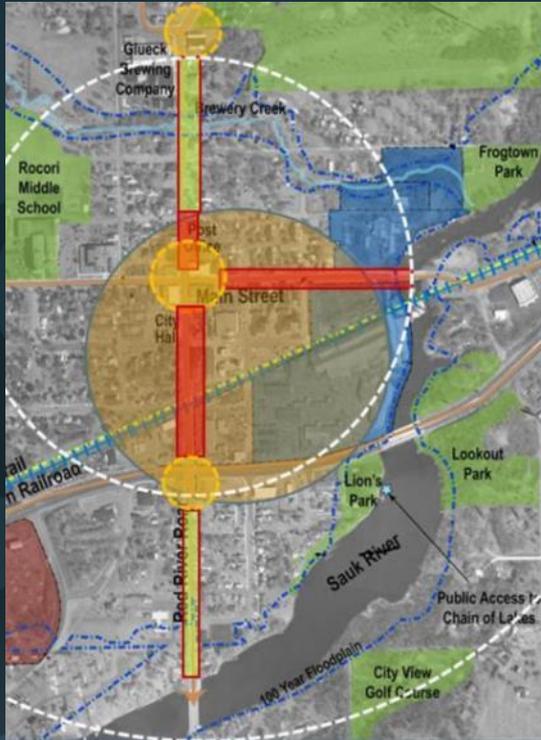


Cold Spring Downtown Streetscape

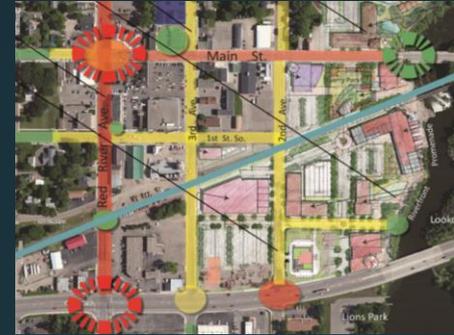


Geoffrey Martin *Urban Design + Landscape Architecture, LLC*

October 27, 2014

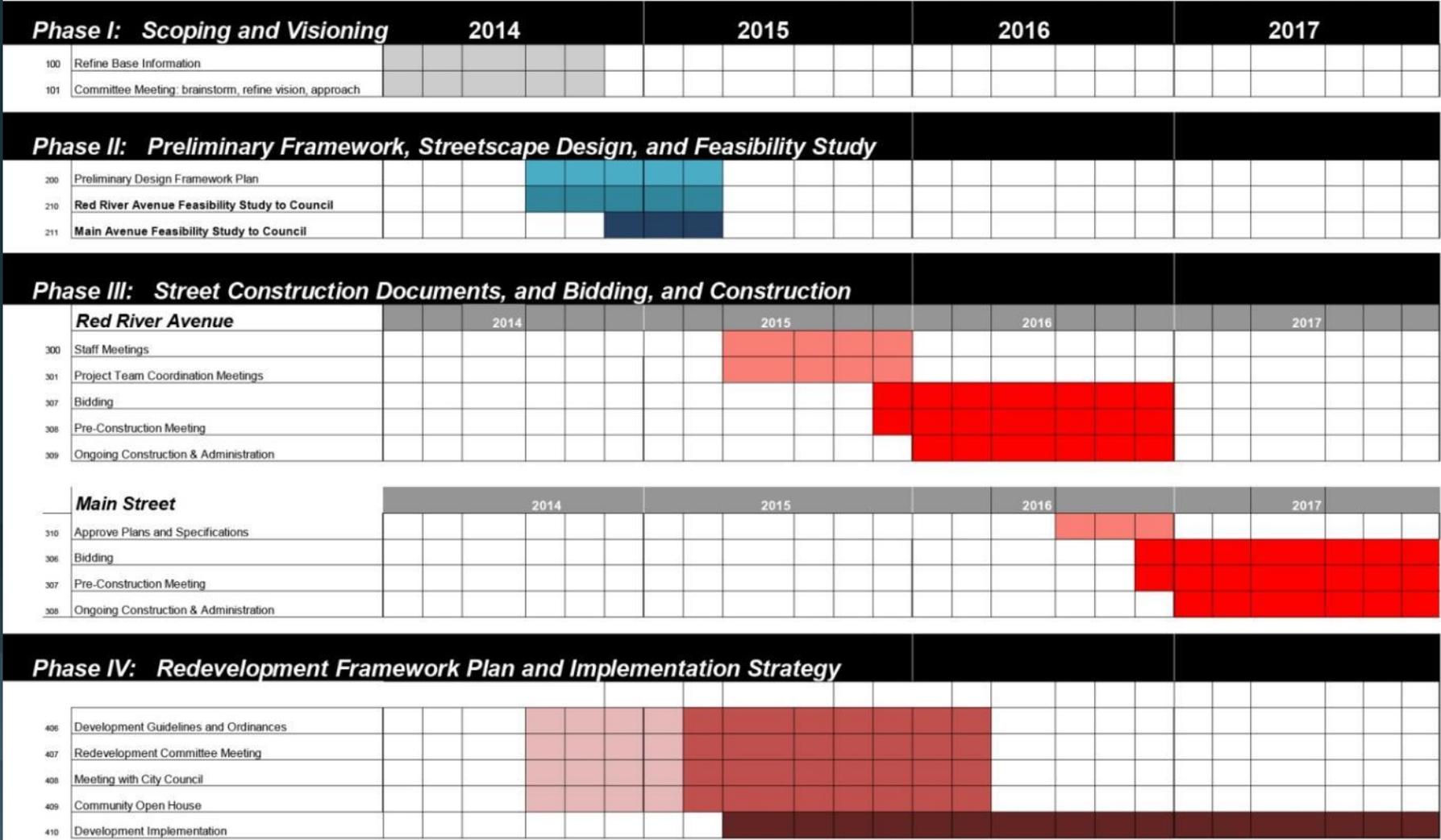
Presentation

- Process
- Property Owners Survey
- Goals and Objectives
- Downtown Framework Plan
- State Aid Design Parameters
- Red River Avenue
- Main Street
- Preliminary Streetscape Elements
- Estimate of Probable Costs



