

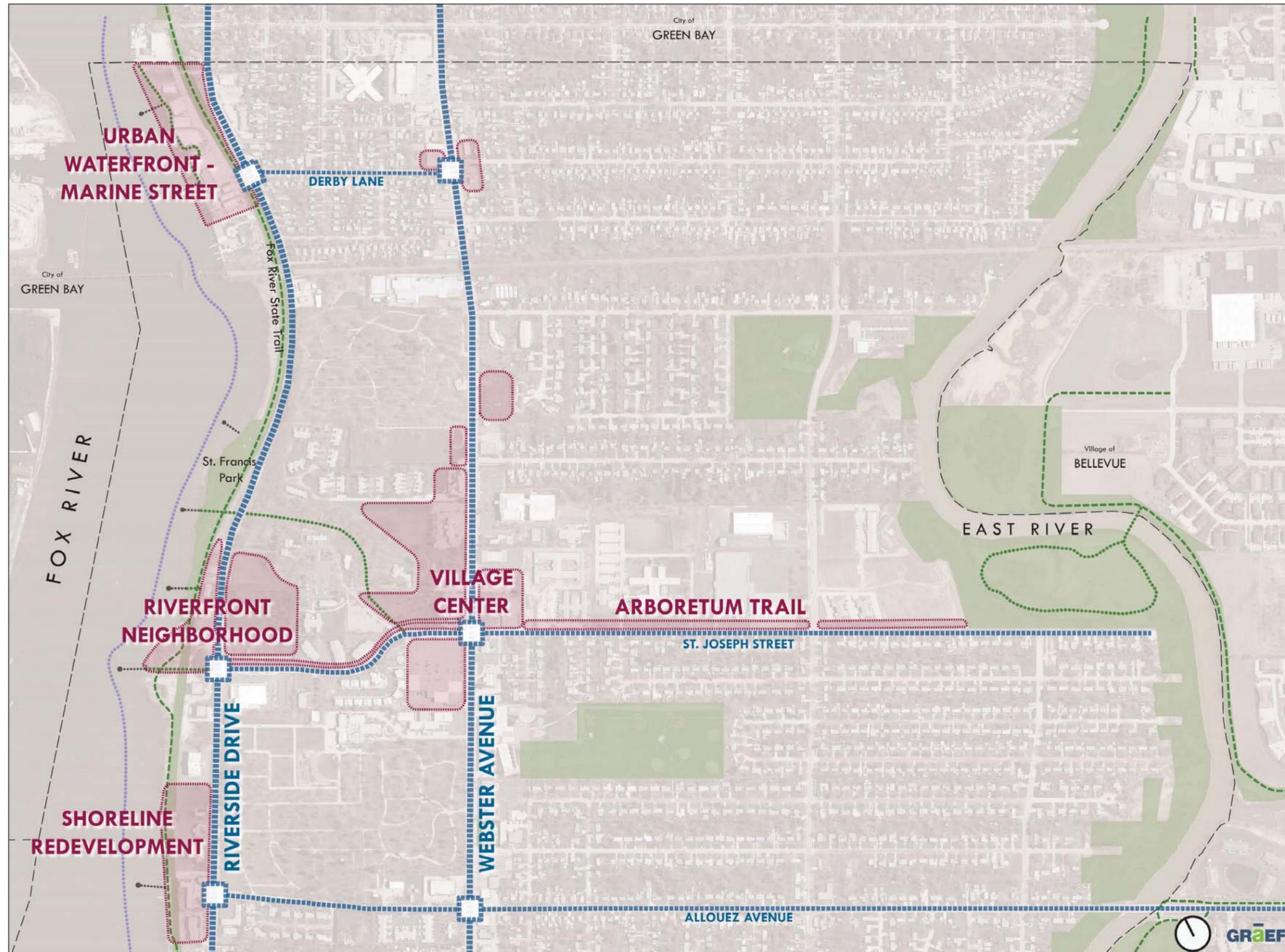


VILLAGE of ALLOUEZ

RIVERSIDE DRIVE & WEBSTER Avenue CORRIDOR STUDY

DRAFT MAY 2015

RIVERSIDE DRIVE & WEBSTER AVENUE DEVELOPMENT SCENARIOS



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MARINE STREET: AN URBAN WATERFRONT

CONCEPT

The older industrial waterfront offers the potential to become a signature project for the Village with an active urban waterfront and highest intensity uses. It can become an area-wide destination point, comparable to some of the waterfront features in Green Bay and thereby help change the image of Allouez.

In both Scenarios, the project has significance in terms of both tax base as well as redefining the character of Allouez. At the same time, there will be significant costs in terms of capital construction and ongoing maintenance and operation. The compactness and intensity of development will require detailed analysis of operation and maintenance. This will include operational agreements, further stormwater and utility analysis, and a variety of other infrastructure and structural investigation.

TWO SCENARIOS

The general intention and character of both Scenarios is similar. The primary difference is the way in which the vehicular and pedestrian circulation is planned. In Scenario 1 the vehicular circulation occurs along a loop road that begins and returns to Marine Street on the north. In Scenario 2 the street has two entrances – beginning at Marine Street at the north and then sloping upward to reach the height of the bluff where it connects to Derby Lane. In both Scenarios there are pedestrian connections to the water and a parking deck located below the street and the buildings.

SCENARIO 1 – THE LOOP ROAD

The first Scenario depicted includes a two-way loop road that improves circulation and provides access to several multistory buildings. Portions of the loop road may be a public street while other sections may be private roads with public access easements. The loop road begins at the north end connecting to the existing Marine Street. As it proceeds south, adjacent to the bike trail, the loop rises enough to cover one level of parking. As loop road turns toward the River, it slopes down to waterfront grade just below the boardwalk overlook. The same parking level also extends below the new mixed use buildings. Parallel parking has been included along the loop road as well as some surface lots. A preliminary review of grading and parking suggests that further analysis will be needed.

