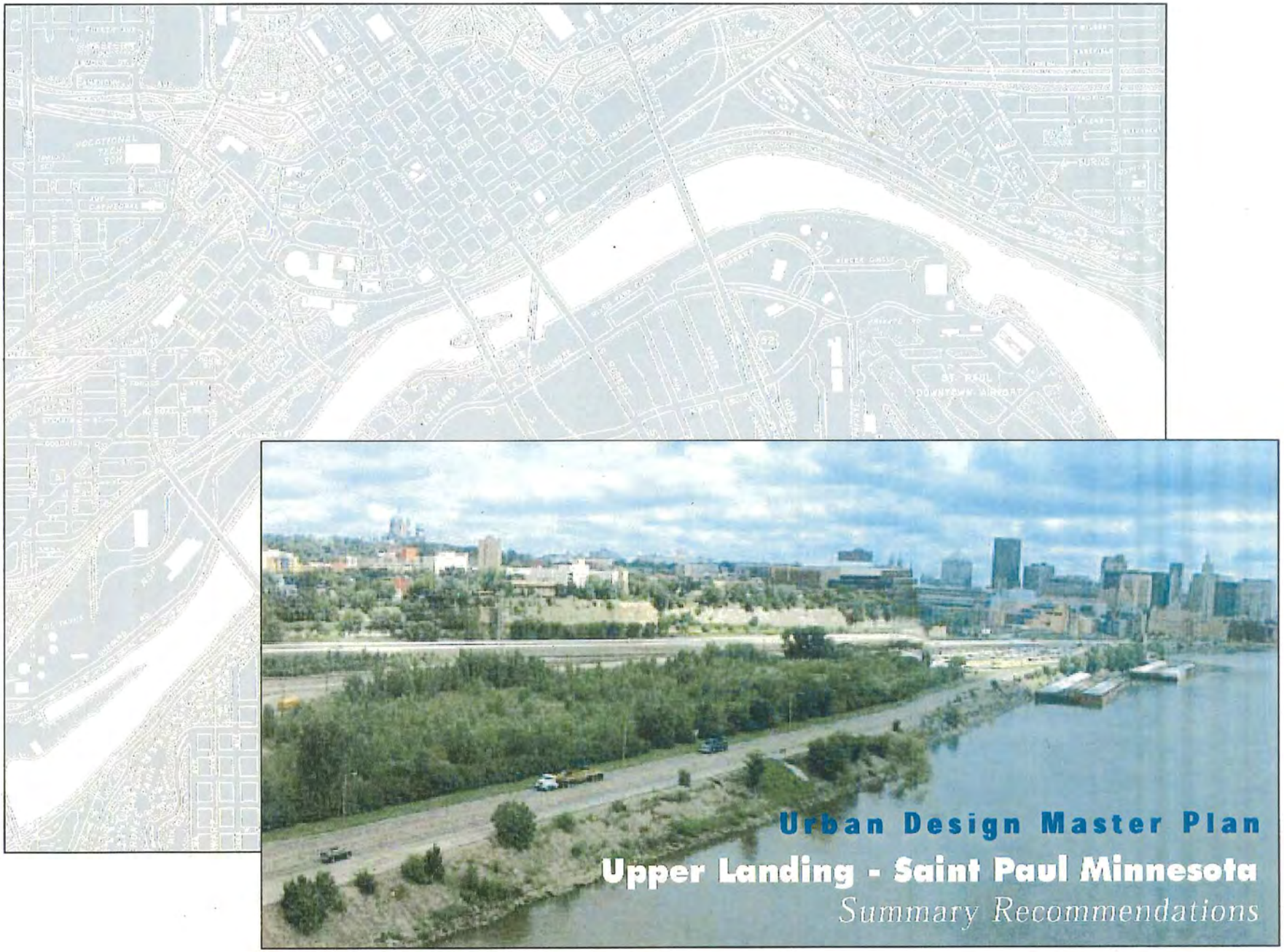

Urban Design Master Plan

Upper Landing - Saint Paul Minnesota

Summary Recommendations

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Urban Design Master Plan
Upper Landing - Saint Paul Minnesota

Summary Recommendations

November 2000

Participants

City of Saint Paul Team

Saint Paul on the Mississippi Design Center

Saint Paul Riverfront Corporation

Department of Planning & Economic Development

Department of Public Works

Division of Parks and Recreation

Technology and Management Services

LIEP

Northern States Power (Xcel Energy)

Development Team

Centex

Hunt Gregory

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JKW Architects

ESG Architects

Shingobee Builders

Polaris Group

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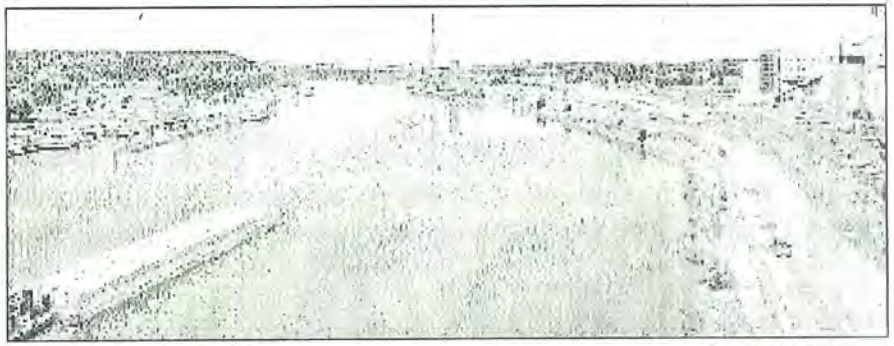
I. Introduction

Purpose

Simply stated, this Urban Design Master Plan document serves as Saint Paul's plan for development at the Upper Landing. The recommendations summarized in this plan are the direct result of two important, but interrelated factors:

- First, that this work is a more site-specific extension of previous studies which have already addressed the Upper Landing within a broader context and,
- Second, that this work brought together representatives from the City of Saint Paul, Xcel Energy, developers and planning consultants in a series of workshops and discussions to clearly understand and find solutions for the unique challenges of this site.



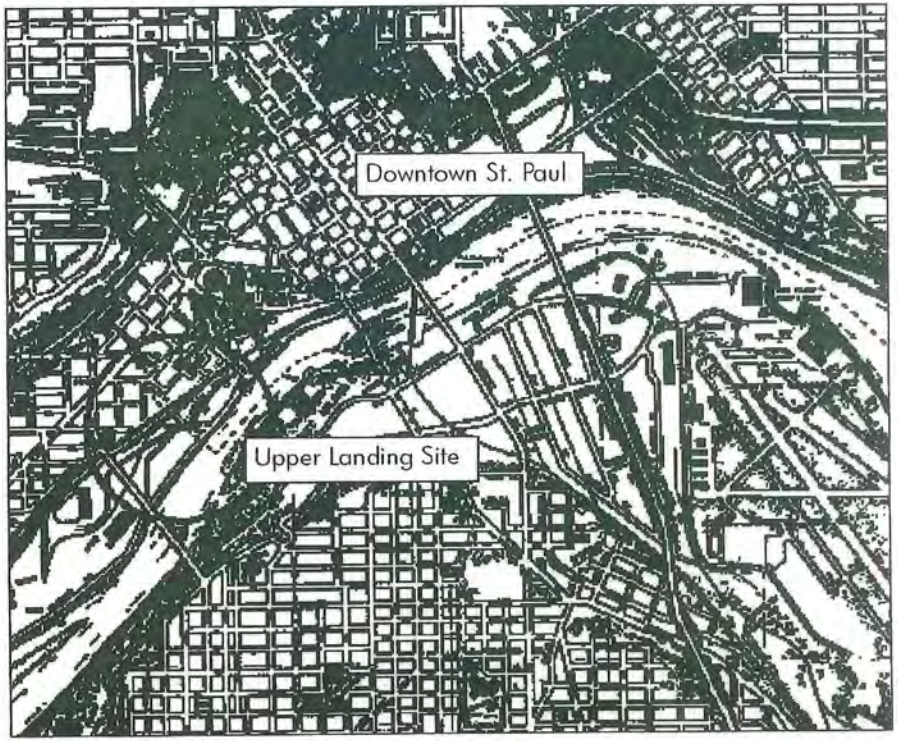
View of the Mississippi River Valley looking west - the Upper Landing site is in the upper right of this photgraph.

Location

The Upper Landing site occupies an extremely important piece of Saint Paul riverfront property. Located between the High Bridge, Chestnut Street, the Irvine Park neighborhood and the Mississippi River, this site has undergone many changes over time. Once part of the river itself, the Upper Landing has been home to both industrial and residential uses. Its proximity to downtown, Lilydale/Harriet Island Regional Park, the East Bank Mississippi Regional Trail and a thriving historic Irvine Park neighborhood on the bluff sets the stage for one of Saint Paul's most exciting riverfront developments.

As noted in the *Saint Paul on the Mississippi Development Framework*, the Upper Landing "presents one of the most significant opportunities to reintegrate and reconnect the Mississippi with the downtown core." To make this a reality, the Upper Landing site offers many unique opportunities:

- It will connect to a new regional trail, a new city park and a major plaza on the river's edge.
- It will invite people to the waterfront, provide new housing for a mix of incomes and may include some destination commercial/retail uses.
- It will integrate stormwater management into the site design, improving the integrity of the river and restoring damaged land on the flood plain.
- It will help form a new gateway into downtown from the west along new Shepard Road.



Location Map

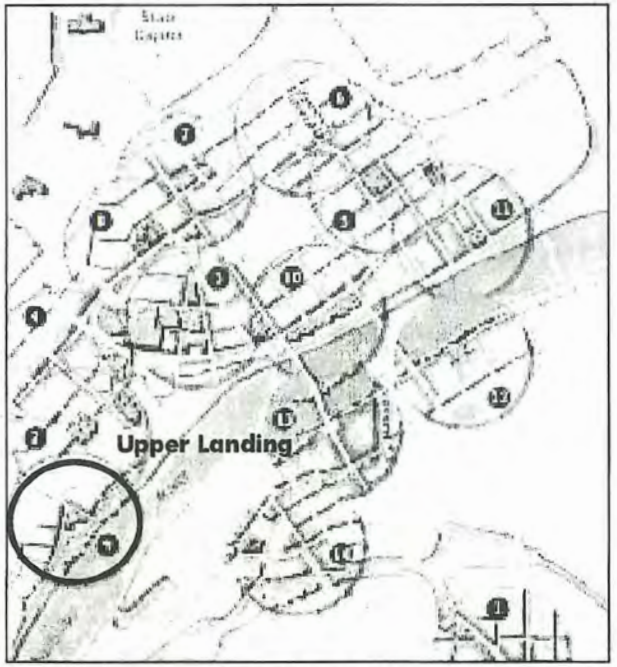
Framework Principles

It is imperative that redevelopment of the Upper Landing be exceptionally well executed. This will set the standard for a new, unique neighborhood on the riverfront and serve as a model for future development. The ten principles listed in the *Framework* form the foundation for an urban design approach to the Upper Landing and ultimately the implementation of a thriving, "urban village" on the Mississippi River. These principles include:

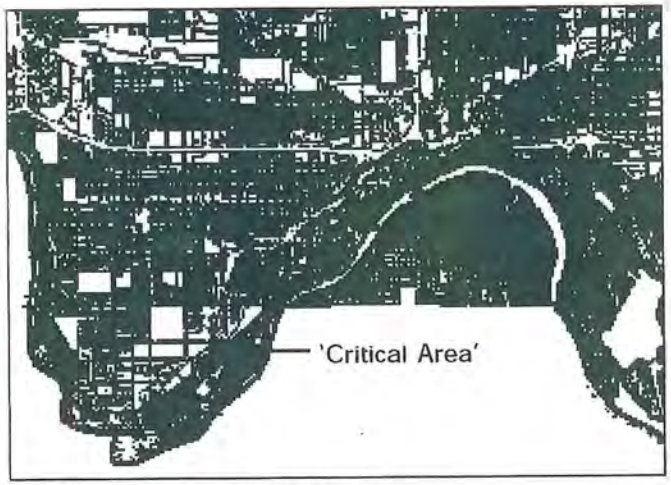
- Evoke a sense of place.
- Restore and establish the unique urban ecology.
- Invest in the public realm.
- Broaden the mix of uses.
- Improve connectivity.
- Ensure that buildings support broader city building goals.
- Build on existing strengths.
- Preserve and enhance heritage resources.
- Provide a balanced network of movement.
- Foster public safety.