The Process

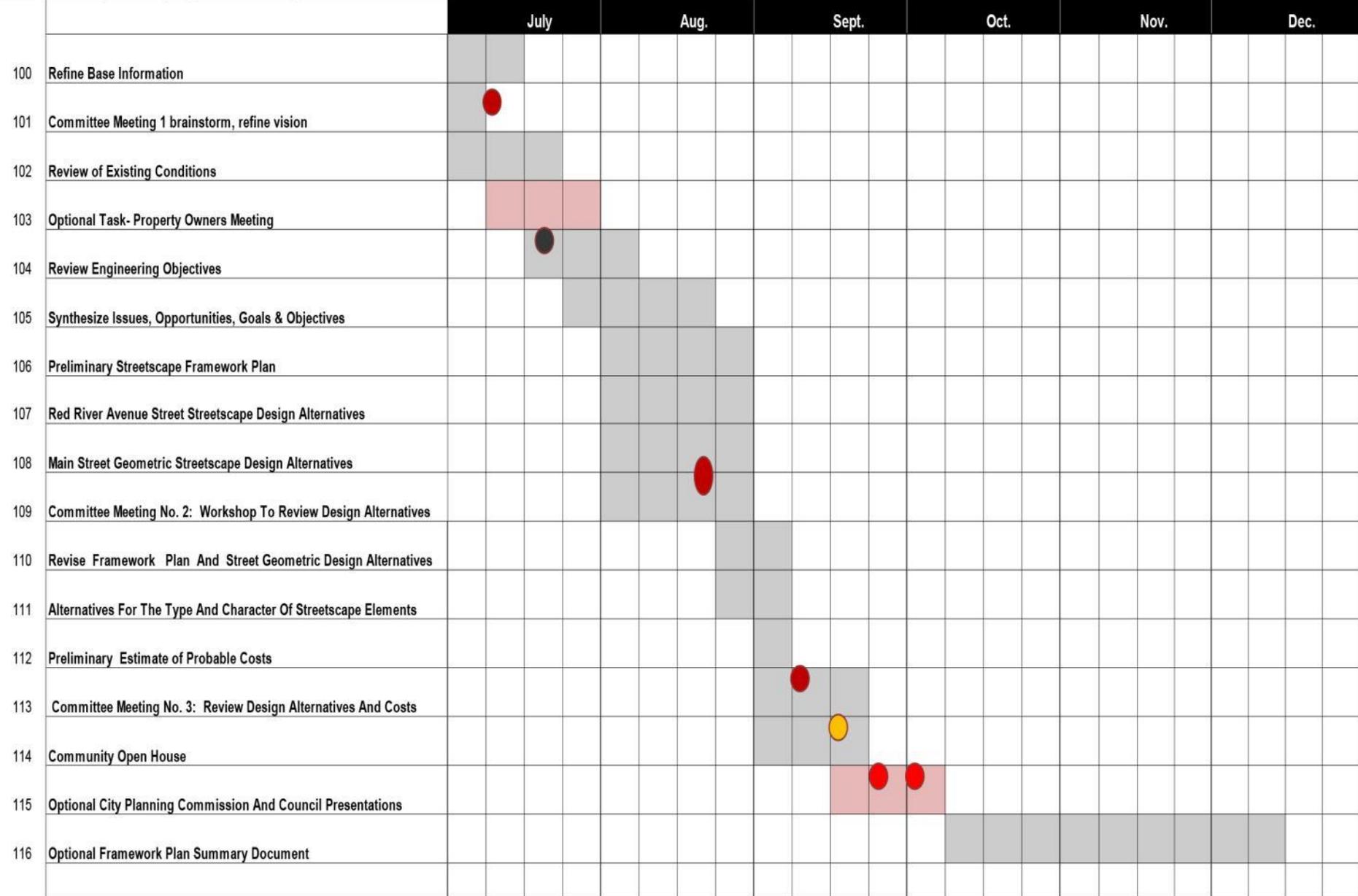
TRUST THE PROCESS



Downtown Coldspring Streetscape Preliminary Process

7/7/2014

Phase I: Project Scoping and Visioning



Property Owners Meetings

How does current streetscape help or hinder your business?

Responses

- *More space for sidewalk tables and chairs, more trees for shade*
- *Walk-ins are part of business so business exposure from street is key.*
- *With current street parking it is okay, but its difficult when spaces fill up then people don't use business*

Property Owners Meetings

How could streetscape be improved?

Responses

- *More parking, More parking, More parking, More parking*
- *Better access*
- *More parking, better access*
- *Wider walks for more outside use i.e. benches, tables/charis, displays more trees for shade*

Property Owners Meetings

Desired elements

Responses

- Bike racks, trees
- Bike parking, designated parking for business
- Ok as is
- Remove overhead wires,
- More benches, light poles with flower pots/flags/banners
- The streetscaping East of Teal's (Granite Landing) looks wonderful. It would be nice to incorporate that look into downtown area

Greatest Hopes for Streetscape

Responses

- *It will brighten up and refresh downtown*
- *More parking, convenience, looks beautiful*
- *Traffic flow smoother especially by schools, more appealing for people to sit and stay in downtown area*
- *More inviting access to town*
- *Slower traffic for crosswalks*
- *Bicycle parking and racks*
- *Wider Sidewalks, More inviting look, flowers/trees, benches*
- *1. keep business coming to downtown area 2. a good marriage of old and new to compliment what we have already 3. Good access and signage during construction and plenty of public notification beforehand*
- *A unified appearance that identifies it as a downtown.*

Property Owners Meetings

What Physical Improvements Should be Included?

Comments

- Get rid of all telephone and electrical lines.
- Narrow the main street
- Put in sidewalk bump outs at the end of Main Street.
- More parking lots.
- Widen the sidewalks
- More bike paths and walking trails.
- Lighting should be the same throughout the town
- Develop pedestrian and tourist sites
- Use the bike trail amenity as a positive for downtown.
- Trees shrubs, flowers, granite raised flower gardens.

Framework Plan

- Illustrates the Intent of the Overall Downtown Vision, Design Principles, Goals and Objectives
- Provides a Guide for Long and short term decisions and investments

DEFINE NORTH GATEWAY AT CTY . RD. 50 INTERSECTION

DEFINE EAST GATEWAY ON MAIN STREET

IMPROVE PEDESTRIAN AND BICYCLE CONNECTIONS Between Downtown, Neighborhoods, Schools, River and Open Spaces

REINFORCE MAIN STREET CHARACTER AND DOWNTOWN VITALITY THROUGH A COMPACT MIXED USE REDEVELOPMENT PATTERN

PROVIDE CENTRAL PUBLIC PARKING FACILITIES

INCORPORATE MORE ANGLED PARKING ON SECONDARY STREETS

LINK DOWNTOWN TO GRANITE LANDING, THE RIVERFRONT PROMENADE, FROGTOWN, LIONS & LOOKOUT PARKS AND THE RIVER OAKS GOLF COURSE

DEFINE PRIMARY GATEWAY AT RED RIVER AVENUE AND HIGHWAY 23: Buffer views to parking areas, define edges between public and private realm, improve efficiency of parking areas

INTEGRATE GRANITE LANDING INTO THE DOWNTOWN

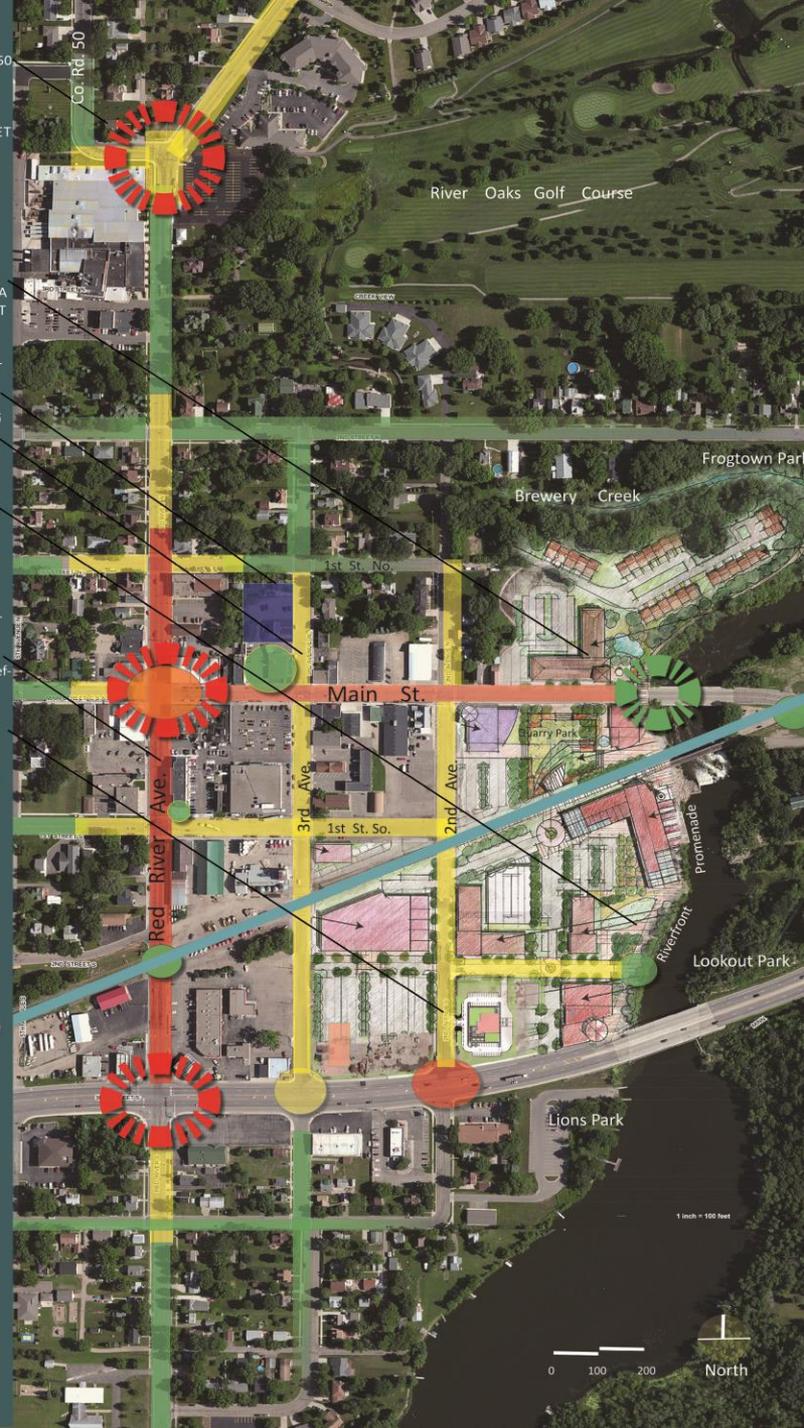
IMPROVE CONNECTION TO NEIGHBORHOODS SOUTH OF HWY. 23 Through Streetscape & Safety Improvements.