SCENARIO 2 – THE BLUFF ROAD

In this Scenario the road rises from the Marine Street connection southward to the Derby Lane connection. As with Scenario 1, parking is located beneath the road once it has risen approximately 10 feet above the current grade. The road access shown along the water's edge can be private or public and is very similar in character (but not function) to the loop road in Scenario 1.

BUILDING USES

In both Scenarios the southernmost building is anticipated as a more private residential structure with limited access and a private garden. The other structures can become either residential-only buildings or mixed uses with restaurants or other retail activities at the same grade as the loop road.

BOARDWALK AND OVERLOOK

In both **Scenarios** a key feature of the site is a pedestrian style “boardwalk” that extends at the same grade as Riverside Drive, from the new crosswalks to Derby Lane out to an overlook above the Fox River. This would include public access and possibly bicycle access. This pedestrian walkway provides key pedestrian movement laterally from Derby Lane in an east-west direction making it more visible and emphasizing the linkage of the riverfront to the other areas of Allouez.

THE WATER'S EDGE

In both **Scenarios** the west edge of the development would include a continuous, public access, river walk. Restaurants may be located at this level or on an upper level with terraces overlooking the River. Several spaces between the can also become gardens or hardscape plazas with good views. The riverfront also includes accessible public docks for motorized and non-motorized boats.

EAST-WEST LINKAGES

The west side of the intersection of Riverside Drive and Derby Lane also offers an opportunity to create links to bicycle and pedestrian connections down to the trail system (shown in Scenario 2). By placing such links at the end of Derby Lane the plan can encourage lateral east-west movement

through the village and to the Fox River and to the higher levels of activity in the Marine Street development.

STYLE AND VISUAL CHARACTER

The architecture of the buildings, and the visual character of the landscape and streetscape should be more contemporary in styles, consistent with the maritime character of the district.

IMPLEMENTATION

Key issues for implementation in this area include:

- » Analysis of key engineering constraints and capital costs
- » Agreements for easements and maintenance of environmental features
- » Phasing of plans and development since many of the suggestions require longer term evolution of the local markets
- » Stormwater planning



ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Residential building – multi-story

Community Places ●

- A. Public boardwalk
- B. Private garden
- C. Elevated public overlook
- D. Public pier

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Existing Fox River State Trail
- D. Public street with parallel parking
- E. Parking below
- F. Path connecting trail to public boardwalk
- G. Shared access

MARINE STREET: SCENARIO 2

ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Residential building – multi-story

Community Places ●

- A. Public boardwalk
- B. Private garden
- C. Elevated public overlook
- D. Public pier

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Existing Fox River State Trail
- D. Ramp connecting trail to Riverside Drive
- E. Public street with parallel parking
- F. Parking below
- G. Path connecting trail to public boardwalk
- H. Shared access



CONCEPT

The intersection of Riverside Drive and W. St. Joseph Street is the identifying point for an expanding neighborhood. While the current level of growth is not sufficient to be identified as a distinct neighborhood, this eventuality is a realistic possibility. Currently the sites most likely to be candidates for re/development are the parcels west of Riverside and some of the parcels on the east side of Riverside, north of W. St. Joseph Street.

In almost all cases, a key objective is the creation of a corridor image that portrays a neighborhood friendly street image with buildings located near the right-of-way with attractive streetscaping and diminishing the view of parking lots in the rear or side of buildings. The large number of different land owners, each with different economic objectives and circumstances requires a consistent but flexible planning approach. While the Diocese is the dominant land owner the area should be treated in an integrated fashion in terms of circulation and overall character – especially with regard to the continuity of streets, trails, and building patterns.

WEST SIDE OF RIVERSIDE DRIVE

Residential and Environmental Connections

West of Riverside Drive most of the parcels offer high-value views of the River, the potential for significant environmental amenities, and desirable connections to the trail system. The alternatives portrayed in the Scenario assume that properties can be developed as separated sites with private or semi-private gardens or courtyards.

The site options also depict connectivity in terms of trail linkages, access to the water's edge, shared parking and circulation. In some cases this includes cross-easements required for current or future sharing of parking facilities. The Scenarios show numerous east-west connections linking the trail, waterfront, and sidewalks on Riverside. These alternative (or additional) links to the trail system facilitate higher levels of public access and movement along the water's edge. While some private owners will naturally prefer to avoid shared usage, the overall value and branding of Allouez as a "riverfront" village depends on making such access easy, frequent, and visible.

The typical uses for these sites assume that multi-story

residential is appropriate with rental or condominium units variations based on market conditions. Current office uses are also appropriate and should be maintained. It is assumed that buildings will range in height from 3 to 5 stories. In addition there will be differences in parking lots and circulation. For example, in Scenarios 1 and 2 the development along the River, just north of the St. Joseph's alignment contains different versions of surface parking which imply differences in engineering and accommodation of the steep slope.

Given the change in topography from Riverside down to the River there are also many opportunities for terraces, decks, and balconies that provide unique views for both private and public activities. At the same time, the riverfront environment provides options for a "layered" landscape that fits different plant communities and landscape aesthetics.

EAST SIDE OF RIVERSIDE DRIVE

Residential and Environmental Preservation

Northeast to the intersection of Riverside Drive and St. Joseph there are many opportunities for different configurations of private development, circulation, and environmental preservation. Here too, the intent of the landowners needs to be integrated with the planning process. For example, the land owned by the Diocese is currently all zoned as commercial yet, based on community input, there are many areas which the Diocese and others would like to remain undeveloped as conservancy land. Consequently, the Scenarios show different amounts of land for development (either through ground leases typical of other Diocesan projects or sales) and land for environmental preservation (either because of steep slopes, concern for the quality of the area, or other reasons). Scenario 4 includes a conservation easement on the land immediately east of Riverside Drive.

In all cases, large areas of land are shown as picturesque park uses, walking paths, or multi-use paths. The land immediately north of St. Joseph's, which is not part of the Diocese should be developed in an integrated fashion to further the character of the area as a neighborhood rather than disjointed developments.

The key is creating a plan with some clarity as to the intended future use of the land. If, for example, the Diocese wishes to see a reduction in development

and associated revenue, this could be accommodated simply by increasing the amount of land preserved for conservation. Regardless of the specific uses, the visibility of parking is minimized along Riverside and St. Joseph.

