speeding, safety, and enhanced connectivity routes
- Use signs/wayfinding strategies to direct multi-modal traffic between neighborhoods and the River and highlight access to the parallel and perpendicular bicycle routes
- Create safe and visible connections between Highway 53 and alternative bicycle routes
- Provide centralized, easy to access bicycle parking (such as on-street bicycle corrals) at convenient locations for bicyclists to park their bikes and walk to places along Highway 53 within designated pulse nodes
- Improve transit stop and shelters locations along the corridor (included additional lighting and covered shelters)

Enhanced Landscaping/Streetscape

- Improve riparian landscape edge along River
- Enhance landscape character throughout the corridor to reinforce as gateway to the City
 - Plant additional trees along Highway 53 and adjacent streets to improve overall character
- Screen existing and new at-grade parking lots with vegetation such as hedges and trees
 - Consider these parking lot screens as potential zones for stormwater treatment and infiltration
- Consider improved and enhanced sidewalk and crossing treatments and materials
- Devote space to street furniture
- Devote space to outdoor places such as cafes and small parks
- Implement stormwater management best practices to improve stormwater, enhance aesthetics, and connect people to the urban ecosystem
- Consider options for using landscaping to implement permanent and temporary traffic calming measures

Enhanced Wayfinding

- Prepare a corridor wide wayfinding plan
 - Make cohesive throughout the corridor, yet unique to each context
 - Must be multi-purpose and have several scales (cars, pedestrians, visitors)
- Provide corridor gateway monumentation/signage at the following locations:
 - Uptowne Area (located at Clinton and Rose Street)
 - Gateway corridor area off of Interstate 90 (discuss existing)
 - Intersection of Clinton Street and Highway 53 at Copeland Park
 - Split of Rose Street and Copeland Avenue near the intersection of Monitor Street
- Consider the addition of ornamental lighting, public art, kiosks, and visitors guides and determine which community partners could take ownership

Interim Strategies (Pilot-to-Permanent or Lighter, Quicker, Cheaper (LQC))

- Determine which community partners could assist with programming, community events, and grass-roots improvements
- Examples include, but are not limited to temporary wayfinding signs, parklets, moveable planters, additional/relocated pavement marking, open street events

Strengthen Built Form (guidelines, facades, zoning ordinance)

- Create and adhere to City guidelines and standards for site design, building massing, façade treatments, building materials, signs and sustainable design practices
- Design the first level to have a human scale with attention to items including the building entries, first floor storefronts, lighting, signage and windows
- Partner with the City to seek opportunities for facade grants
- Determine appropriate setbacks
- Encourage migration of utilities from overhead to underground
- Develop a maintenance plan and sustainable funding source to maintain public landscaping and streetscape elements

Enhanced Development (commercial, residential, mixed use)

- Create mixed-use, multi-story buildings with first floor uses that activate the street
- Positively relate new construction to the street with building elements yet not infringe on the streetscape - Appropriate building setbacks will depend on building use
- Consider a building setback from the sidewalk to provide a broader area for pedestrian activities - Where existing sidewalks are less than 10 feet wide, set buildings back a minimum of four feet (within the frontage zone) to create wider sidewalks for outdoor seating and streetscape elements
- Plan new construction in relation to the surrounding buildings using common elements from the façade and architecture of neighboring buildings (as appropriate) will create a harmonious feel to the streetscape - Building size, height and materials all factor into a coherent sense of place
- Encourage the reuse of positive contributing buildings where possible rather than new construction
- Incorporate existing historical or character enhancing elements into redevelopment
- Highlight major building entries
- Create a sense of security by having building windows look onto the street
- All new developments should treat one-inch rainfall events on site by, for example, infiltrating rainwater in ponds, swales and rain gardens or storing it for reuse in cisterns
 - Use permeable pavers to infiltrate water in parking lots
 - Reserve space for stormwater retention or detention needs

- Use LED or other energy-efficient lighting for new development projects
 - Consider solar-powered LED lighting to light exterior spaces
- Provide space for organics composting and, for residential uses, on-site or nearby gardening
- Encourage constructing and renovating buildings to meet Leadership in Energy & Environmental Design (LEED) certification standards of silver or better