Legend

- Primary Streetscape
- Secondary Streetscape
- Residential Street
- Public parking
- Pocket Park

Framework Plan Cold Spring Downtown Streetscape

8-25-2014
Geoffrey Martin *urban design + landscape architecture*

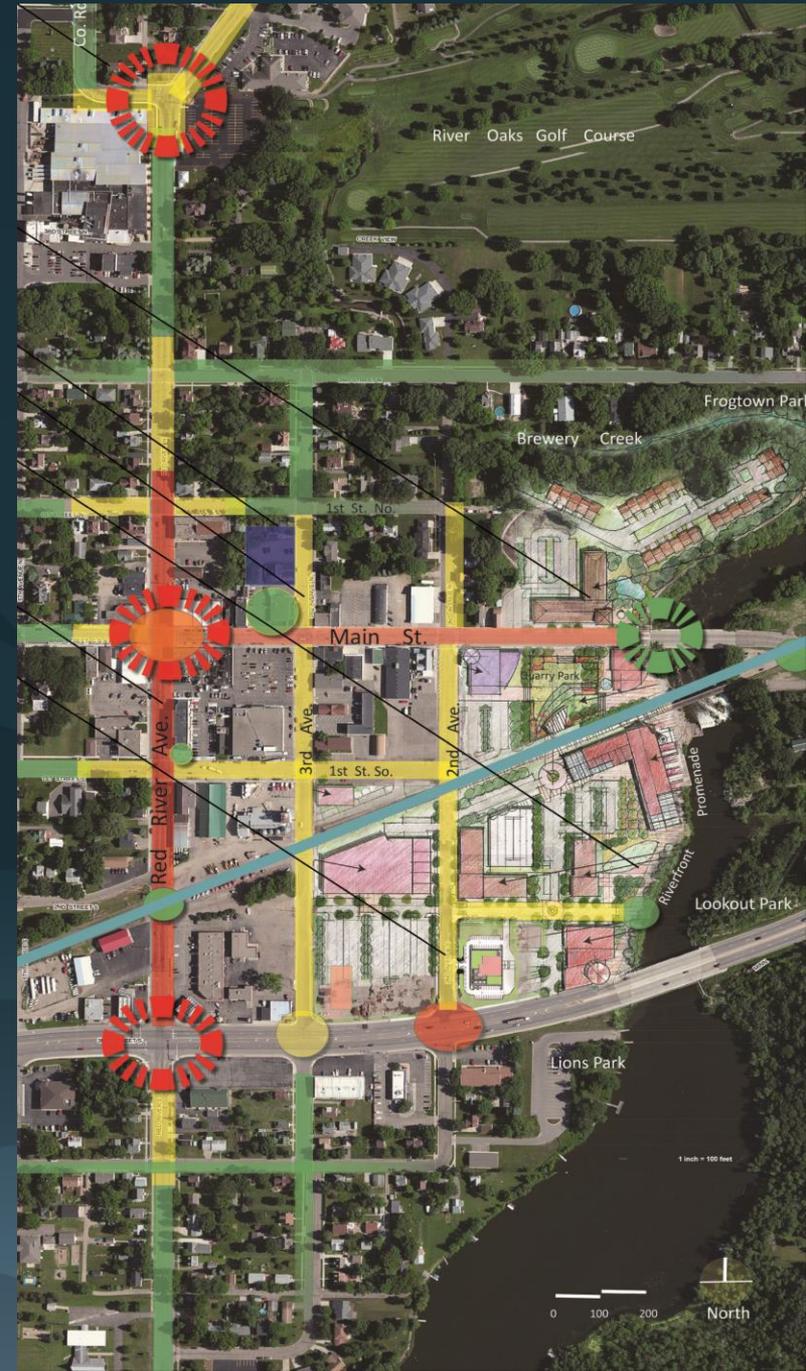


Goal

Maintain Downtown As The Cultural Heart Of The City

Objectives

- Provide a hierarchy of streets and open spaces to attract businesses and residents, and set the stage for cultural activities.
- Maintain City Hall, the Library and other public uses downtown.
- Express Colds Springs rich history through the streetscape design, interpretive wayfinding and public art elements.
- Improve gateways into the city through streetscape, site design, and architectural treatments
- Use greenery to enhance the Downtown.