Typical uses for this area, like the area to the west include multi-story residential structure, 3 to 5 stories. In addition, the northeast corner of Riverside and St. Joseph could accommodate a small retail use such as a café, restaurant, convenience store, gas station, or other ground level commercial use integrated with residential on upper floors.

ENVIRONMENTAL AMENITIES

In addition to the environmental features on the Diocese's property, (such as the ravine), there are features in terms of view sheds and trails throughout this potential neighborhood. In the future the Village should consider options for easements and agreements for public maintenance and assumptions of liability in exchange for the additional tax revenues or payments in lieu of taxes (i.e., PILOTs) that could be developed.

INFRASTRUCTURE

Roads, Utilities, Stormwater, and Easements

A major concern in most development is the cost and implementation of new roads, utilities, and infrastructure. The various Scenarios depict different options for such infrastructure improvements. In some cases new roads could be developed as public streets. Alternatively they may be developed as privately constructed streets with public easements for access. Different parking configurations are also possible. The concepts in the illustrations try to minimize paved areas and often use low volume vehicular roads for parking – either parallel parking or head-in parking. Cross-easements should also be used to ensure shared parking as a way to minimize pavement.

Stormwater district planning is essential and should be prepared on a district-wide basis. In some cases where existing development has created large impervious surfaces, additional stormwater facility may not be legally required. Nonetheless shared stormwater treatment should be able to maximize the potential for both new development as well as environmental quality.

THE ARBORETUM TRAIL

As shown in this area, as well as other areas along W. St. Joseph Street, there is an opportunity to create an "arboretum" trail. This would include cluster of plant families located near the River, on the bluff, along St. Joseph's, in the ravine and then moving eastward along the street edge. This feature should include educational features explaining the ecology of the area, its history, and potential future.

IMPLEMENTATION

Key issues for implementation in this area include:

- » Options for an overlay district
- » Agreements for easements and maintenance of environmental features
- » Phasing of plans and development since many of the suggestions require longer term evolution of the local markets
- » Stormwater planning
- » Additional engineering analysis of concepts, costs, and options

RIVERSIDE DRIVE & W. ST. JOSEPH STREET: SCENARIO 1

ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Residential building – multi-story
- C. Retail
- D. Stormwater facility

Community Places ●

- A. Public pier overlook
- B. Canoe / kayak launch access point
- C. Overlook
- D. Existing double row of trees
- E. Park pavilion
- F. Conservation easement
- G. Arboretum
- H. Open space

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Shared parking
- D. Public street – entrance only
- E. Existing Fox River State Trail
- F. Arboretum trail
- G. Ravine trail
- H. Trail connecting Diocese to cemetery
- I. Shared access
- J. Existing Diocese driveway



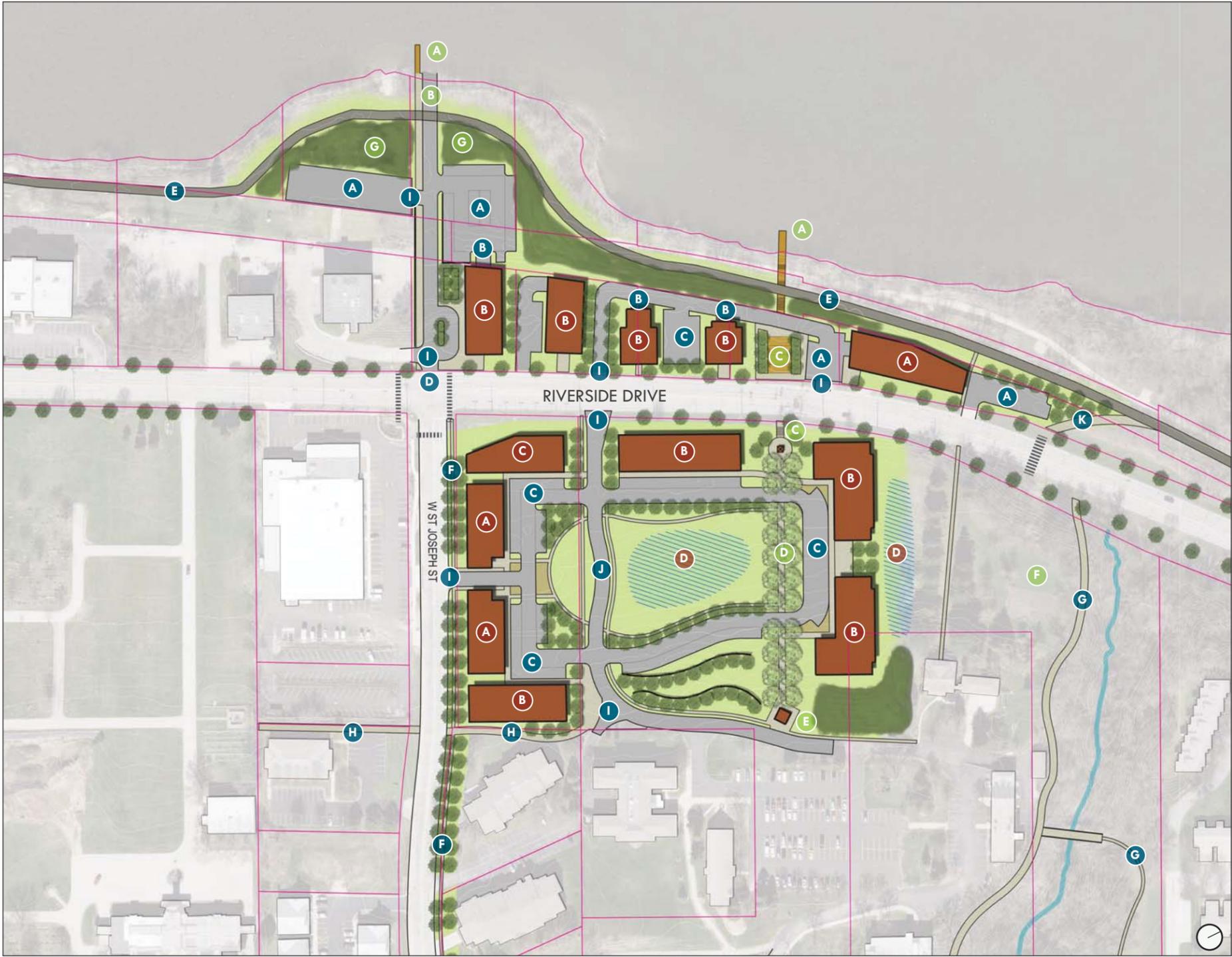


ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Residential building – multi-story
- C. Retail
- D. Stormwater facility