In addition to the *Framework*, several other documents contain important guidelines and recommendations related to this site including the 'draft' *Mississippi River Corridor Plan*, the *East Bank Mississippi Regional Trail Corridor Report* and the *Upper Landing Park Master Plan*.

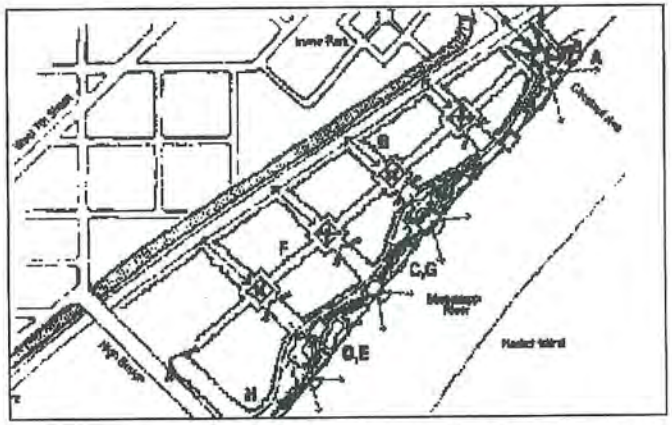
The vision for Saint Paul is of a system of interconnected urban villages in the lush green of a reforested river valley.



The Upper Landing will be one of many compact, dense and pedestrian-oriented urban villages located throughout downtown Saint Paul.



The Mississippi River 'Critical Area' in Saint Paul.



Suggested guidelines contained in the 'draft' Mississippi River Corridor Plan include illustrative plans for potential development at Upper Landing.

Urban Design Goals

Subsequent to the much broader vision established in the *Framework*, more specific design goals and guidelines for river corridor sites were developed in the *Mississippi River Corridor Plan*, a chapter of the City's *Comprehensive Plan*. These are intended to balance the issues of development and preservation within the Mississippi River Critical Area (as established by the Federal Government). Currently in draft form, the *Corridor Plan* includes the following guidelines tailored to the unique location and conditions of the Upper Landing.

- Provide multiple connections to Shepard Road, an urban boulevard.
- Provide an anchoring public space that celebrates the Chestnut Street/Cathedral axis and arrival to the river.
- Provide view corridors through the site from potential lower bluff overlooks to the river.
- Create small blocks that can be developed incrementally.
- Create a series of linked public and private spaces oriented to the river, to Shepard Road and to other significant spaces, views and landmarks such as the High Bridge and downtown.
- Provide continuous public open space along the river's edge.
- Extend landscaped 'green fingers' into the new development blocks from the riverfront.
- Encourage plantings of native materials and naturalized massings to enhance or create natural habitats.
- Integrate stormwater elements with natural habitats, public open space areas and park/recreation opportunities.
- Reduce the rate and improve the quality of stormwater discharge.
- Re-introduce the 'urban forest' within the redevelopment area.
- Support a mix of active/passive recreational use with paths, over looks, seating areas, courts/fields.
- Provide visible/accessible connections to neighborhood and regional parks, trails and open space systems.

Master Plan Issues

Because of the unique geologic/topographic features of the Mississippi River Valley (both bluff and floodplain), the Upper Landing site is somewhat detached from the Saint Paul 'city fabric'. Located between the river and Shepard Road, the Xcel Energy High Bridge power plant and Upper Landing Park, this has significant implications related to access, character and 'fit'. A number of specific issues were discussed during the workshop process (see Issues Summary Checklist on pages 14 and 15) including:

- **Defining the character for the Upper Landing.**

  As an isolated, one-block deep development, it was agreed that the site should have a mix of housing types, ensuring that the overall character does not feel like a "project." This mix should reflect the diversity that incremental city-building produces. The site should be porous and public, providing as much access from Shepard Road, Chestnut Street and the regional trail as possible. Streets will be owned and maintained by the city.

- **Treatment of the development edge.**

  The Upper Landing stands alone on the riverfront and is highly visible from all sides. Each of these edges should be landscaped and present a green facade, with boulevard trees and understory plantings. The edge facing the power plant property should include additional screening with both landform and vegetation. Public streets and sidewalks will surround the development, including a continuous public promenade along the riverfront edge.

- **Appropriate land use mix.**

  The site should include a mix of housing types (townhouses, luxury condominiums, apartments) at a range of costs, with a mix of ownership and rental. Several types of commercial uses were also discussed, including a destination restaurant and small specialty shops. These commercial uses would be located in Block One (on the Chestnut Street, river and Walnut Street sides), with potential for additional retail on the Walnut Street side of Block Two.

Master Plan Issues

- **Appropriate densities and massing.**

  Buildings along the riverfront edge generally should be kept to 2-3 stories with front doors facing onto a public street or promenade. Buildings along the Shepard Road edge should present a taller facade - four to six stories depending on the location - with front doors opening onto an "inboard" street. The Chestnut plaza should be fronted by a building with enough mass to anchor the east end of the development and provide a strong edge to the plaza. Discussion ranged from three to five stories. Apartment buildings at the west end could be taller, as an edge to the power plant and High Bridge; six to eight stories for Block Seven and up to six stories for Block Six.

- **Preserving key views to and from the river.**

  River views are a primary consideration for this site, not just for those who will live here, but for those who are on the river, visiting the Science Museum, living in Irvine Park or walking along the bluff edge. Keeping building heights to appropriate levels, maintaining numerous openings along proposed streets, and 'stepping up' building massing as one moves away from the river are appropriate design responses. In addition, stepping the facades of riverfront housing back on Blocks Three through Six provides more distant views up and down river for those living in this new neighborhood.

- **Stormwater Management.**

  The favored approach is a combination of some detention/retention (temporary and/or permanent ponding) in open (green) spaces within the development. Subsurface sand filtration areas would also provide excellent filtration in recreational, lawn areas.

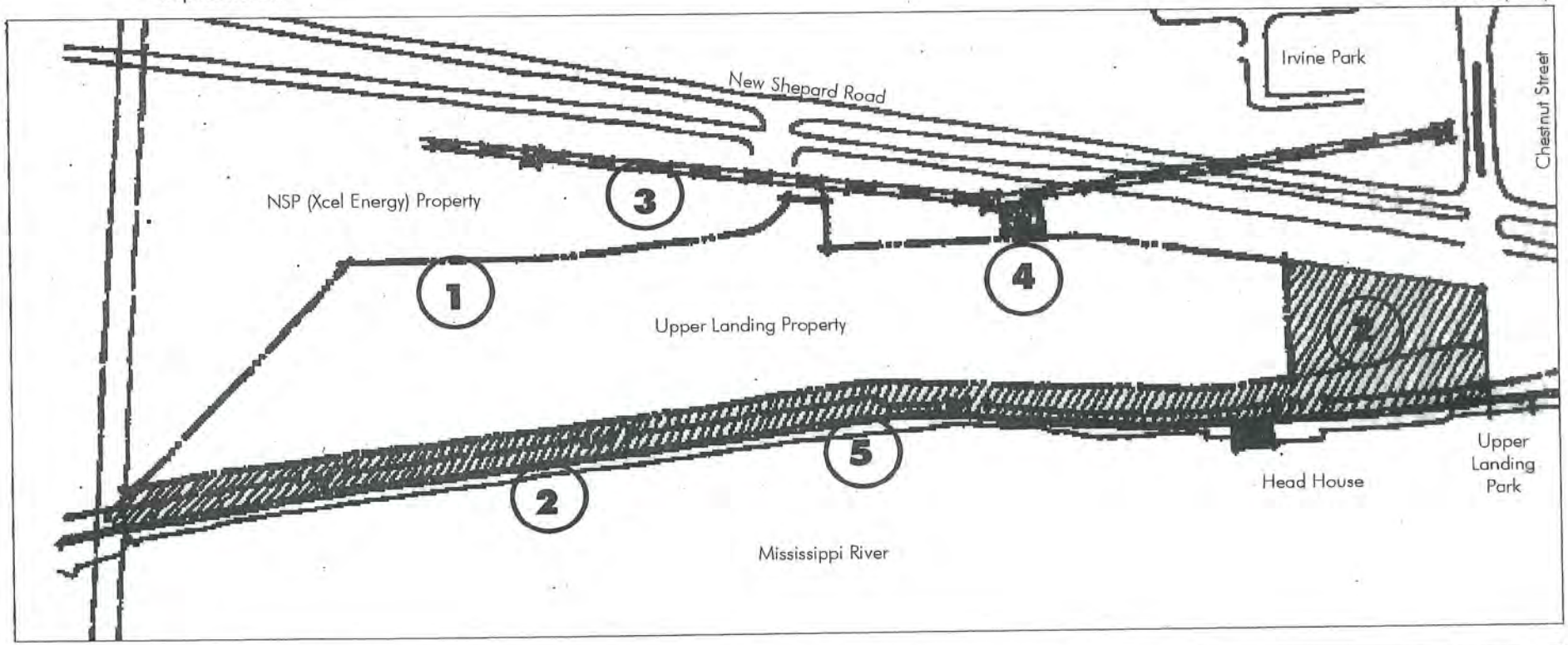
II. Plan Area - Technical Issues

As more detailed site information became available, a number of significant issues/challenges began to emerge. The site survey map below illustrates the location of each of these issues. The following pages provide a summary of the general discussion and more specific conclusions reached at the workshops and at subsequent meetings with various city departments.

Map Key

1. Site boundaries
2. Trail corridor and Upper Landing Park boundary
3. NSP transmission lines and towers
4. Sewer lift station and manholes
5. 20" water line in old Shepard Road right-of-way

Site Survey Map



Issues and Challenges

1. Site Boundaries

The site is bounded by the new Shepard Road right-of-way, the East Bank Mississippi River Regional Trail Corridor, the Upper Landing Park Site, and the Xcel Energy High Bridge Plant. This creates a long and narrow piece of property, resulting in an a one-block deep area for development. The primary challenges to creating this neighborhood include:

- Reflecting the character of Saint Paul, not feeling like a "project"
- Providing numerous public connections back to the city
- Respecting the primacy and fragility of the river valley
- Linking the upper bluff/Irvine Park neighborhood to the river

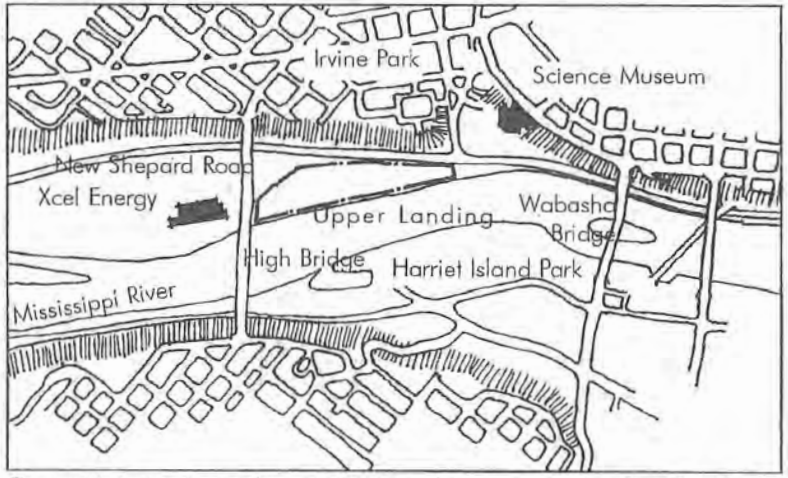
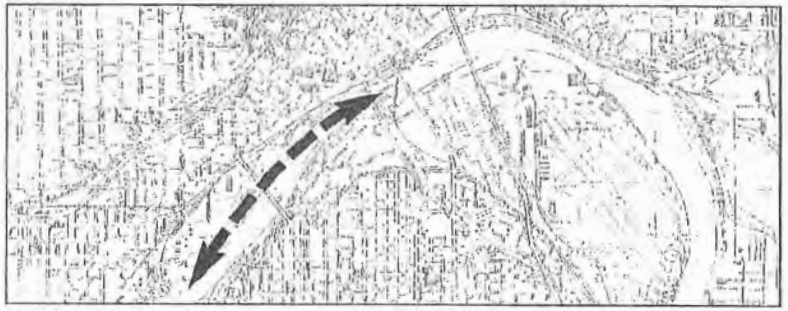


Diagram illustrating the visual/physical relationship of this site to the river, Shepard Road, Xcel Energy Plant and other adjacent/nearby uses.