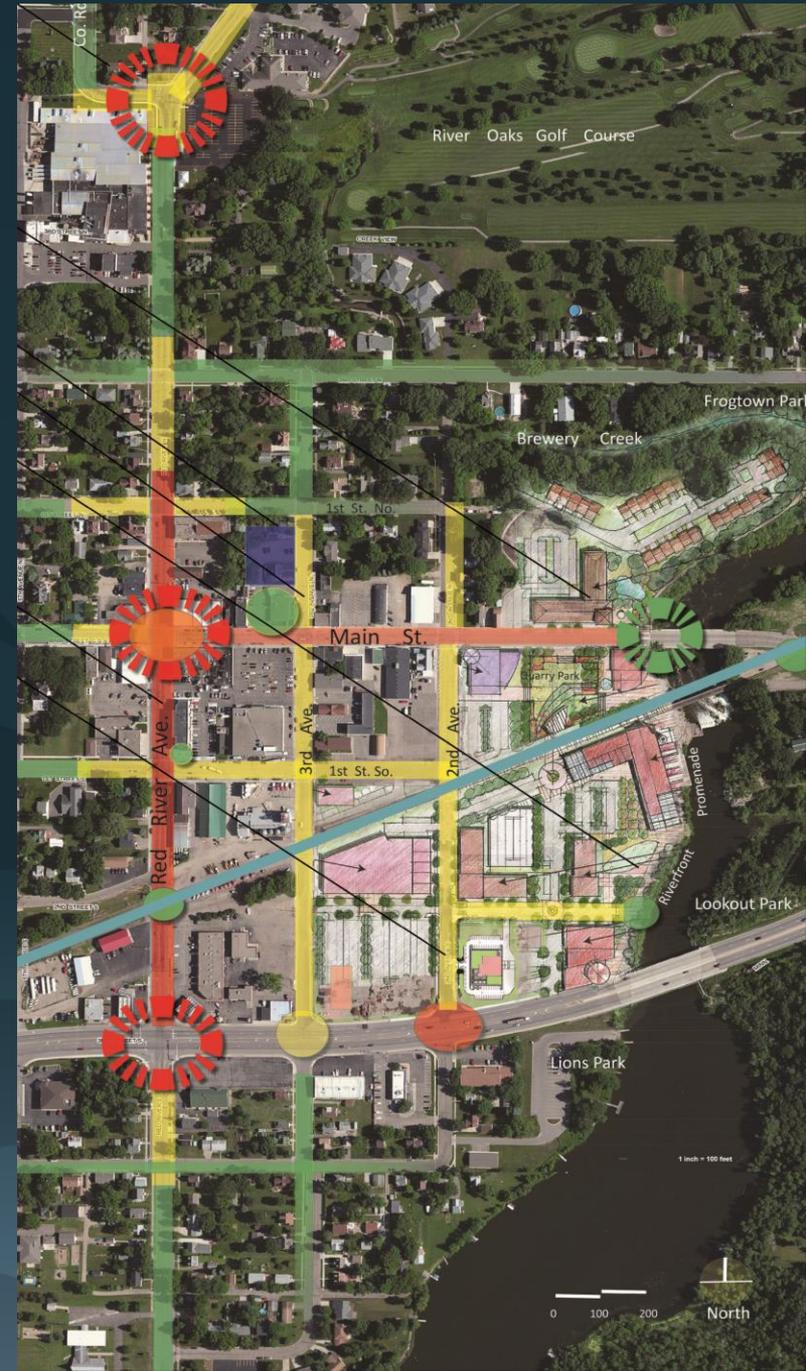


Goal

Improve Connections To Neighborhoods, Schools, The River, Trails And Open Space System

Objectives

- Highlight ROCORI Trail as an amenity to draw users downtown.
- Improve Traffic flow. Make it more manageable Business Friendly
- Create a more pedestrian friendly downtown by narrowing streets, widening walks, and incorporating sidewalk bump outs where possible.
- Provide more bicycle facilities between downtown and the schools



Goal

Promote Sustainable Redevelopment Of The Downtown

Objectives

- Provide open space and trail system links with Granite Landing the Riverfront, Frogtown Park and the River Oaks Golf Course.
- Reinforce Main Street character and downtown vitality through a compact, mixed use, urban redevelopment pattern.
- Support existing and start up businesses
- Provide more central, accessible public parking
- Relocate and/or bury all power lines and phone lines.

Framework Plan

INCORPORATE MORE ANGLED PARKING ON SECONDARY STREETS

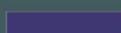
LINK DOWNTOWN TO GRANITE LANDING, THE RIVERFRONT PROMENADE, FROGTOWN, LIONS & LOOKOUT PARKS AND THE RIVER OAKS GOLF COURSE

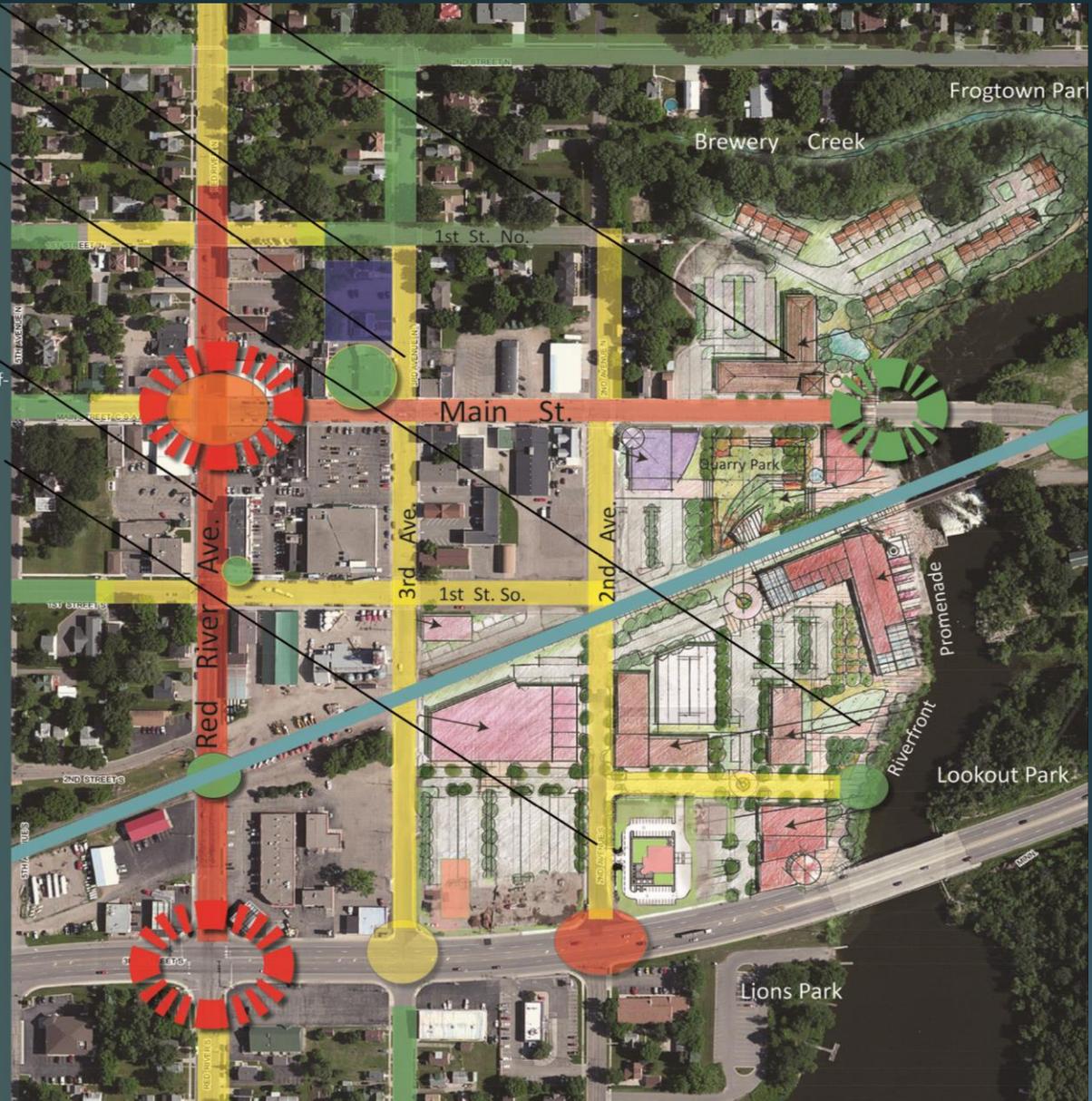
DEFINE PRIMARY GATEWAY AT RED RIVER AVENUE AND HIGHWAY 23: Buffer views to parking areas, define edges between public and private realm, improve efficiency of parking areas

INTEGRATE GRANITE LANDING INTO THE DOWNTOWN

IMPROVE CONNECTION TO NEIGHBORHOODS SOUTH OF HWY. 23 Through Streetscape & Safety Improvements.