Community Places ●

- A. Public pier overlook
- B. Canoe / kayak launch access point
- C. Overlook
- D. Existing double row of trees
- E. Park pavilion
- F. Conservation easement
- G. Arboretum

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Shared parking
- D. Public street – entrance only
- E. Existing Fox River State Trail
- F. Arboretum trail
- G. Ravine trail
- H. Trail connecting Diocese to cemetery
- I. Shared access
- J. Existing Diocese driveway
- K. Connection from Fox River State Trail to Riverside Drive

RIVERSIDE DRIVE & W. ST. JOSEPH STREET: SCENARIO 3

ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Residential building – multi-story
- C. Retail
- D. Stormwater facility

Community Places ●

- A. Public pier overlook
- B. Canoe / kayak launch access point
- C. Overlook
- D. Existing double row of trees
- E. Park pavilion
- F. Conservation easement
- G. Arboretum
- H. Garden

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Shared parking
- D. Public street – entrance only
- E. Existing Fox River State Trail
- F. Arboretum trail
- G. Ravine trail
- H. Trail connecting Diocese to cemetery
- I. Shared access
- J. Existing Diocese driveway
- K. Connection from Fox River State Trail to Riverside Drive





ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Residential building – multi-story
- C. Retail

Community Places ●

- A. Public pier overlook
- B. Canoe / kayak launch access point
- C. Overlook
- D. Conservation easement
- E. Arboretum

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Shared parking
- D. Public street – entrance only
- E. Existing Fox River State Trail
- F. Arboretum trail
- G. Ravine trail
- H. Trail connecting Diocese to cemetery
- I. Shared access
- J. Existing Diocese driveway
- K. Connection from Fox River State Trail to Riverside Drive

WEBSTER AVENUE & W. ST. JOSEPH STREET: VILLAGE CENTER

THE CONCEPT

The one place that has potential to become identified as the Village “Center”, perhaps a downtown, it would be the corners of W. St. Joseph Street and Webster Avenue. This intersection is the 100% corner with the busiest degree of traffic and the sense of activity in all four directions. However, what is missing is the visual and social intensity of activity commensurate with community center districts. This area should feel like the pedestrian, cyclist, or motorist has arrived at the “center” of the community – a sense of commercial activity and movement on all four quadrants

As new buildings develop (and older ones are rehabilitated) additional structures should be placed close to the street edge. The architecture can be both contemporary and traditional, but it should create a strong corner intersection as opposed to conventional suburban setbacks. Signage and lighting should be welcomed as part of the ambience for the area, especially night lighting. All four corners should embody mixed-use activities. Buildings should be multistory with residential or office uses can be placed above retail

Surface parking should be used to accommodate retail activities but it must be placed in the back or in narrow strips (the typical width of one parking bay, or 60') if located on the side. No drive-through facilities should be allowed facing the street – they must be located in the rear. Auto-oriented uses should be minimized (but not prohibited) and wide driveways should be discouraged in order to felicitate pedestrian movement

THE SOUTHWEST QUADRANT

A Revised Shopping Center

IN the southwest quadrant there are two Scenarios which both follow the same basic approach. New buildings are created along the outer edge of the site. The parking areas are redesigned as shared facilities. The parking ratios are still sufficient for combined mixed uses. There should be one or two very tight and intimate public or semi-public plazas for outdoor eating and café experiences. Public places should be very small so that they maintain and high level of intensity when they are used and they should be clearly visible from the streets. In addition, given the unique circumstances of this quadrant, pedestrian paths along the west edge are emphasized to facilitate movement into the historic cemetery area.

THE NORTHWEST QUADRANT

Mixed Uses and a Main Street Front

The northwest quadrant includes three options which also offer a consistent approach. All of the options envision more retail activity along Webster with multi-story residential uses to the west. New multi-story buildings would emerge over time as existing buildings are replaced or expanded. All of the options also involve creating new streets or circulation elements that would allow development to the west of the street frontage. Lastly, all of the Scenarios embody significant amounts of environmental preservation that allow the general public to experience the trails and the ravine – albeit with limited access governed by easements.

There are some noteworthy differences in the Scenarios. While all three embody the potential for an auto-oriented use (in this case a gas station with a car wash and convenience store) they vary in the access and parking. In Scenarios 2 and 3 the convenience store is moved closer to the street.

The land to the west of the Webster Street retail varies in the size and location of building footprints. Clearly the options showing more building footprints provide more revenue for the Diocese and smaller areas of environment preservation.

Scenario 2 does not assume that there are no shared circulation features with the condominiums to the north (except for some optional linkages to driveways). Scenario 3 assumes that some arrangements can be made between the Diocese, the City, and the Condominium to share a new street (public and/or private) with shared access and parking. This single street provides a higher level of access, more landscape area, and reduces the combined maintenance costs of the two driveways/streets shown in Scenarios 1 and 2. This Scenario also shows that the land used by the condominium for their pool, if traded to the City, could become an excellent street front building. At the same time, a new pool building could be constructed further west on land currently owned by the Diocese. This type of three-way trade may be economically beneficial to all parties but could be exceptionally difficult to negotiate.