2. Trail corridor and Upper Landing Park boundary

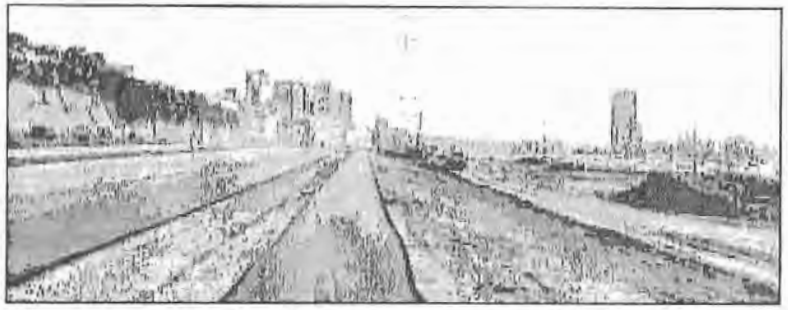
The regional trail will occupy a minimum 60' right-of-way that is essentially the old Shepard Road alignment. The edge created between the new Upper Landing neighborhood and the trail corridor should be permeable, seamless and inviting. The edge of the plaza at the foot of Chestnut Street should encourage visual and physical connections between the plaza and proposed uses in Block One.



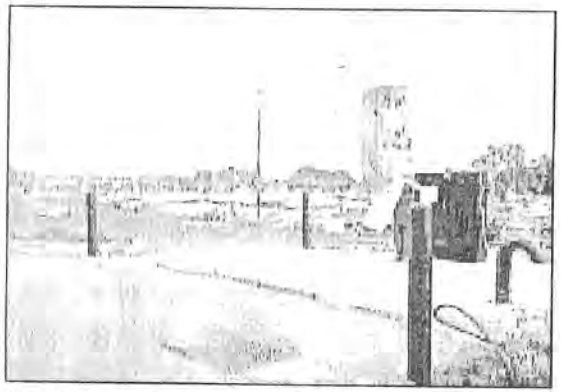
East Bank Mississippi River Regional Trail

3. Xcel Energy transmission lines and towers

The Xcel Energy lines and towers are intrusive and unsightly. The preferred solution is to bury the lines underground, but the costs and other technical issues associated with this work need to be explored.



View looking east along new Shepard Road construction and the existing Xcel power lines.



View looking south east across the Upper Landing site towards the Head House showing the "visible" elements of the lift station.

Issues and Challenges

4. Sewer lift station and manholes

The sewer lift station lies near the middle of the site along the north property line. While this location has pushed the alignment of the "inboard" road to the south, narrowing Block Three, the lift station will not have to be relocated. Some screening with plantings should be included as part of the landscape plan along this neighborhood street.

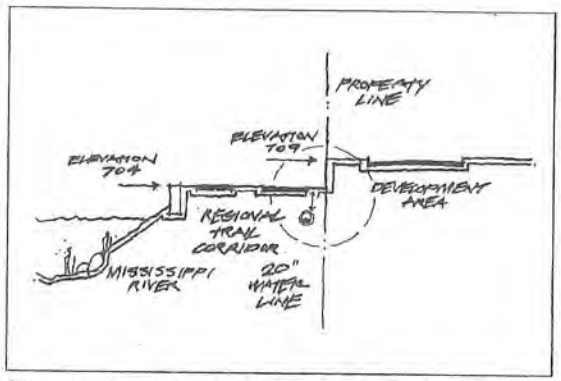


Illustration showing the relationship of the existing 20" water line to the property line, edge of the river and the proposed regional trail.

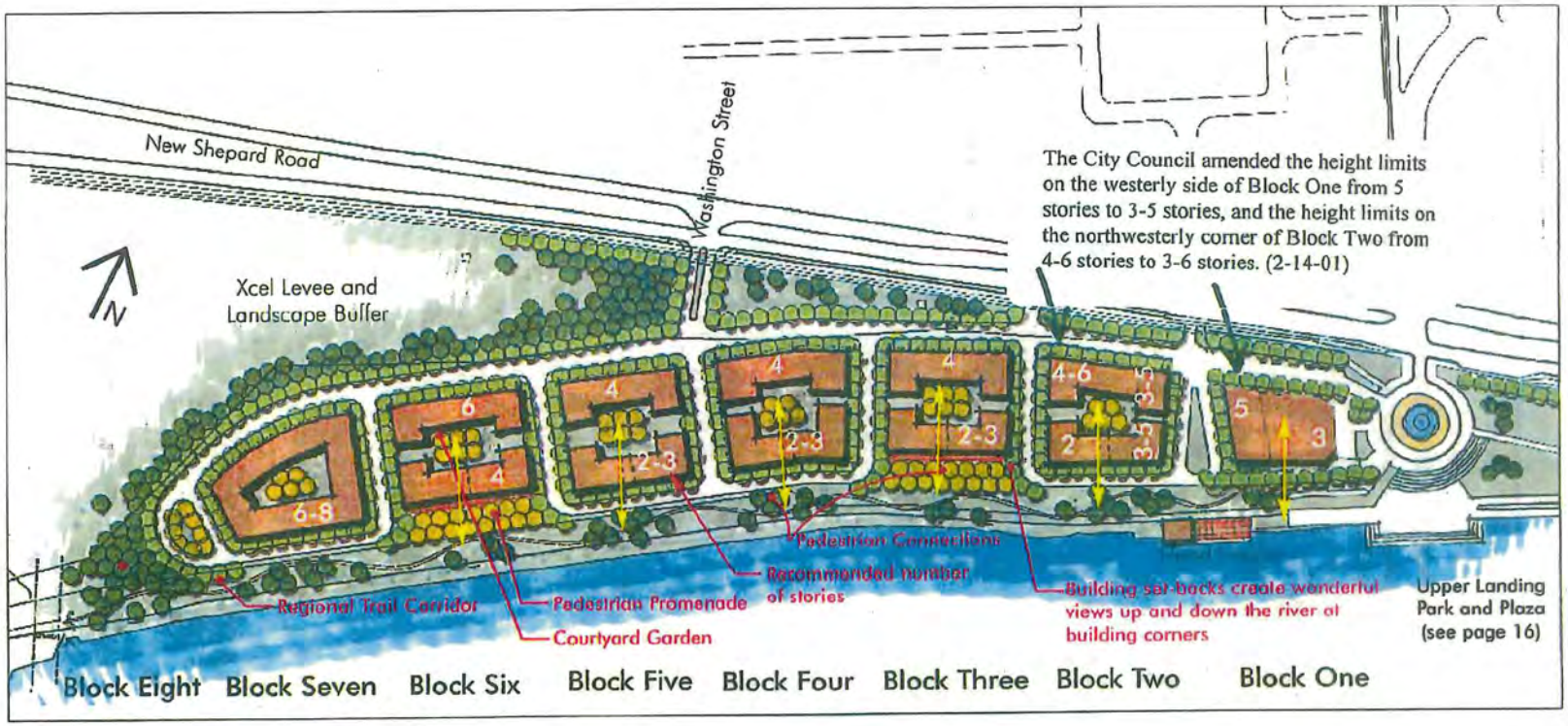
5. 20" water line in old Shepard Road right-of-way

The water line depth (amount of cover) is critical, and its current alignment beneath old Shepard Road will cause problems with the transition in elevation from the trail corridor to the development edge. This change in elevation, from 704 feet at the flood wall to 709 feet at the property line, necessitates relocation of most, if not all, of the line.

III. Urban Design Master Plan

The Urban Design Master Plan for Upper Landing (shown here) and the Issues Summary Check List (pages 14 and 15) together provide the basic framework for development on this property. Additional plans and sketches in this chapter further illustrate the primary components of the plan including:

- Street and Block Layout (see page 29)
- Block Numbers (One through Eight)
- Proposed Building Heights (in stories)/General Location
- Regional Trail Corridor and Upper Landing Park
- Neighborhood Parks, 'Green Streets' and other Green Connections
- Xcel Levee and Landscape Buffer



Issues Summary Check List

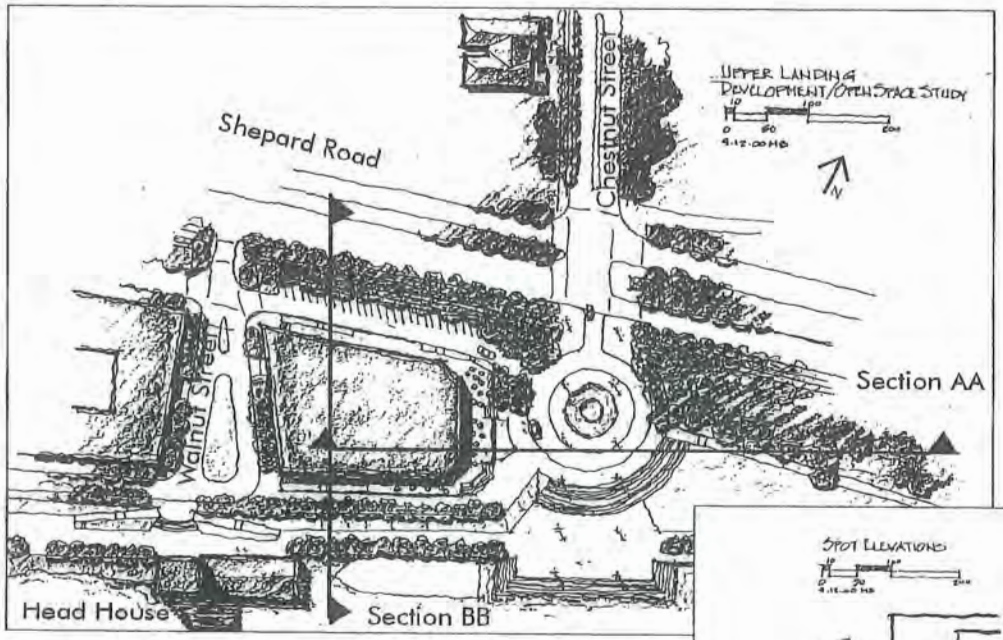
This is an urban design study checklist. It is not meant to be a comprehensive City review or regulatory inventory.