Legend

-  Primary Streetscape
-  Secondary Streetscape
-  Residential Street
-  Public parking
-  Pocket Park



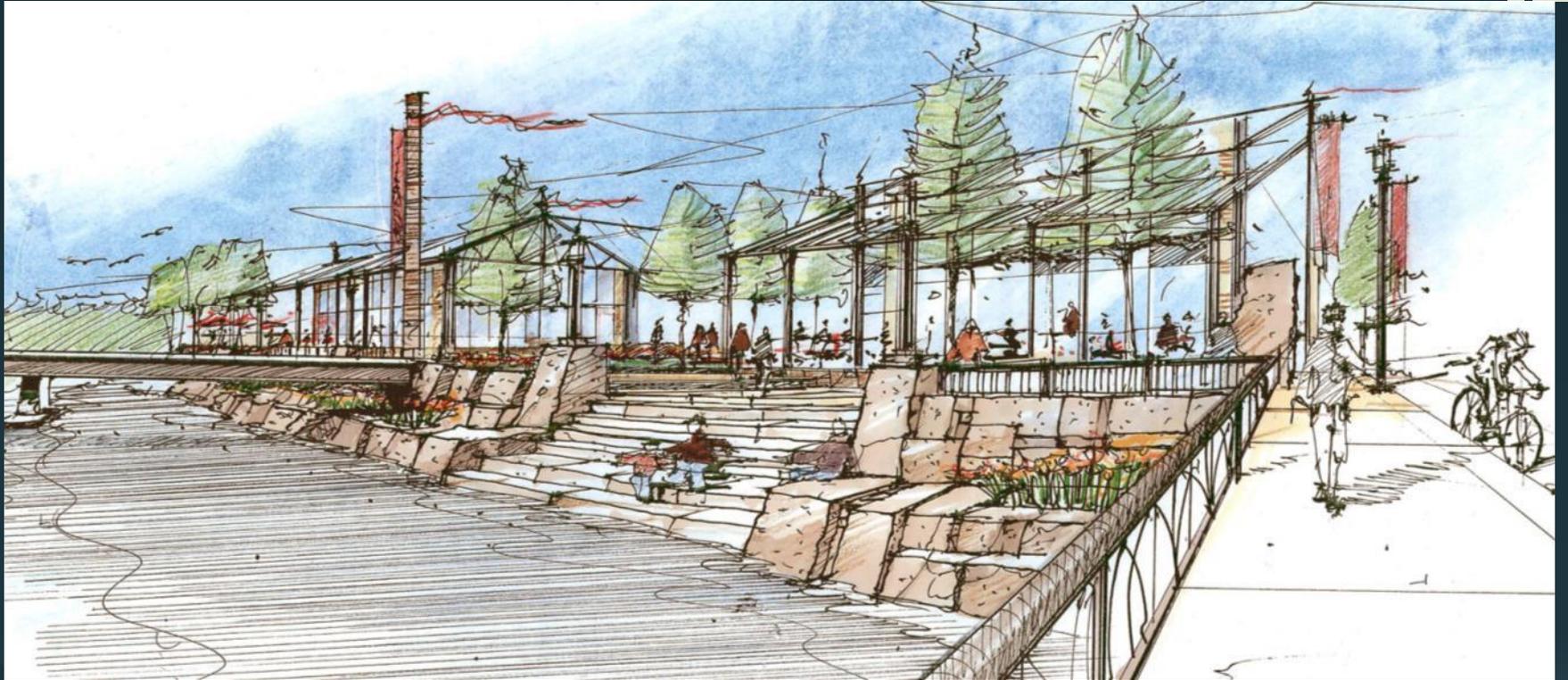


Coldspring Granite Co.

Quarry Park

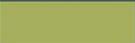
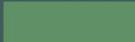


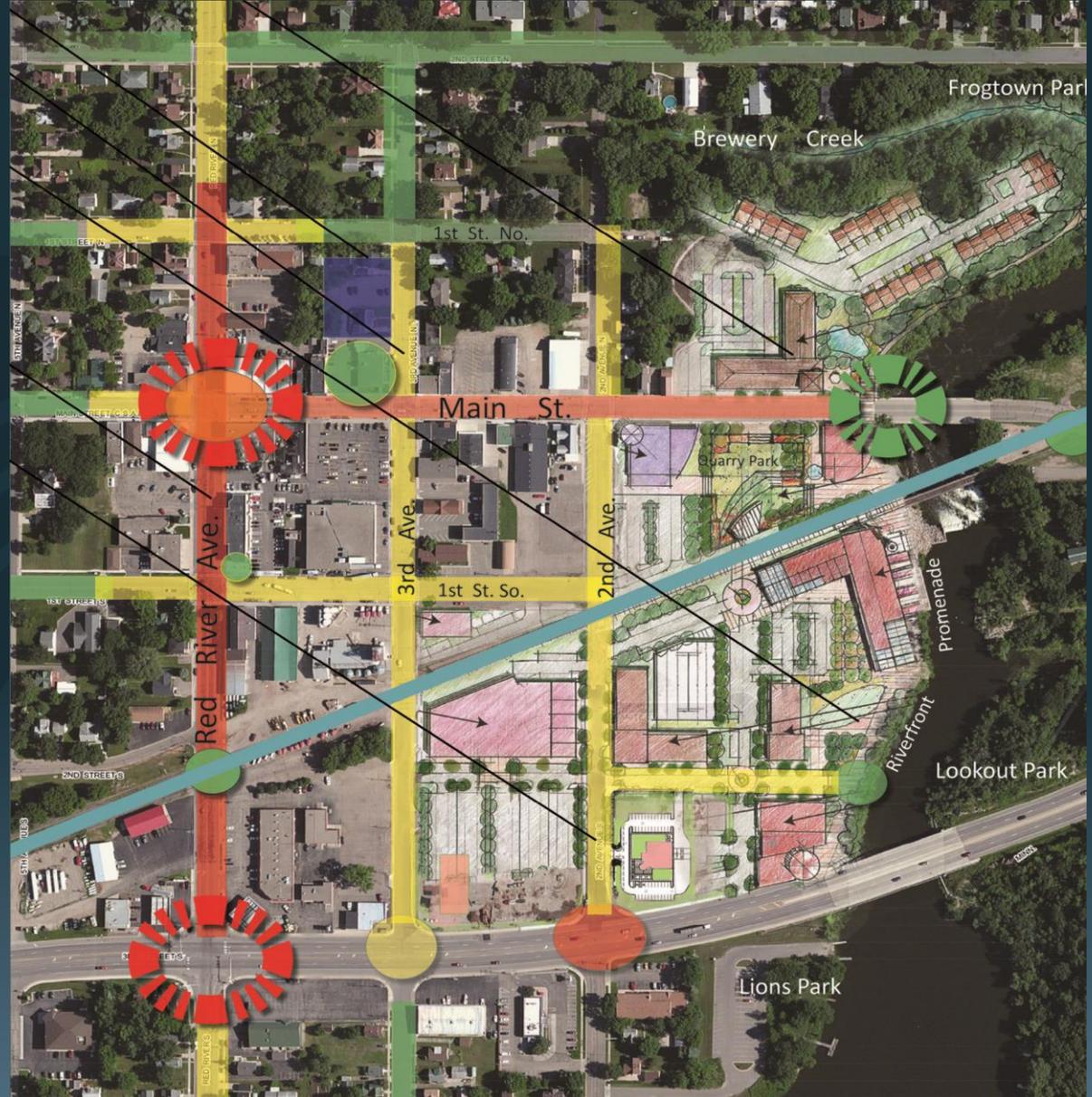
Granite Landing Riverfront



Preliminary Framework Plan

Legend

-  Primary Streetscape
-  Secondary Streetscape
-  Residential Street
-  Public parking
-  Pocket Park



Cold Spring Streetscape

Streetscape Treatments

- Shape and Reinforce Identity of Cold Spring
- Provide Continuity to Corridors
- Provide Flexibility to Respond to Site Conditions
- Accommodate Business & Neighborhood Needs
- Provide for Layers of Change and Activity
- Minimize Maintenance