THE NORTHEAST QUADRANT

The Gateway Plaza

This quadrant shows only minor changes with some reconfigured retail and a public plaza. A small pocket park is shown on the corner. This location, however, can create the sense of a new downtown gateway. More specifically if drivers approaching from the south view a small outdoor public place with a café or coffee shop and outdoor seating it will change the perception of this intersection. Even if outdoor seating is only seasonal (as it is throughout Wisconsin) it will make this place a more active “downtown” location.

THE ARBORETUM TRAIL

As in other site plans, there is an opportunity to extend an “arboretum” trail along the north side of St. Joseph Street. This multi-use trail should have an urban feel and integrate with the small public plaza and other urban features. Scattered placement of trees in this section of the trail should be discouraged.

IMPLEMENTATION

Key issues for implementation in this area include:

- » Options for an overlay district
- » Agreements for easements and maintenance of environmental features
- » Phasing of plans and development since many of the suggestions require longer term evolution of the local markets
- » Stormwater planning
- » Additional engineering analysis of concepts, costs, and options

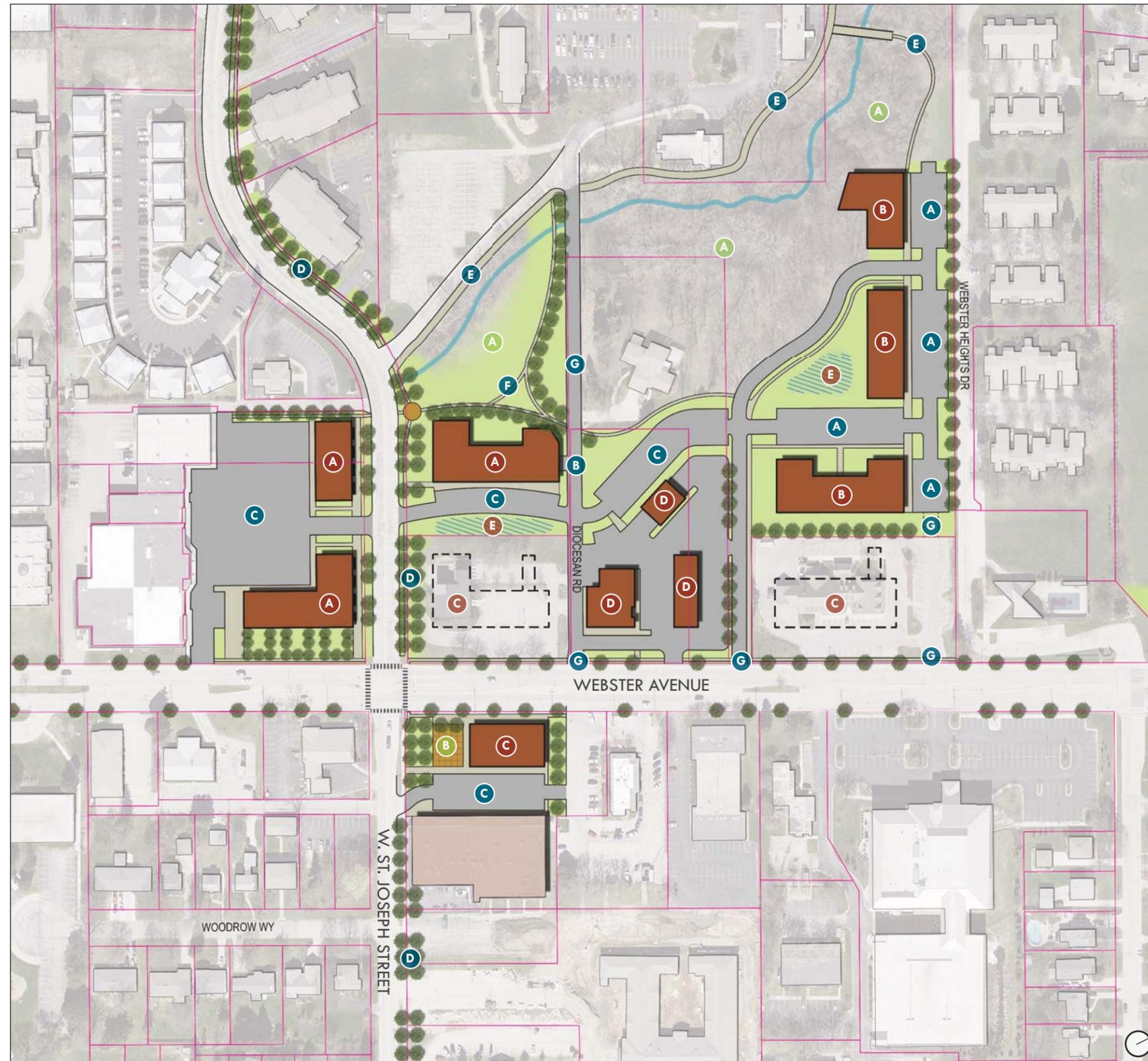


ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Residential building – multi-story
- C. Retail
- D. Retail or service station
- E. Stormwater facility

Community Places ●

- A. Conservation easement
- B. Plaza

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Shared parking
- D. Arboretum trail
- E. Ravine trail
- F. Path
- G. Shared access