ISSUE CATEGORY	√ RESOLVED and ☐ OUTSTANDING ISSUES	RESPONSIBILITY
Site Boundaries (see page 9)	√ North, south and western boundaries set. √ Transition from Block One to plaza to Upper Landing Park	
Ingress and Egress (see page 13)	√ Signalized left in, left out at Washington Street √ Two additional right in, right out turns east of Washington √ Chestnut access - right in, right out or straight across only (no left turns)	
Block Size and Pattern (see page 13)	√ Site 1 block deep and 8 blocks long. Blocks identified by numbers from Block One, at Chestnut Street, to Block Eight, bordering Xcel. Block sizes approximately 250' x 300' (varies)	
Program for Blocks	√ Block One, Commercial/residential; Block Two, Residential/commercial; Blocks Three to Five, single family residential; Block Six, single and multi-family; Block Seven, multi-family residential; Block Eight, green/open space √ Identified water resource as a landing, not a marina ☐ Need program for landing ☐ Need program for Head House ☐ Need program for commercial area	 City/Developer/DC City/Developer/DC Developer
Establish Building Envelopes (see page 13)	√ Footprints established per block layout, street sections and greenspace plan √ Blocks Three to Five are two or three stories on southern half and four stories on northern half √ Block Six is four to six stories √ Block Seven is six to eight stories √ Blocks One and Two are a range of 2 - 6 stories	 DC/Developer
Surface Water Management (see page 21)	☐ Need plan / site plan	Developer/LIEP

Issues Summary Check List

Design Guidelines	☐ Need to be drafted	DC/City/Developer
Internal Circulation (see page 29)	√ Develop street hierarchy/typology √ Develop block face to block face sections √ Circulation around Block One	
Xcel Issues	√ No road connection from development site to, or by, Xcel ☐ Regional Trail and Xcel plant access must be designed √ Transition between development site and Xcel to be developed as buffer ☐ Buffer detail must be designed ☐ Levee detail must be designed ☐ Need construction easement from Xcel for buffer	Parks/PW/Xcel Developer/Xcel Xcel Developer/Xcel
Parking Program (see page 18)	√ Housing elements, self parking under units √ On street parking throughout development except south face of Blocks One, Three and Six √ Commercial block, self parking under structure √ Fifty free parking spots for Upper Landing Park use in Block One	
Major Utility Constraints		
Xcel High Tension Lines (see page 10)	√ Determine cost of burial ☐ Need to establish underground routing	Developer/Xcel
Sewer Lift Station (see page 11)	√ Road and block design avoids the lift station	
20" Water/Old Shepard Rd (see page 11)	☐ Resolve detail in relation to trail corridor / development ☐ Establish cost to move	Parks/Developer Water Department
Green and Open Space Patterns (see page 20)	√ Minimum sixty foot wide regional trail at river's edge √ Open plazas riverside of Blocks Three and Six √ Open space plaza/green space between blocks One and Two at Head House √ Green/open space/buffer between development and Xcel properties √ Green/open space elements internal to all blocks √ East/west and north/south view corridors through Blocks One through Six	
Establish Regional Trail ROW (see page 10)	√ Minimum sixty feet wide, inland from current floodwall ☐ Design transition from trail corridor to development site	Parks/Developer
Identify and Preserve Key Sight Lines (see page 23)	√ Building Heights/Massing Models	

Block One and the Relationship to Upper Landing Park

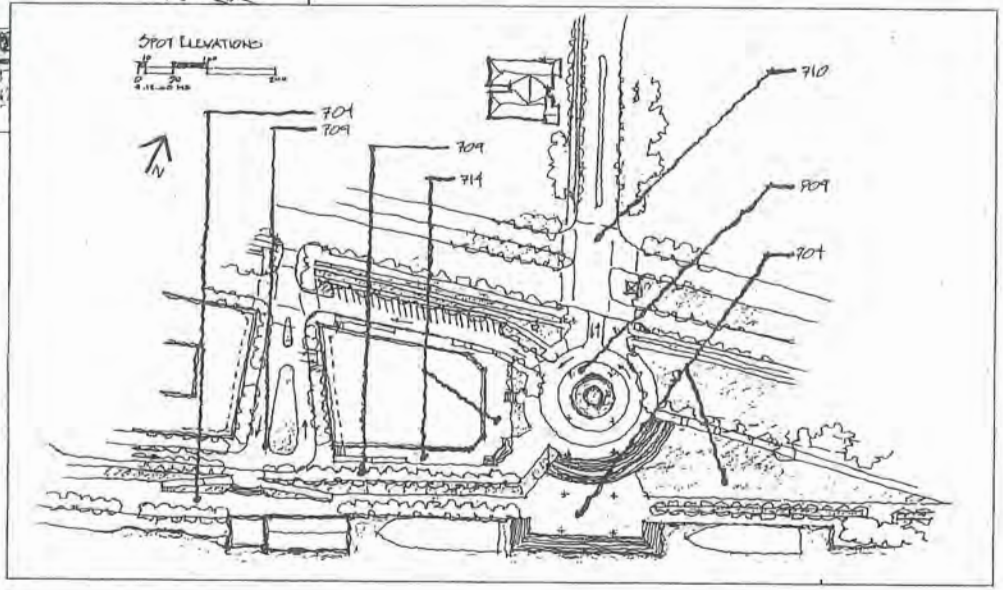


Plan view of the proposed plaza at the foot of Chestnut Street, including Block One, the Regional Trail, the Head House and Walnut Street opening to the river. (see section drawings on page 17)

These illustrations show a preferred approach for resolving site design challenges at the east end of the Upper Landing property. In summary, this approach includes the following primary components and objectives:

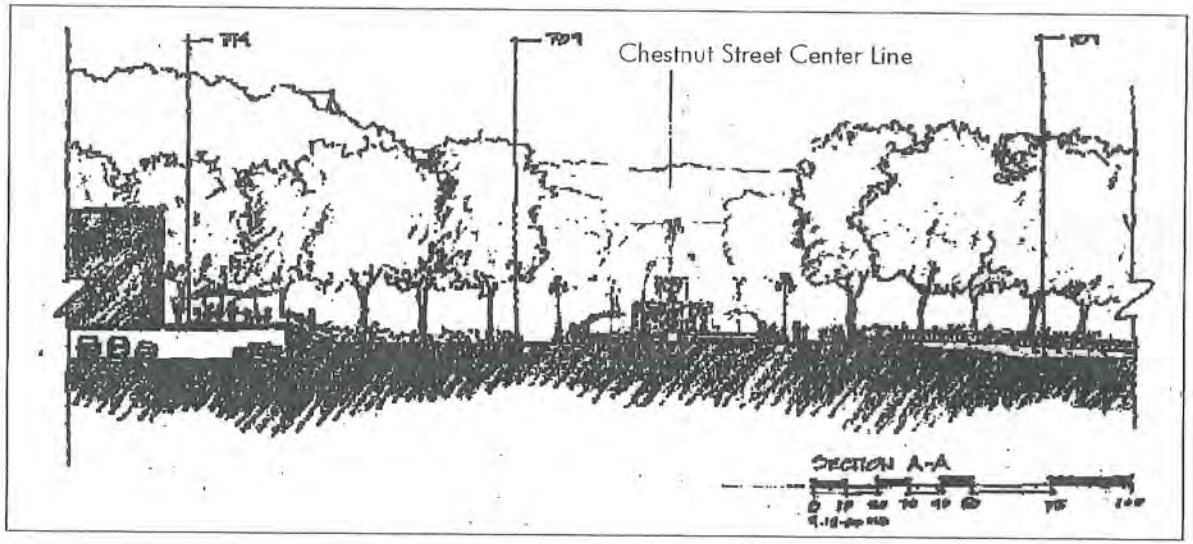
1. Vehicular circle (turn around) at the base of Chestnut Street.
2. Series of steps from vehicular circle 'terraces' down to park and water's edge.
3. Regional trail connects with Upper Landing Park at the 704' elevation.
4. Small parking lot and one-way street to accomodate park users

See section drawings (AA and BB) on page 17.

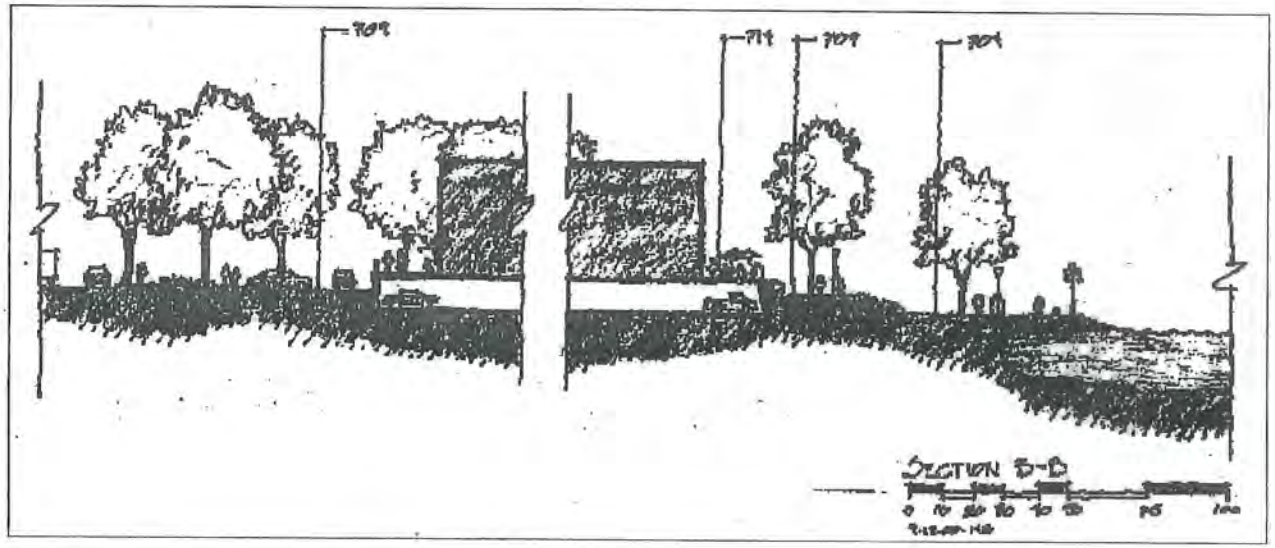


Proposed elevations of streets and plazas.

Block One and the Relationship to Upper Landing Park

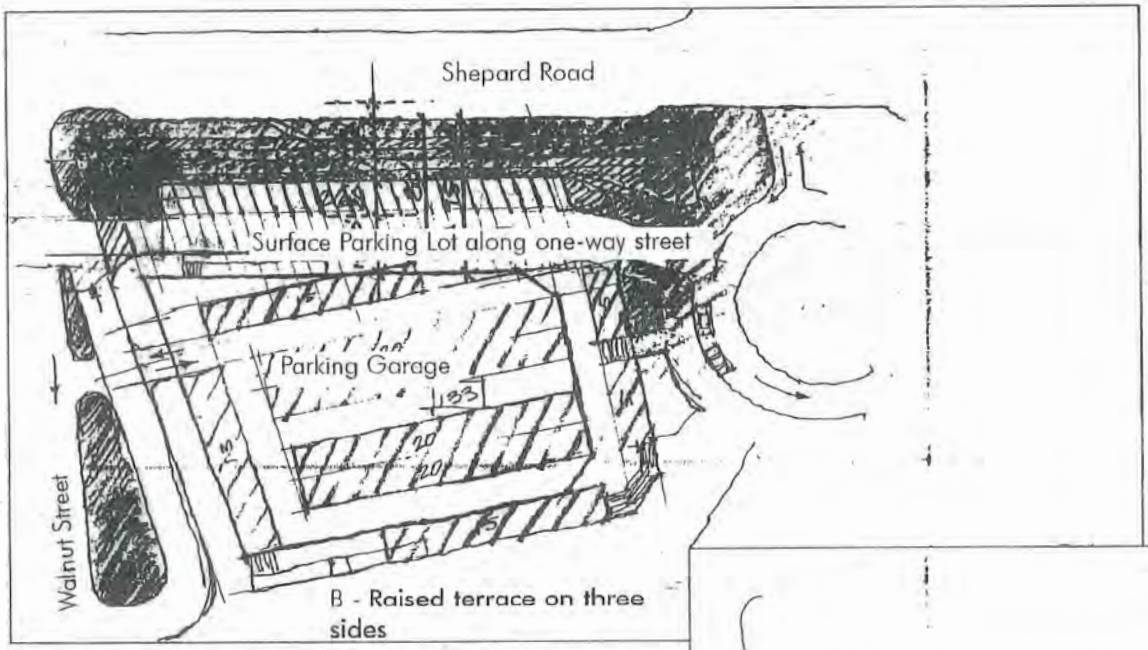


Section through the Chestnut Street Plaza shows Upper Landing Park and Block One development with open air terrace and parking garage below.