Cold Spring Streetscape

Basic Streetscape Treatment

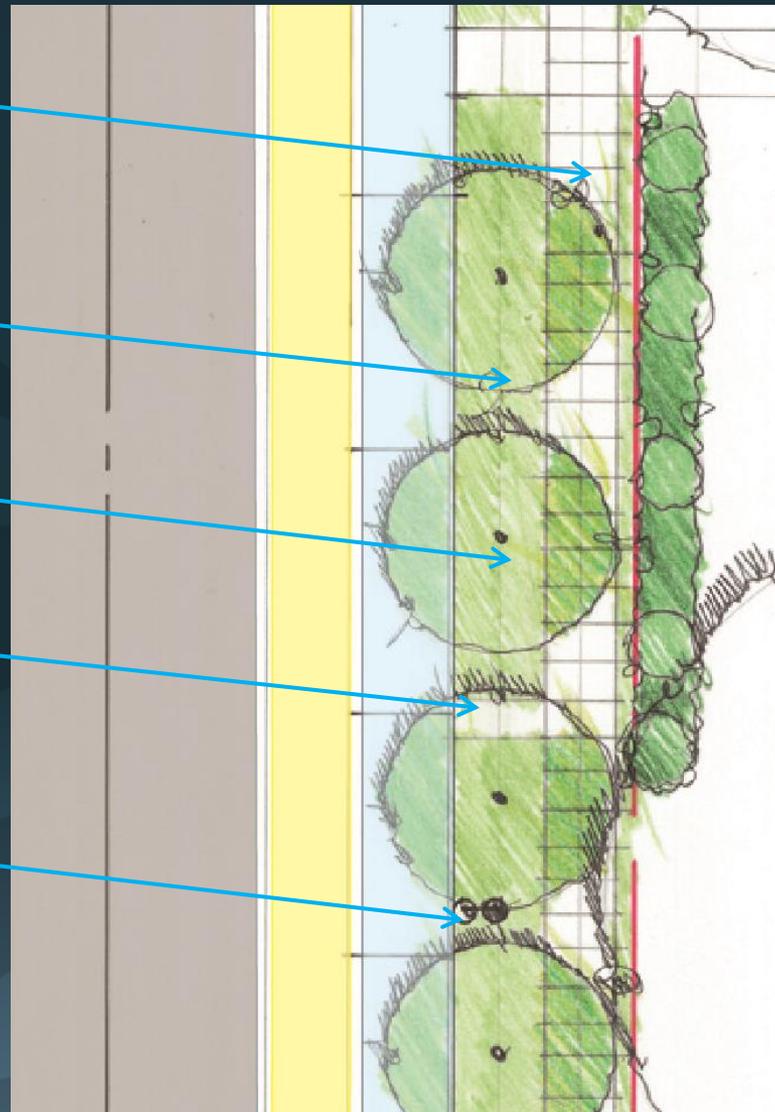
Plain Concrete with 3ft. X 3ft. Scoring Pattern

Turf Boulevard

Boulevard Trees

Plain Concrete 3ft. Wide Walk & Banding at Parking Space

Street Light



Cold Spring Streetscape *Secondary Streetscape Treatment*

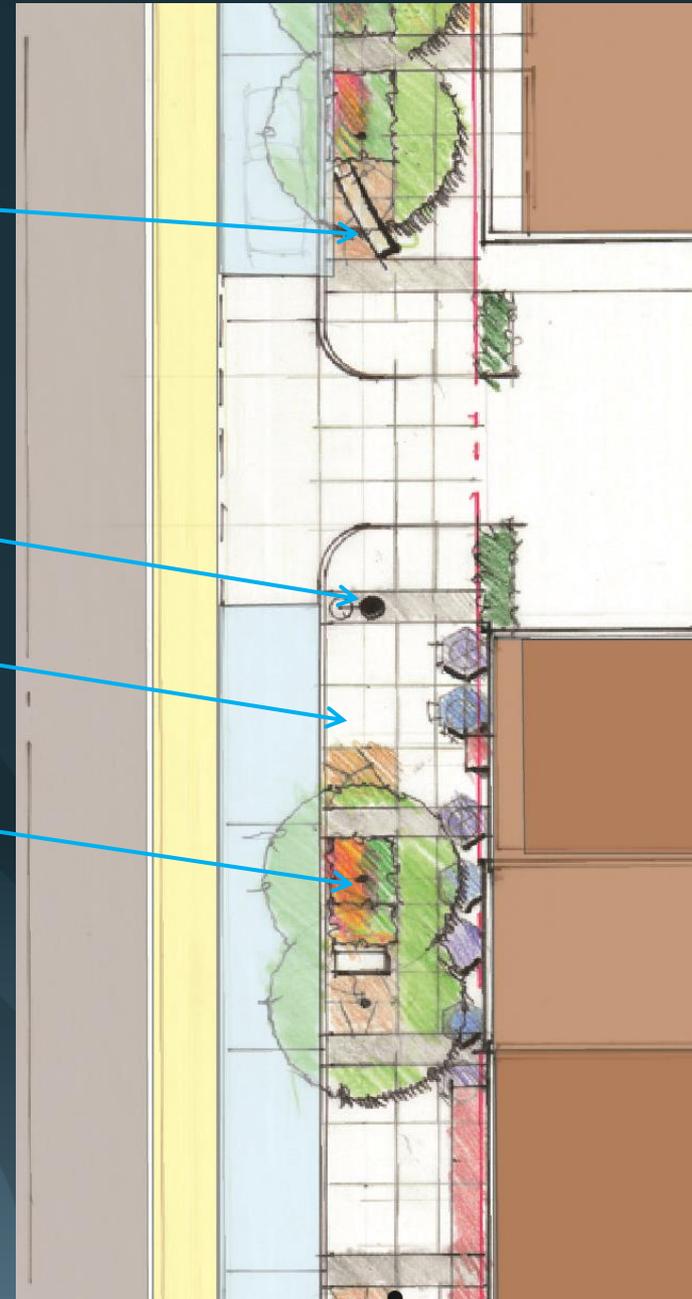
Granite Benches

Street Light

Plain Concrete with Charcoal
Concrete Banding

Street Trees

Base treatments of turf,
native grasses & perennials, and/or
dry laid granite flagstone



Cold Spring Streetscape

Primary Streetscape Treatment

Street Trees

Base treatments of turf, native grasses & perennials, and/or dry laid granite flagstone