WEBSTER AVENUE & W. ST. JOSEPH STREET: SCENARIO 2

ILLUSTRATION KEY

Type of Development ●

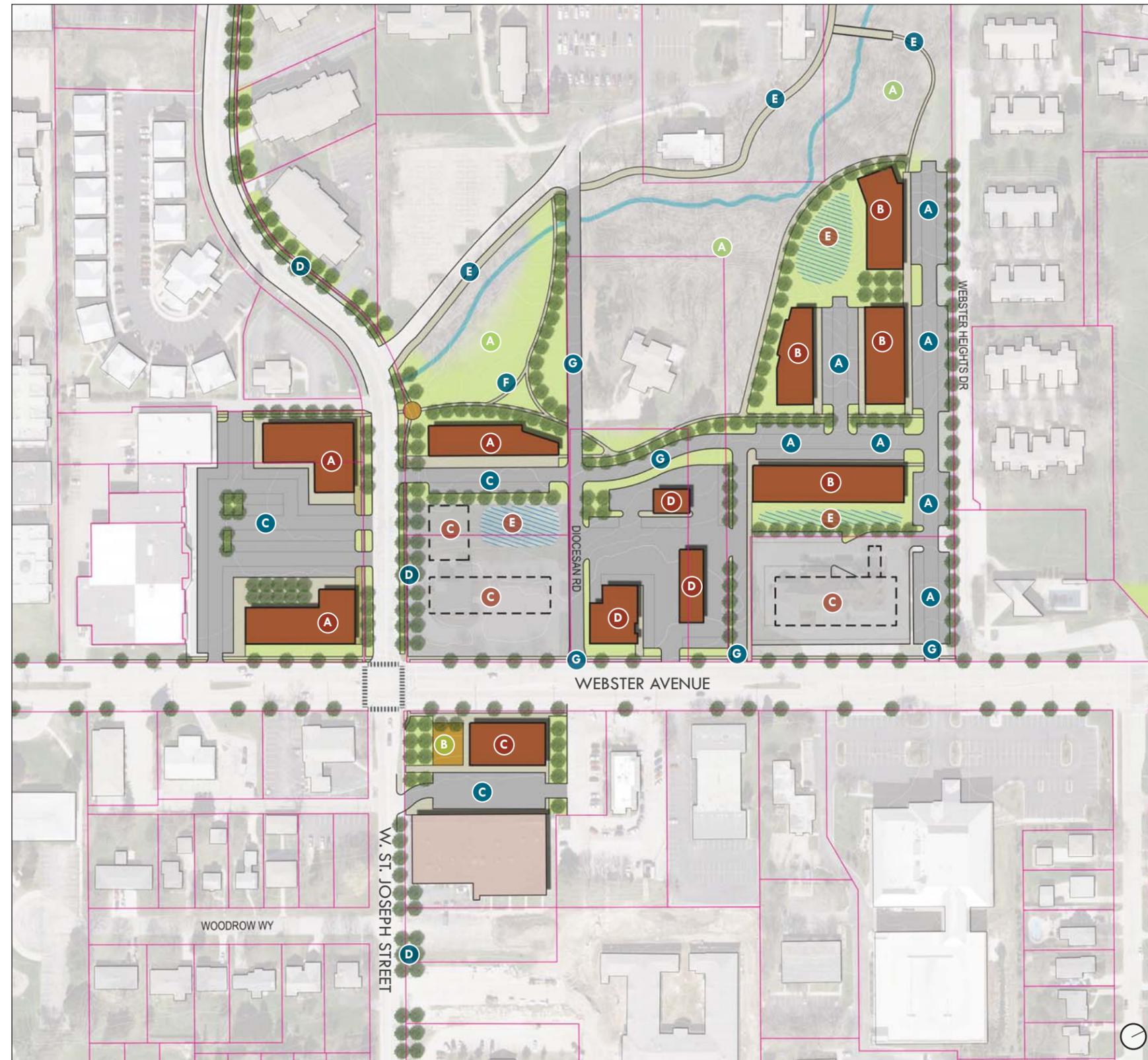
- A. Mixed-use building – multi-story
- B. Residential building – multi-story
- C. Retail
- D. Retail or service station
- E. Stormwater facility

Community Places ●

- A. Conservation easement
- B. Plaza

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Shared parking
- D. Arboretum trail
- E. Ravine trail
- F. Path
- G. Shared access