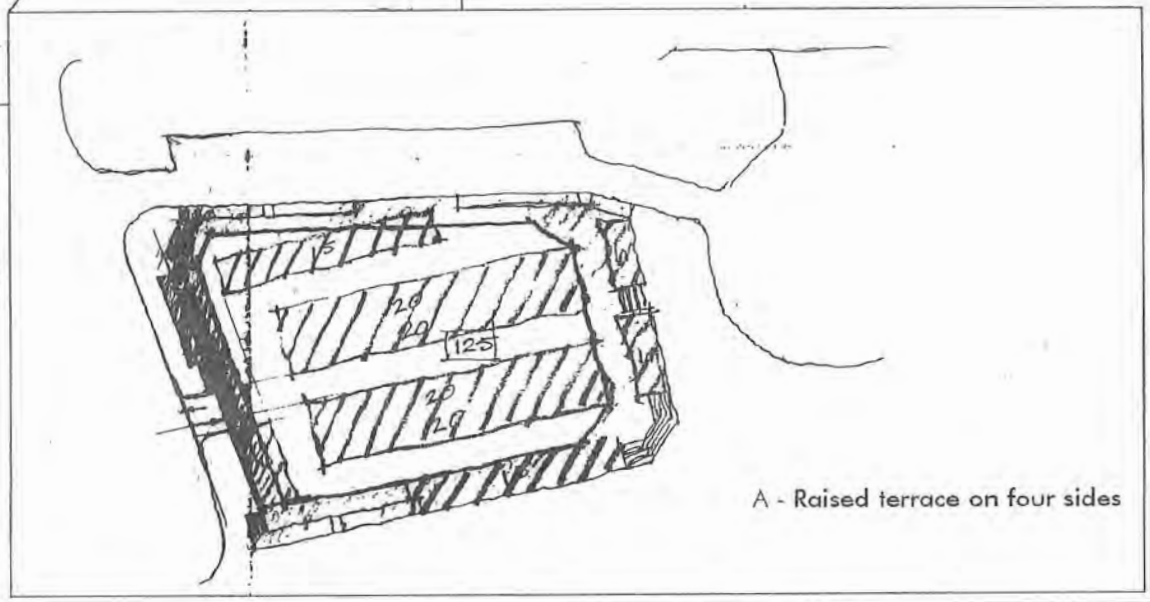
Section through Block One, showing the "inboard" street along Shepard Road and the Regional Trail along the river's edge. Note the elevated terrace around the building.

Block One Parking Study



Plan view alternatives of parking related to Block One show underground garage and surface parking on the "inboard" street along Shepard Road. In addition, these two plans show the difference in parking layout, quantities and access if the development includes commercial use along Walnut Street (A) or if use is located only along Upper Landing Park and the River (B)

These sketch studies illustrate a 'multi-layered' parking solution within the Block One Area. In general, adequate parking must be provided to serve the proposed number of units and mix of uses. This should include a combination of underground, small surface lot and on-street parking solutions. In addition, Block One is unique in that the residential and commercial buildings must also have a strong visual and physical link to the proposed Upper Landing Park. Specifically, the shared space between these two developments must provide some surface and underground parking dedicated to the exclusive use of park visitors; the goal is to provide 50 spaces at this location.



Interface/Connections Between Regional Trail Corridor and Development Area

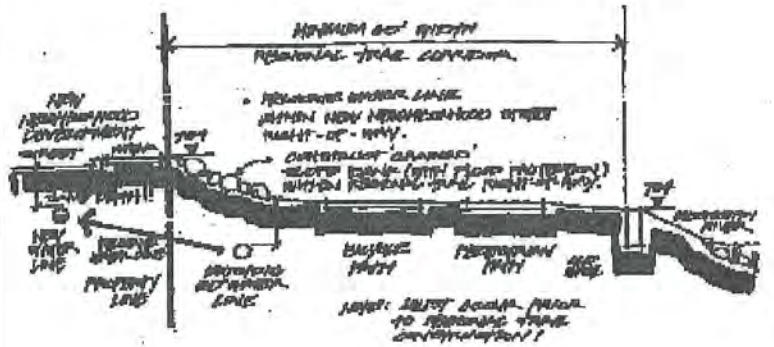
Existing Conditions

The interface between the Regional Trail Corridor and proposed new housing is a critical element of the Master Plan. The challenge is to create the appropriate aesthetic character and provide the desired physical/visual connections between the two while solving the many technical issues along this edge. These issues include:

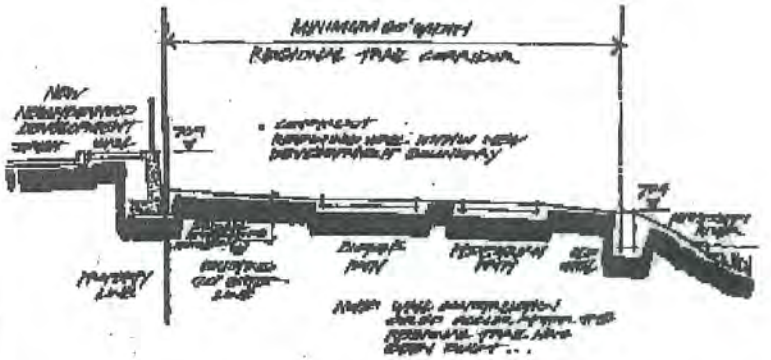
- the proposed change in elevation from the existing trail corridor to the development property boundary (704-709)
- location of the existing water line in the old Shepard Road right-of-way
- Regional Trail Corridor - 60' width and proposed trail improvements
- timing of the resolution of these issues relative to regional trail construction

These sketches illustrate existing conditions and two options to address this issue.

Option One (Preferred) Relocate Water Line



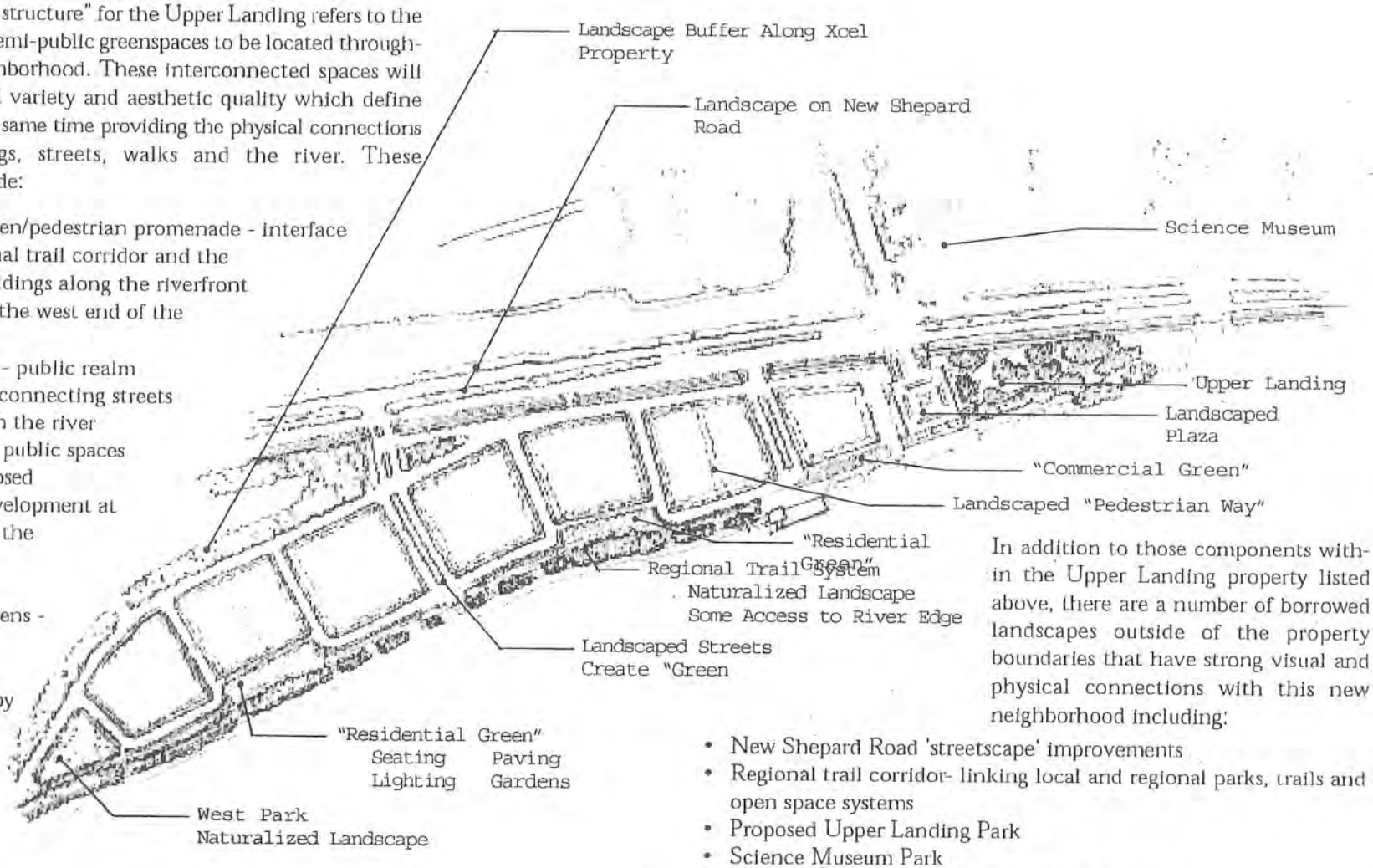
Option Two - Retaining Wall



"Green Structure" Plan

The phrase "green structure" for the Upper Landing refers to the many public and semi-public greenspaces to be located throughout this new neighborhood. These interconnected spaces will provide the visual variety and aesthetic quality which define place, while at the same time providing the physical connections between buildings, streets, walks and the river. These components include:

- Residential green/pedestrian promenade - interface between regional trail corridor and the first row of buildings along the riverfront
- Open space at the west end of the neighborhood
- 'Green fingers' - public realm improvements connecting streets and blocks with the river
- 'Urban green' - public spaces related to proposed commercial development at the east end of the neighborhood
- Interior courtyards/gardens - typically the semi-public spaces formed by buildings surrounding the 'middle' of the block



Graphic illustration of the layered system of proposed parks, trails and open space.