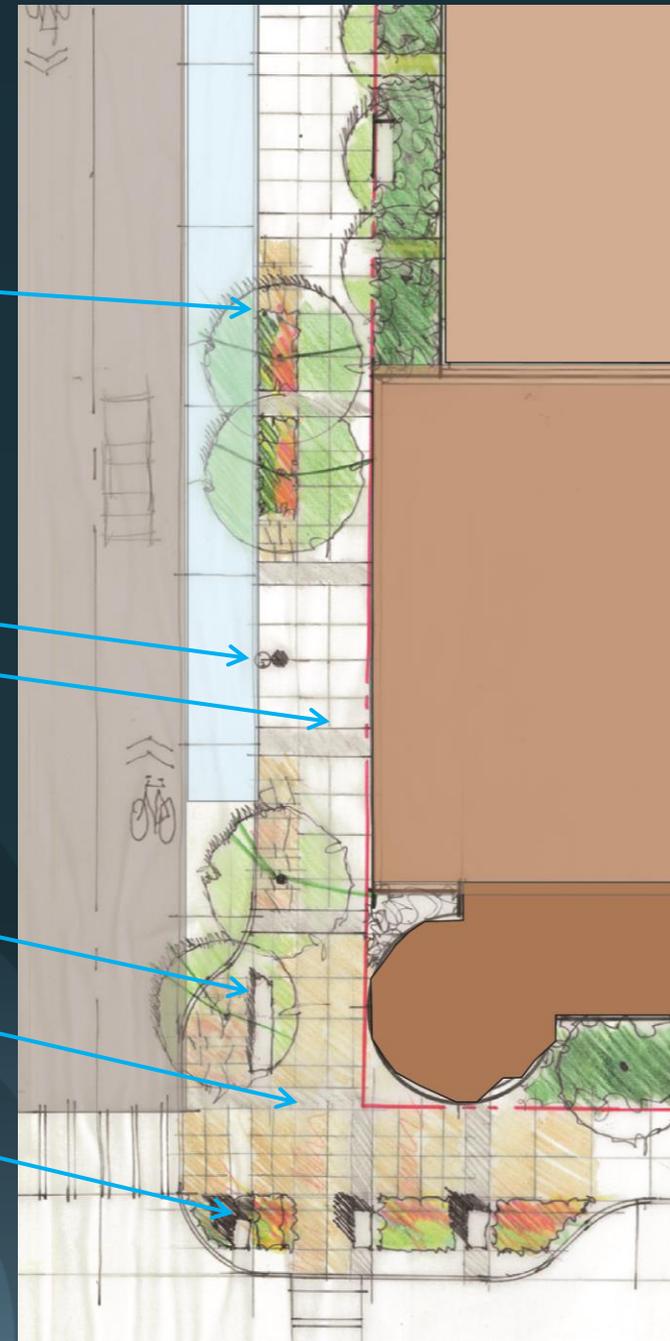
Street Light

Plain Concrete with Charcoal Concrete Banding

Granite Benches

Buff Colored Concrete with Charcoal Concrete Banding

Gateway Elements and/or Public Art



Red River Avenue



Hwy. 23 to ROCORI Trail



Red River Avenue
Highway 23 to ROCORI Trail



Hwy. 23 to ROCORI Trail

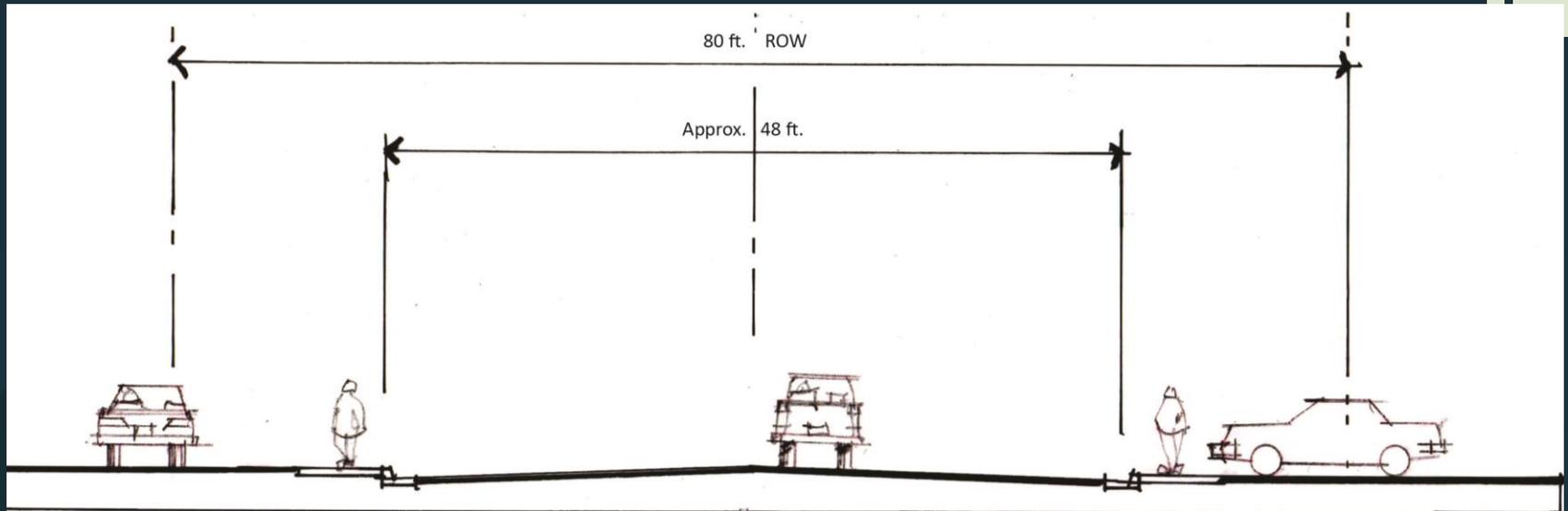


Red River Avenue
Highway 23 to
ROCORI Trail

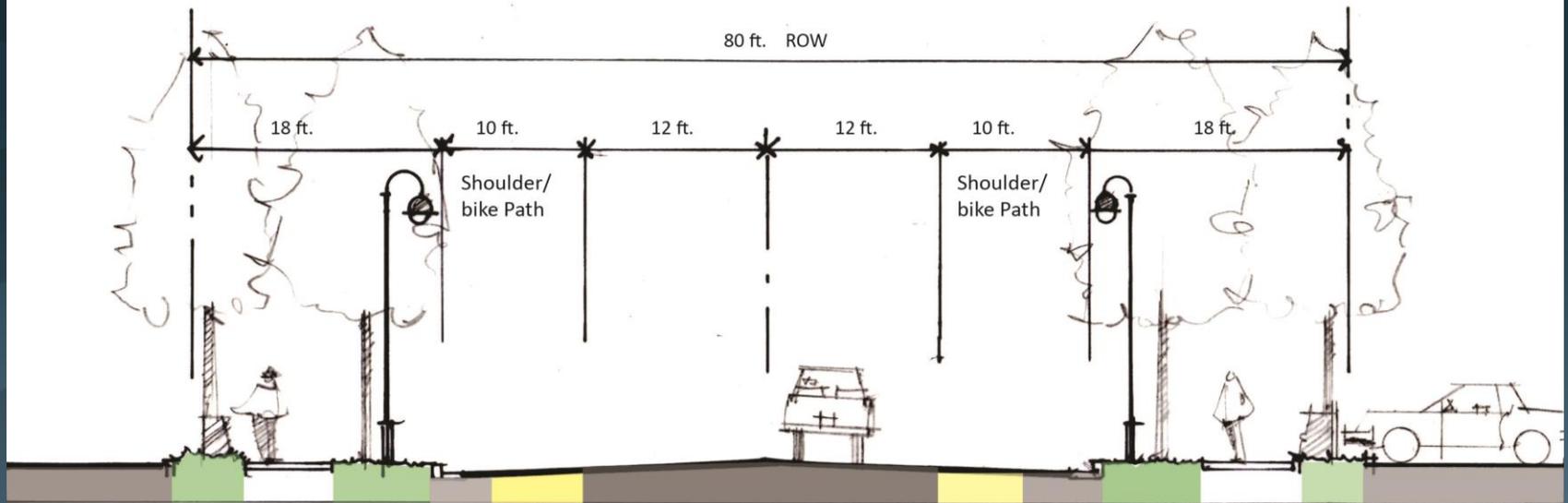


Red River Avenue

Hwy. 23 to ROCORI Trail: *Option B – Bike Lane*



Hwy. 23 to 1st. So.: *Existing*



Hwy. 23 to 1st. So.: *Proposed*

Red River Avenue Highway 23 to ROCORI Trail: *Option B – Bike Lane*

GRANITE ENTRY MONUMENTS AND TRAIL HEAD
Expanded Boulevards and Landscaping

DEFINE ENTRY POINTS AND PARKING BAYS With Curbs and Landscaping

PARKING LOT BUFFERS
5 Ft. Wide Split with ROW
Storm water Infiltration
Granite Bollards
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking