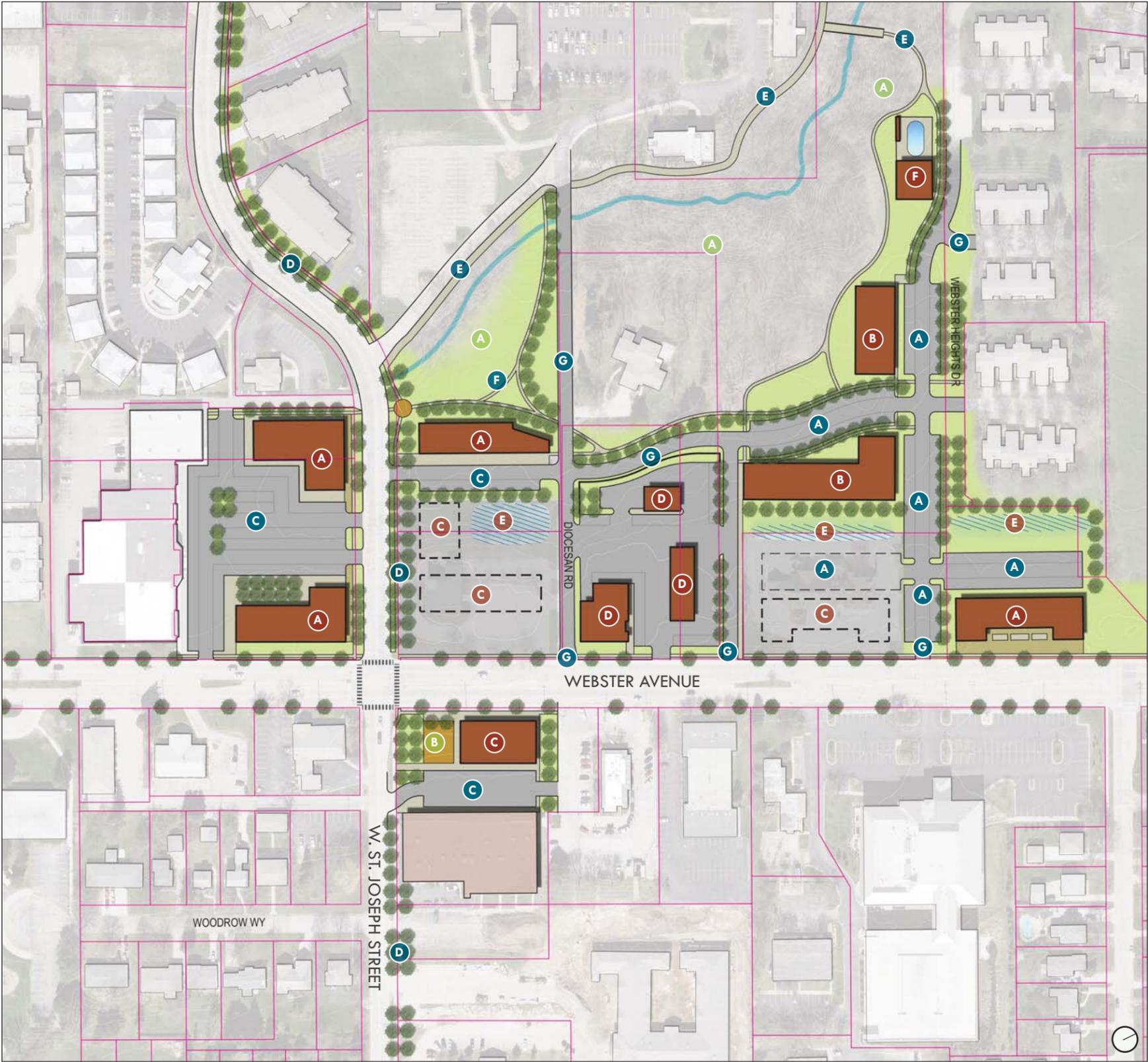


ILLUSTRATION KEY

- Type of Development** ●
- A. Mixed-use building – multi-story
 - B. Residential building – multi-story
 - C. Retail
 - D. Retail or service station
 - E. Stormwater facility
 - F. Community pool facility
- Community Places** ●
- A. Conservation easement
 - B. Plaza
- Circulation** ●
- A. Private surface parking
 - B. Below-grade parking access
 - C. Shared parking
 - D. Arboretum trail
 - E. Ravine trail
 - F. Path
 - G. Shared access

WEBSTER AVENUE: WEBSTER AS A NEW MAIN STREET

CONCEPT

Webster should feel like a continuous ‘busy’ street with retail, office, and residential activities pushed together. It is not necessary for the façades to be continuous but gaps between buildings in excess of 100’ should be avoided except for major features (e.g. existing cemeteries). As new buildings develop (and older ones are rehabilitated or redeveloped) the structures should be placed close to the street edge.

The architecture can be both contemporary and traditional, but it should create a strong corner intersection as opposed to conventional suburban setbacks. Signage and lighting should be welcomed as part of the ambience for the area, especially night lighting. All street edges should allow mixed-use activities. Retail uses should only be encouraged at critical junctions where there is enough traffic to support such businesses. Residential or office uses can be placed above retail.

Surface parking should be used to accommodate retail activities but it must be placed in the back or in narrow strips (the typical width of one parking bay, or 60’) if located on the side. No drive-through facilities should be allowed facing the street – they must all be located in the rear. Auto-oriented uses should be minimized and wide driveways should be discouraged in order to facilitate pedestrian movement.

No big box retail uses are shown. In this circumstance they are difficult to create due to the need for larger land assembly. Although traffic counts may be sufficient to make such uses viable, they should be discouraged along Webster or designed in such a way that they help to maintain the character of Webster as a main street.

NEW RESIDENTIAL

In this Scenario one new multistory building is shown as an example of how mixed-use buildings can be accommodated with adequate parking and maintenance of a strong street front.

CEMETERY INTEGRATION

There is one location in which the edge of the existing cemetery can be improved. This includes a new ornamental fence surrounding the paupers’ grave. Presumably it might include features that memorialize the history of those interred

at this site. Included in this Scenario is a small building which could be used as a pavilion – either public or semi-private.

DERBY LANE INTERSECTION

The way in which Webster intersects Derby Lane could also be improved as when in the illustration. This should improve cross traffic and east-west movement for pedestrians.

IMPLEMENTATION

Key issues for implementation in this area include:

- » Options for an overlay district
- » Agreements for easements for shared parking
- » Additional engineering analysis of concepts, costs, and options
- » Design guidelines
- » Land exchange negotiations