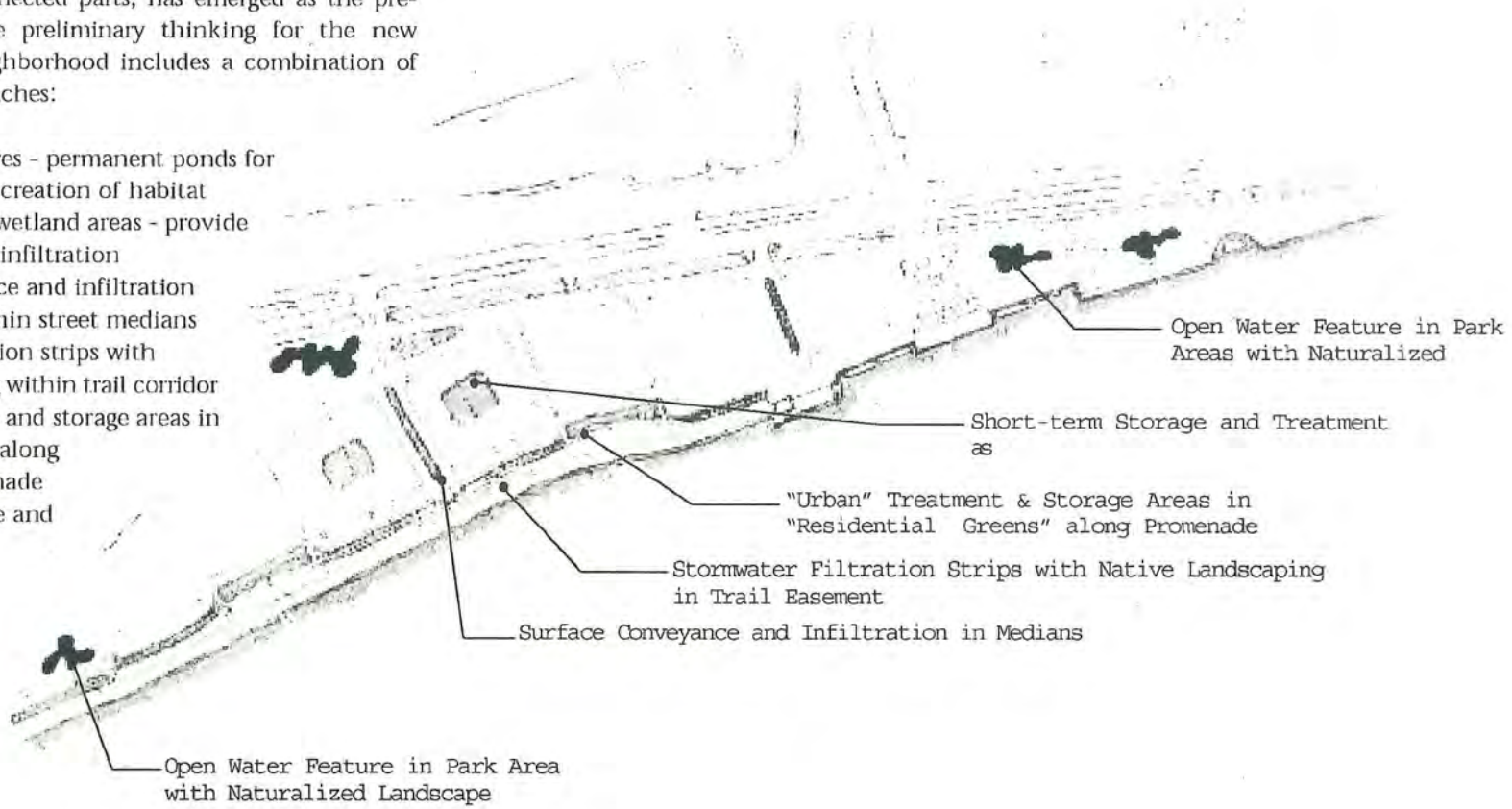
In addition to those components within the Upper Landing property listed above, there are a number of borrowed landscapes outside of the property boundaries that have strong visual and physical connections with this new neighborhood including:

- New Shepard Road 'streetscape' improvements
- Regional trail corridor- linking local and regional parks, trails and open space systems
- Proposed Upper Landing Park
- Science Museum Park
- Landscape buffer along Xcel property
- And of course, the whole Mississippi River Valley!

"Blue Structure" Plan

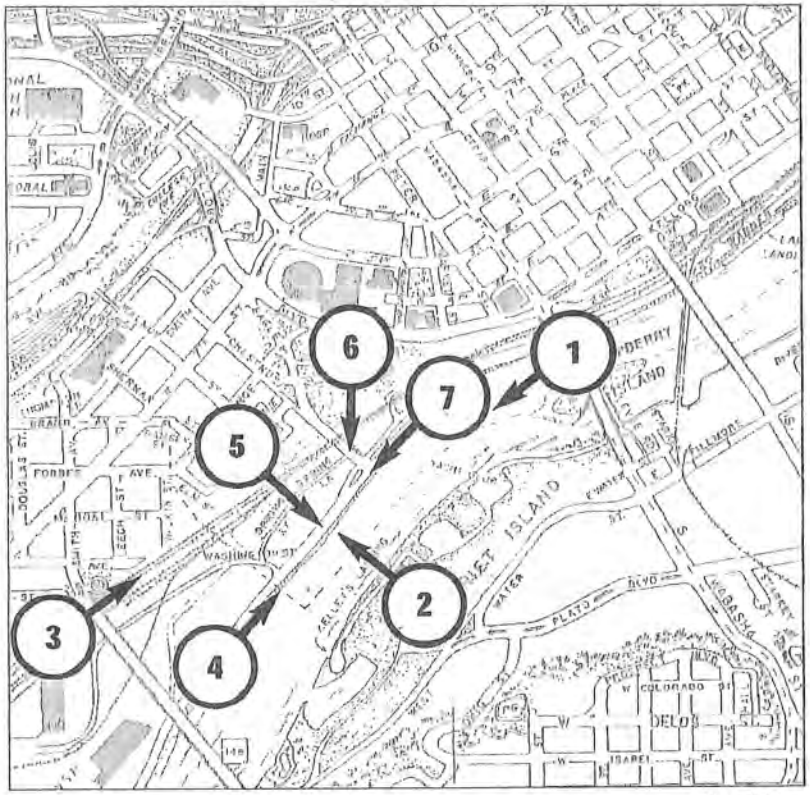
The phrase "blue structure" for the Upper Landing refers to the various ways in which surface drainage and stormwater management will be handled within and adjacent to this property. As new technologies and techniques have become available, a more layered approach, with many different, but interconnected parts, has emerged as the preferred solution. The preliminary thinking for the new Upper Landing neighborhood includes a combination of the following approaches:

- Open water features - permanent ponds for water storage and creation of habitat
- Periodic ponding/wetland areas - provide some storage and infiltration
- Surface conveyance and infiltration areas (swales) within street medians
- Stormwater filtration strips with native landscaping within trail corridor
- 'Urban' treatment and storage areas in residential greens along pedestrian promenade
- Short term storage and treatment (as feasible) within blocks as part of semi-public gardens



Graphic illustration of surface and subsurface drainage/stormwater management and aesthetic water elements throughout the neighborhood.

IV. Building Height/Massing



Key Map

The computer-generated models on the next few pages show the recommended massing, arrangement and heights of buildings. Recommendations in this chapter are based on specific goals for city building, protection of key vistas and the *Framework* objectives related to built form including:

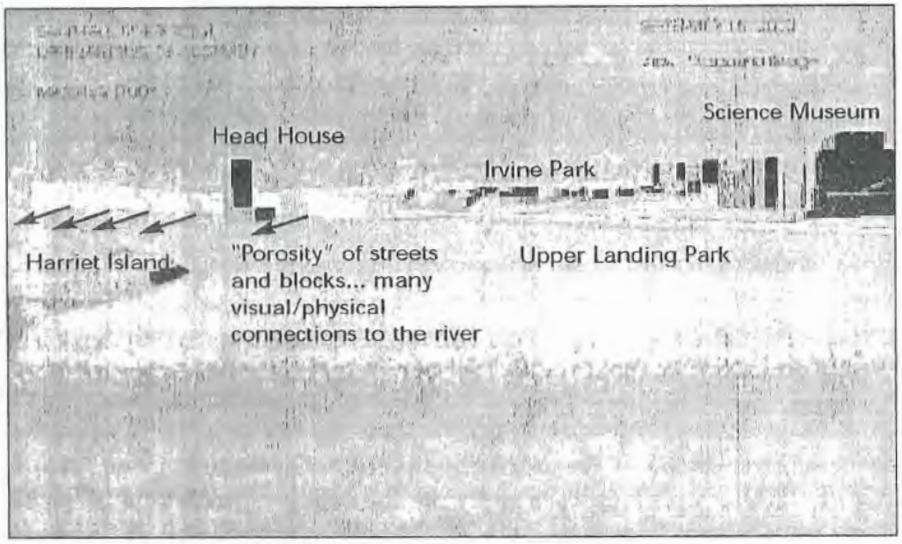
- defining an appropriate scale
- supporting the public realm
- responding to the city fabric
- defining gateways
- seeking a hospitable extroversion

These massing models illustrate the preferred layout of buildings with respect to heights, locations and relationship to surrounding built/natural environments. Generally the Master Plan suggests taller buildings along Shepard Road and at either end of the new neighborhood, with shorter buildings (mostly 2 story) fronting the river. This not only builds density at appropriate locations but perhaps more importantly takes advantage of the scale and context of the bluff, the downtown, Irvine Park and the entire river valley.

Key vantage points were analyzed:

1. From the Wabasha Bridge
2. From Harriet Island Park
3. From new Shepard Road (looking east)
4. From the proposed regional trail (looking east)
5. From the bluff at Irvine Park (at the end of Walnut St.)
6. From the Science Museum
7. From Upper Landing Park (looking west)

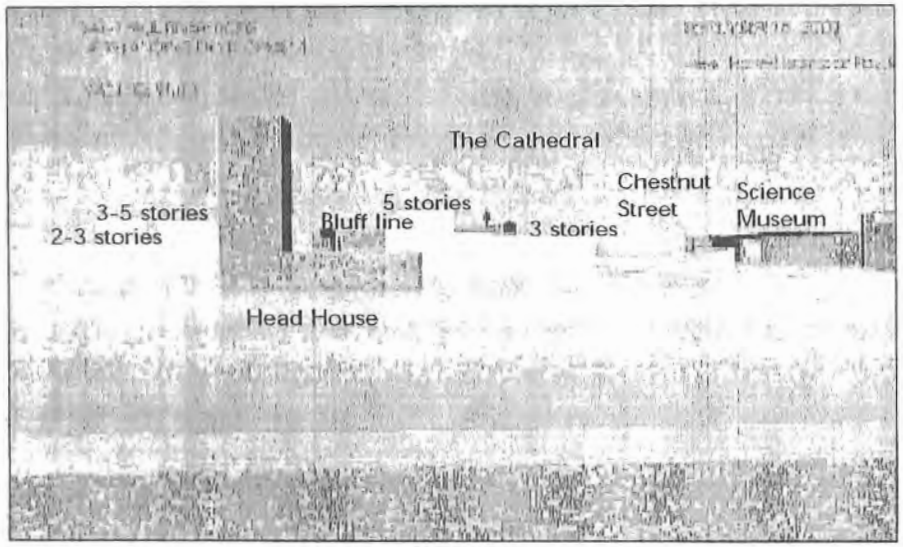
Building Height/Massing Models



1 **View looking upstream from the Wabasha Bridge**

This view considers the site in context with the city skyline, the Science Museum, the Irvine Park neighborhood, the valley/bluff line and the Mississippi River. Key features and objectives include:

- Celebrates the Head House as an obvious landmark
- Extends the network of streets – compatible with the 'bluff neighborhoods' – creating through connections to access the river
- Compatible continuation of the city skyline
- Describes an appropriate scale – not dominating the river valley, yet clearly defines a 'place'



2 **View looking across the river towards downtown from Harriet Island Park**

This view brings focus to the important sight lines between Harriet Island Park and major city landmarks such as the Cathedral, the Science Museum and the bluff. It also illustrates the significance of the Head House as a major structure and potential active use, not only as part of the new development, but also as part of the 'captured landscape' across the river from Harriet Island. Key features and objectives include:

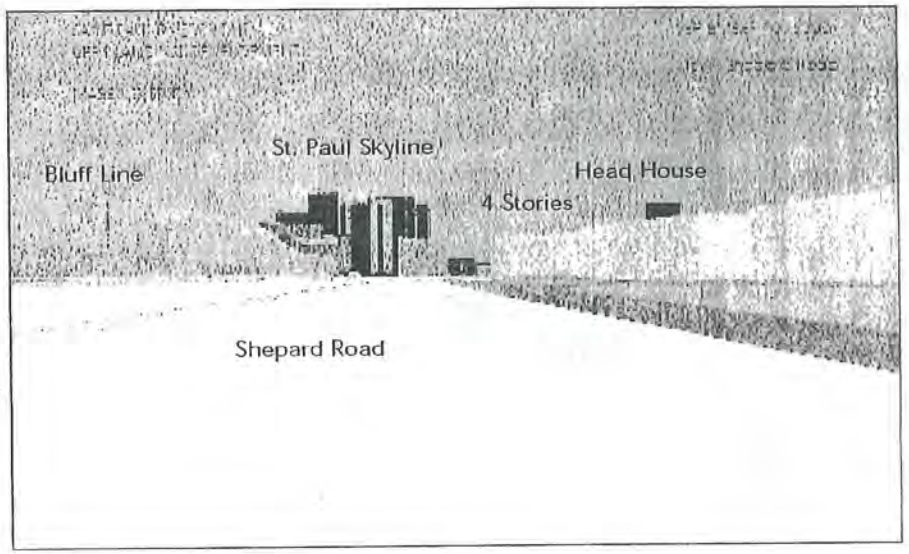
- Celebrates the importance of the Head House as a landmark
- Frames Chestnut Street as an important visual and physical link to downtown
- Maintains sight lines to the Cathedral
- Retains visibility of the bluff line, at least partially, from the park

Building Height/Massing Models

3 View approaching downtown along new Shepard Road from the west

This view shows the strong relationship between the development edge, bluff edge and street along new Shepard Road into downtown. The Science Museum and the rest of the city skyline are clearly framed in the distance. Key features and objectives include:

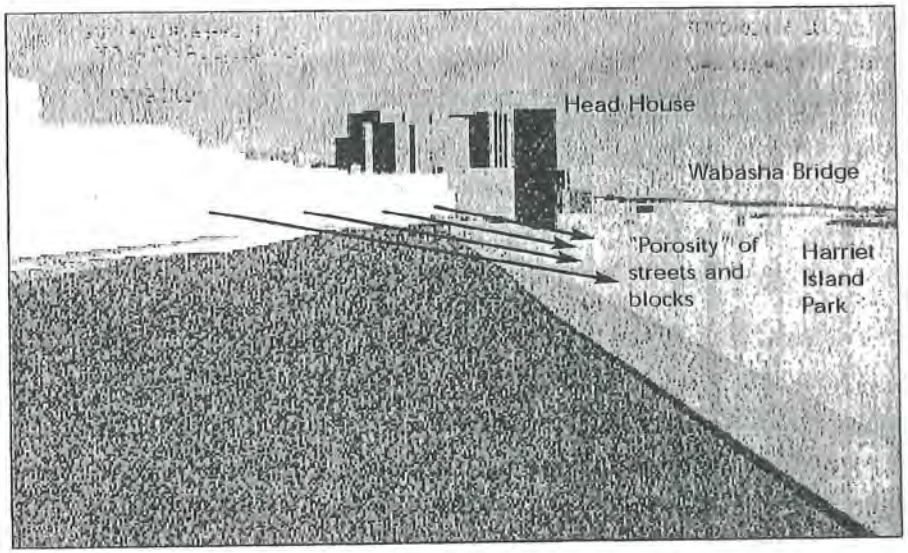
- Enhances the idea of gateway into the City from this important direction of arrival
- Enhances the frame around this important view of the city skyline
- Maintains an appropriate scale relationship between the bluff and the river
- Retains some view to the Head House as a landmark/destination for this neighborhood
- Capitalizes on the opportunity to create building mass and height along new Shepard Road



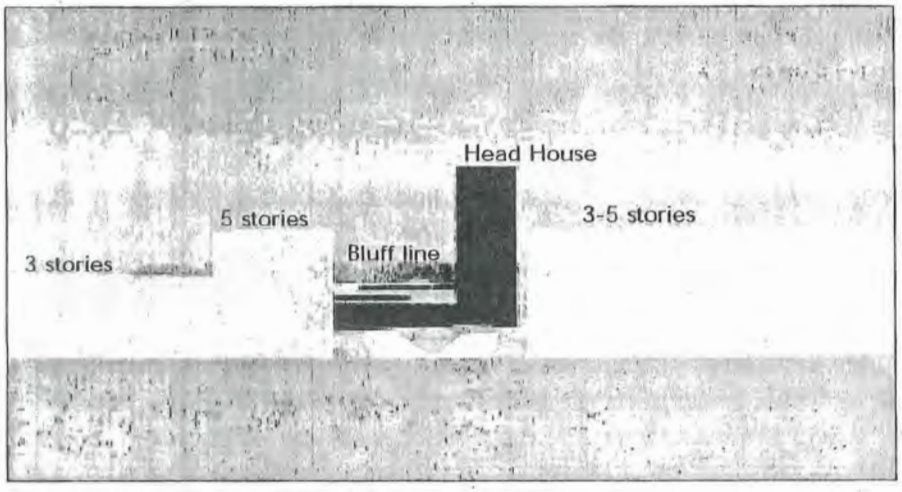
4 View approaching downtown from the west along the new regional trail

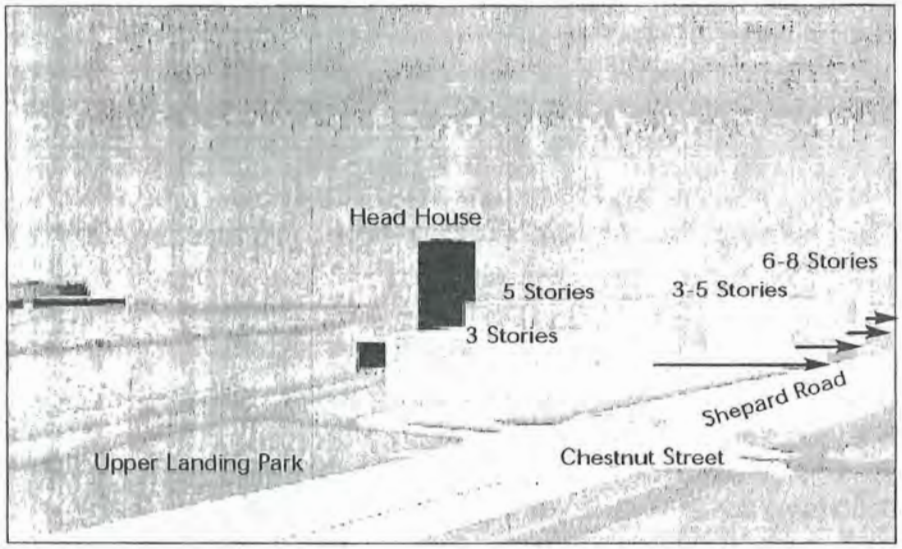
This view shows how the proposed development extends and integrates with the city skyline, and creates a strong but appropriately scaled edge along the riverfront. Key features and objectives:

- Promotes many 'through-connections' between Shepard Road and the river
- Supports the idea of a seamless fit between public and private space at the edge of the neighborhood – strengthens the public realm
- Promotes a strong visual and physical connection to the proposed Regional Trail Corridor
- Brings a strong built edge to the riverfront - a variety of building heights and massing, but continuity in form and setbacks



Building Height/Massing Model





(5) **View from the Irvine Park overlook at Walnut Street**

This view not only includes a sweeping vista of the entire river valley, but perhaps more importantly shows the relationship between the bluff and proposed neighborhood development below. Centered on the Head House, along one of the proposed entrance streets, this view illustrates a strong connection through the development to the river edge, keeping much of the river valley visible. Key features and objectives include:

- Emphasizes and protects key vistas to river valley
- Celebrates the Head House as an important landmark
- Frames views with appropriate scale, height and building massing while respecting views from the bluff into the new neighborhood

(6) **View looking upstream (west) from the Science Museum**

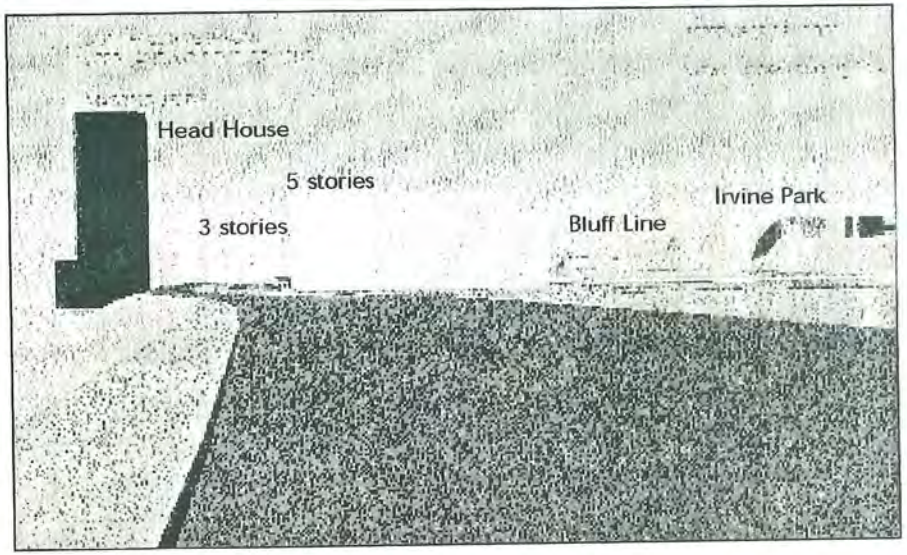
This view highlights the relationship of the Upper Landing neighborhood in context with the entire river valley. Views upriver from the Science Museum mandate a careful blending of development with landform and the river system as a wonderful opportunity for education/interpretation. Key features and objectives include:

- Defines an appropriate 'graduated scale' which respects natural features, preserves vistas into the river valley and integrates with the public realm - taller buildings along Shepard Road stepped down to shorter buildings along the river
- Celebrates the river valley in terms of 'sense of place' – the river system provides the framework and character for the various uses that occur within it
- Promotes appropriate scale to create a strong building edge along new Shepard Road
- Much of the Xcel Energy plant will be screened by either building massing or the addition of plantings within the neighborhood or along new Shepard Road

(7) View from new Upper Landing Park

This view illustrates the inseparable relationship between the east end of the Upper Landing neighborhood with the Head House, the bluff neighborhoods (Irvine Park) and the proposed Upper Landing Park. The Head House is a prominent feature at the water's edge, while the bluff line is equally dramatic from this vantage point. It is evident that any new development must fit within this frame. Key features and objectives include:

- Emphasizes and enhances existing landmarks and natural features
- Balances and maximizes a local and regional network of trails and transportation systems
- Recognizes and preserves the scale of the bluff and the overall river valley
- Promotes strong visual/physical connections to the Science museum and the rest of downtown
- The park/commercial block interface enhances this location as a local activity center and community gathering place