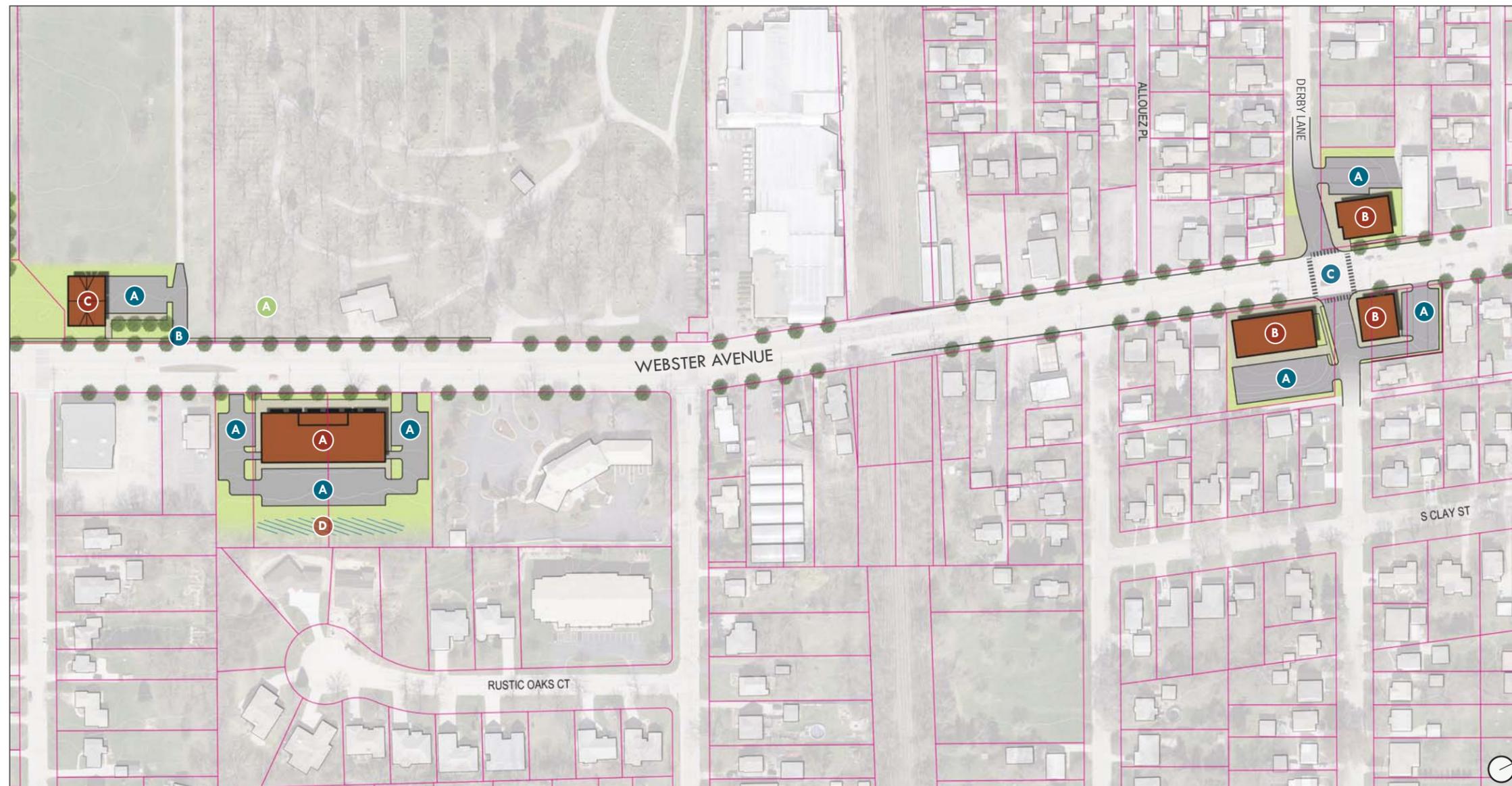


ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Retail
- C. Retail or pavilion
- D. Stormwater facility

Community Places ●

- A. Potters' grave memorial

Circulation ●

- A. Private surface parking
- B. Shared access
- C. Reconfigured Derby Lane intersection

RIVERSIDE DRIVE & W. ALLOUEZ AVENUE: SHORELINE REDEVELOPMENT

CONCEPT

Re/development among multiple land owners along the River should feel like a series of linked courtyards and gardens. Some courtyards include hardscape to accommodate surface parking. Some courtyards feel like private or semi-private garden areas. Most of the parcels offer high-value views of the River, the potential for significant environmental amenities, and desirable connections to the trail system. The alternatives portrayed in the illustration assume that properties can be developed as separated sites with private or semi-private gardens or courtyards.

MULTIPLE OWNERS AND MULTIPLE USES

The typical uses for these sites assume that multi-story residential is appropriate with rental or condominium units variations based on market conditions. Current office uses are also appropriate and should be encouraged to continue. It is assumed that buildings will range in height from 3 to 5 stories. In addition there will be differences in parking lots and circulation. The large number of different land owners, each with different economic objectives and circumstances requires a consistent but flexible planning approach.

CIRCULATION

Parking should be located in structures (built into the topographic drop) or on smaller surface lots that are placed behind structures or in interior court. AS redevelopment occurs, cross-easements should be required for current or future sharing of parking facilities.

ENVIRONMENTAL AMENITIES

The site options depict connectivity in terms of trail linkages, access to the water's edge, shared parking and circulation. In some cases this includes cross-easements required for current or future sharing of parking facilities. The illustrations show numerous east-west connections linking the trail, waterfront, and sidewalks on Riverside. These alternative (or additional) links to the trail system facilitate higher levels of public access and movement along the water's edge. While some private owners will naturally prefer to avoid shared usage, the overall value and branding of Allouez as a "riverfront" village depends on making such access easy, frequent, and visible.

Given the change in topography from Riverside down to the River there are many opportunities for terraces, decks, and balconies that provide unique views for both private and public activities. At the same time, the riverfront environment provides options for a "layered" landscape that fits different plant communities and landscape aesthetics.

STORMWATER

In some cases where existing development has created large impervious surfaces, additional stormwater facility may not be legally required. Nonetheless shared stormwater treatment should be able to maximize the potential for both new development as well as environmental quality.

IMPLEMENTATION

Key issues for implementation in this area include:

- » Options for an overlay district
- » Agreements for easements and maintenance of environmental features and parking
- » Stormwater planning
- » Additional engineering analysis of concepts, costs, and options



ILLUSTRATION KEY

Type of Development ●

- A. Mixed-use building – multi-story
- B. Office building
- C. Existing commercial

Community Places ●

- A. Public pier overlook
- B. Public overlook
- C. Public green space
- D. Green roof overlook

Circulation ●

- A. Private surface parking
- B. Below-grade parking access
- C. Existing Fox River State Trail
- D. Shared access

THE ARBORETUM TRAIL

CONCEPT

The Arboretum Trail is intended as a high value destination point for residents and visitors. It will be a multi-content landscaped street connecting the Fox River to the East River. The trail will include a continuous series of different landscape components along the north edge of St. Joseph Street. Along the way there would be different collections of plant families and features reflective of the regional ecology, preferably native species. Aesthetically the trail will include both a park-like feel on the edge of the street using both formal and picturesque landscaping styles. Changes in character will be recognizable on each block.

USES

The trail will be suitable for strolling and quiet sitting areas as well as larger events. This linear arboretum should include pedestrian and bicycling activity for everyday use as well as recreational uses on weekends and other leisure-time events. The trail should connect to private and public places such as gardens, entries, small plazas and other features. There would be parallel street parking along W. St. Joseph Street.

KEY FEATURES

Educational signage describing the types of plant materials, the environmental, and cultural history of the street and surrounding areas. New plant families would fit local circumstances (such as tree alleys in narrow areas parallel to the St. Joseph Street with larger clusters in areas nearer to the East River). The trail could also include bioswales and other special elements for stormwater management.

IMPLEMENTATION

Key issues for implementation in this area include:

- » Agreements for easements and protection of high-value environmental features and access.
- » Stormwater planning
- » Additional engineering analysis of concepts, costs, and options