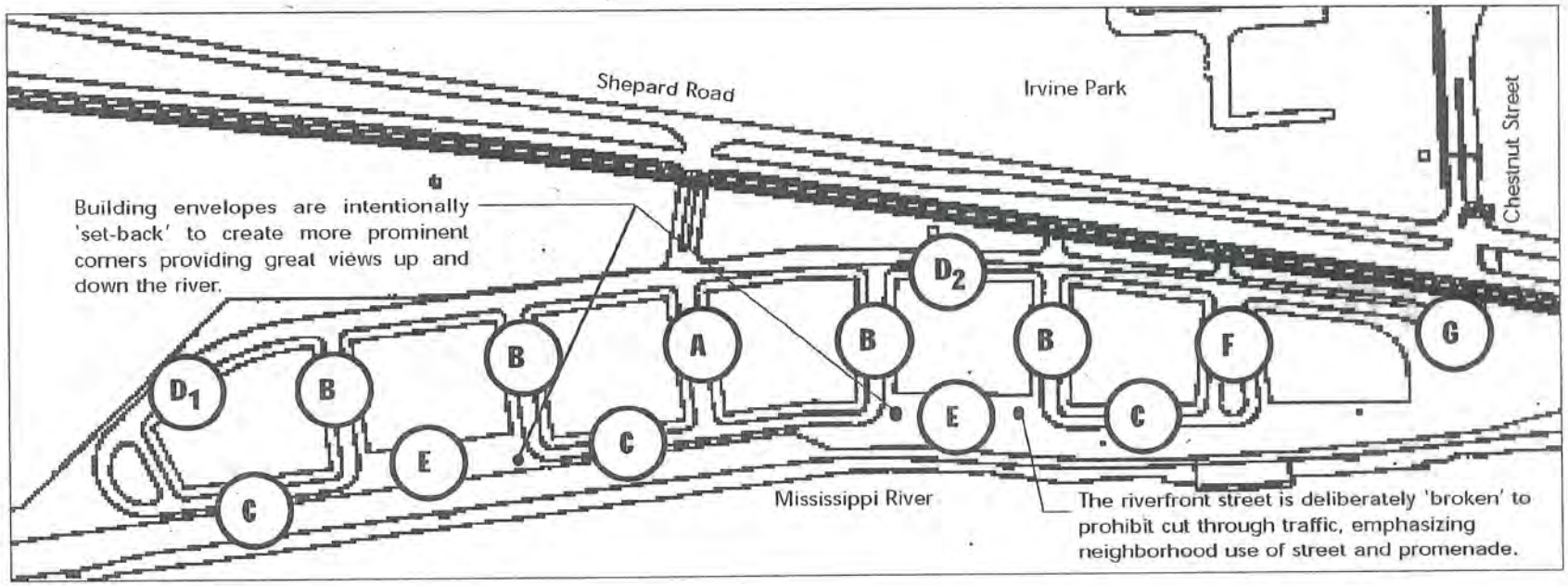


V. Street Typology

In keeping with the guidelines established in the *Saint Paul on the Mississippi Development Framework*, streets serving the new Upper Landing neighborhood must balance traffic function, pedestrian/bicycle use, adjacent land use and overall landscape character. To meet this objective, the following design elements were emphasized to best meet the needs of each street: on-street parking; fewer and narrower lanes; wider sidewalks and two-way traffic patterns. In addition, the basic pattern of streets and blocks shown below is based on physical challenges of this property (narrow, one block deep) and the desire to provide street access along the river without creating a "through-street" traffic problem.

The variety of streets, or street typology, for the Upper Landing is described in both text and section drawings based on the following classifications:

A - "Primary" neighborhood street
B - "Secondary" neighborhood street
C - Neighborhood street along the river
D_1 - Neighborhood street adjacent to Xcel property
D_2 - Neighborhood street adjacent to new Shepard Road
E - Pedestrian promenade/landscape gallery
F - 'Divided' Street adjacent to commercial use
G - Entry/Drop-off at Chestnut/Upper Landing Park (see page 16)

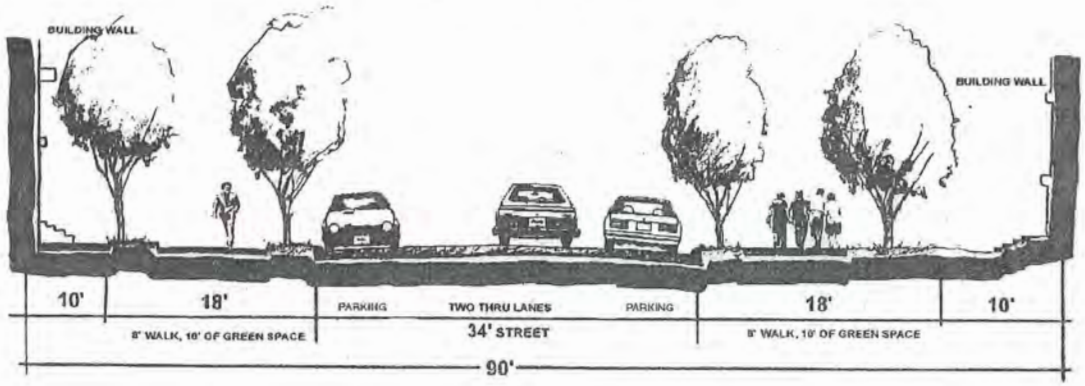


Street Sections

"A" Primary Neighborhood Street

Characterized by a 34' wide street with parking on both sides, 2 lanes of through traffic (2-way), a gracious 8' pedestrian walkway with 10' public green space (public realm) along both sides of the street. The "A" street will serve as the primary access street into the neighborhood.

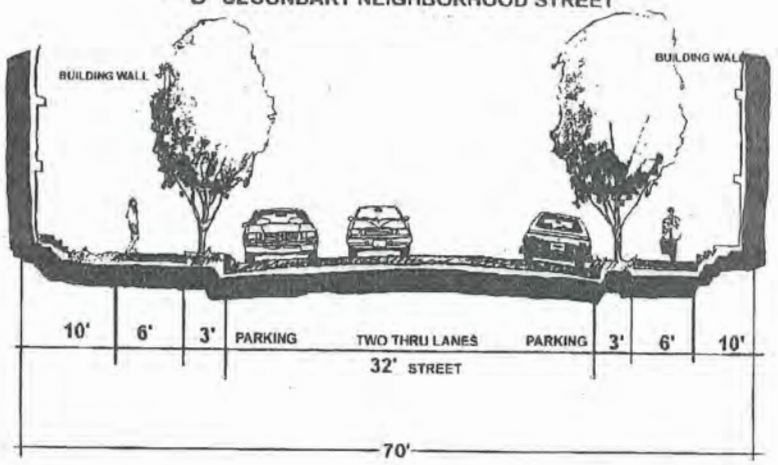
"A" PRIMARY NEIGHBORHOOD STREET



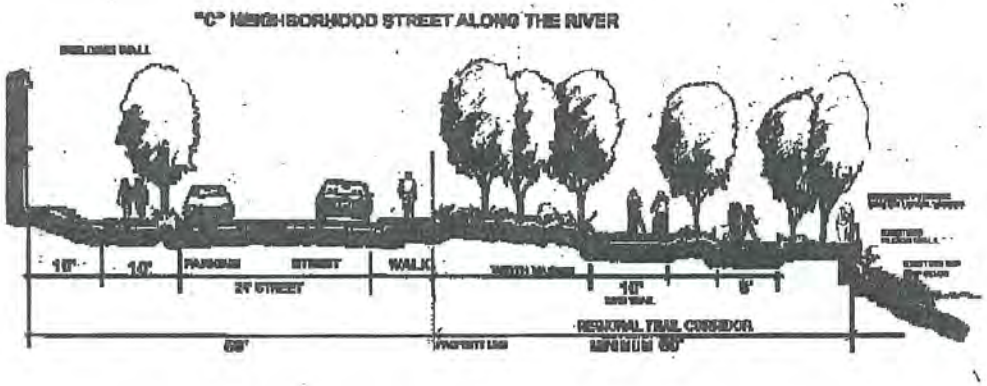
"B" Secondary Neighborhood Street

Similar to the "A" street, but with narrower through lanes and a much tighter pedestrian way, these streets will serve as the connecter streets within the neighborhood. Parking on both sides of the street is an important feature, meeting some of the parking needs in the neighborhood while calming traffic and providing some buffer for pedestrians.

"B" SECONDARY NEIGHBORHOOD STREET

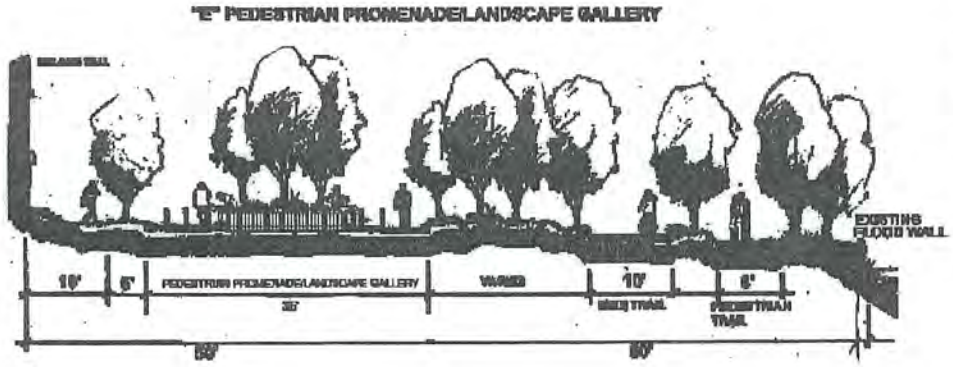


Street Sections



"C" Neighborhood Street Along the River

Characterized by 2-way traffic within a 24' street section, parking dedicated to only the building side of the street to minimize pavement width, and open views from residential windows to public green space and the river. With pedestrian walks on both sides, casual strolling along this public edge is encouraged.



"E" Pedestrian Promenade/Landscape Gallery

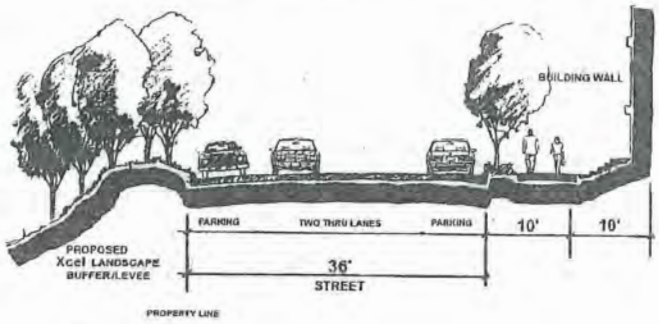
The most significant feature is the emphasis on pedestrian use with no access to cars. It creates more of an urban pocket park character with direct connections to the regional trail corridor and residential front doors. This neighborhood green space may provide access for moving day activities or other service/maintenance needs, but generally should be designed to include seating areas, small plazas, specialty paving, lighting, layered plantings, art installations and other public realm amenities.

Street Sections

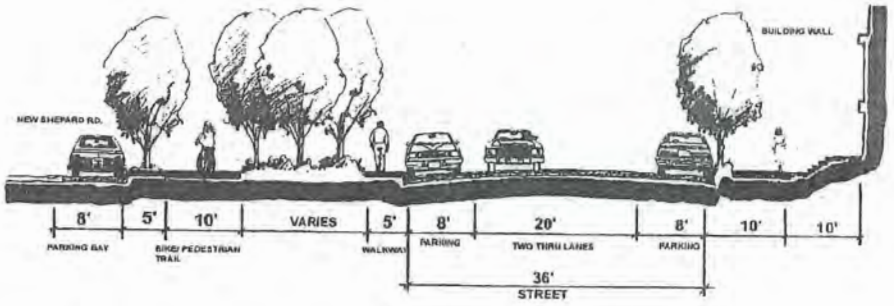
"D1" Neighborhood Street Adjacent to Xcel Energy Property

Located along the property boundary between the Upper Landing neighborhood and Xcel Energy High Bridge Plant, this street serves the western blocks of the neighborhood. It is characterized by a somewhat wider cross-section (36'), with parking on both sides of the street. The landscape buffer contains a mixed planting of canopy trees, flowering trees and perennial flowers along the street.

"D" NEIGHBORHOOD STREET ADJACENT TO XCEL PROPERTY



"D2" Neighborhood Street Adjacent to New Shepard Road

Similar in dimension and use to the "D1" street, the "D2" street is characterized by a direct relationship/connection with the proposed bicycle/pedestrian trails along new Shepard Road. Suggested modification of this trail system provides more green space and on-street parking by combining the pedestrian/bicycle trail along this segment.

"D2" NEIGHBORHOOD STREET ADJACENT TO NEW SHEPARD ROAD