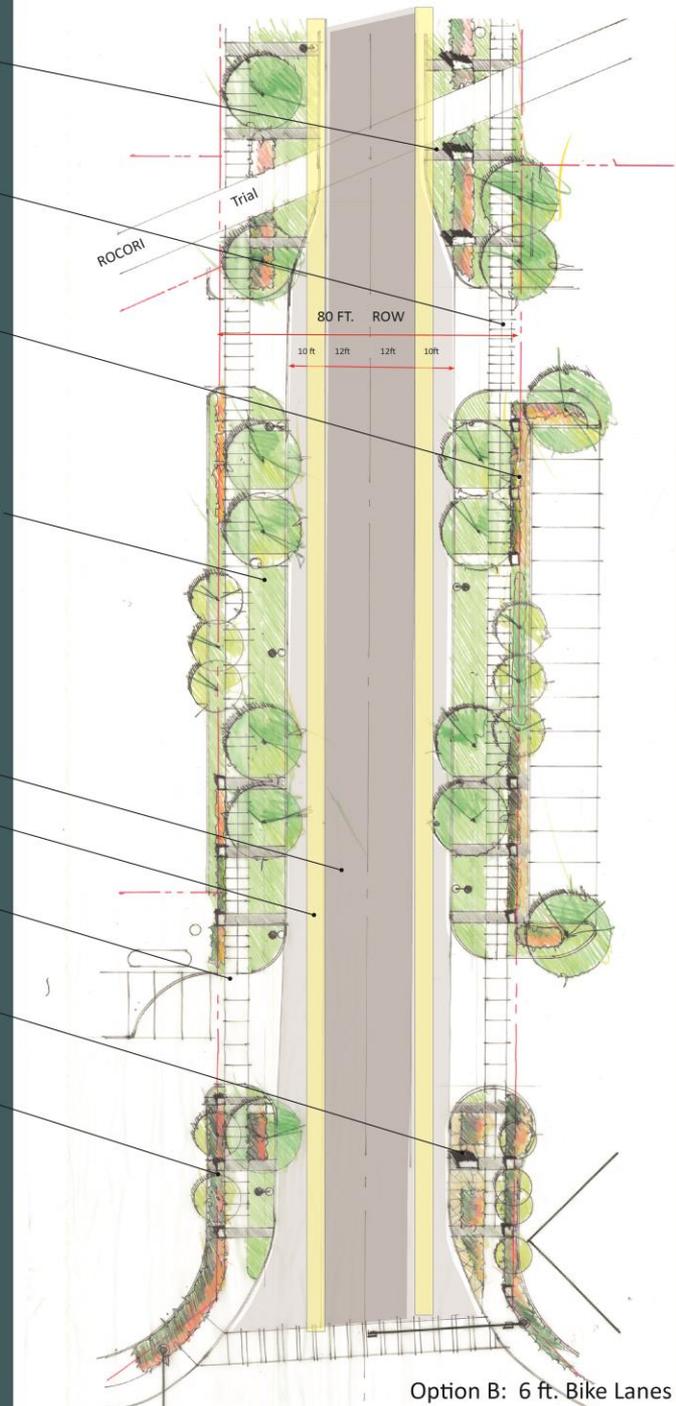
EXPANDED WALKS AND BOULEVARDS
6 ft. Wide Walks
10 ft. Wide Boulevards
Boulevard Trees
Stormwater Infiltration
Street Lights

NARROW STREET WIDTH
12 Ft Wide Thru Lanes
10 Ft. Wide Shoulders
6 Ft. Bike Lane within Shoulders

ALIGN ACCESS POINTS TO CREATE SAFER TURNING MOVEMENTS

GRANITE ENTRY MONUMENT

PARKING LOT BUFFERS
5 Ft. Wide Split with ROW
Storm water Infiltration
Granite Bollards
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking



Red River Avenue
Design Concept

Option B: 6 ft. Bike Lanes

Red River Avenue Highway 23 to ROCORI Trail: *Option B – Bike Lane*

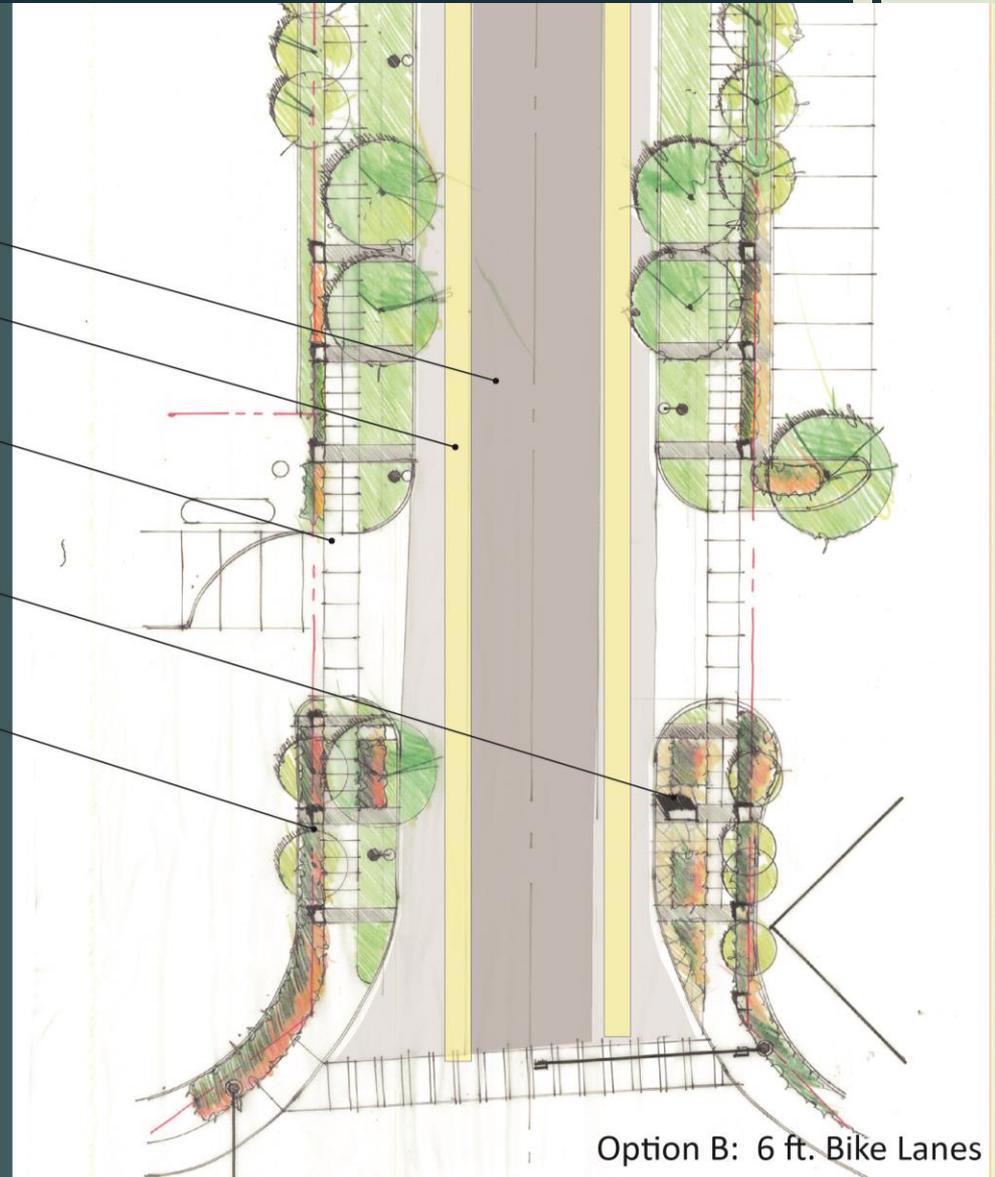
NARROW STREET WIDTH
12 Ft. Wide Thru Lanes
10 Ft. Wide Shoulders
6 Ft. Bike Lane within Shoulders

ALIGN ACCESS POINTS TO CREATE SAFER TURNING MOVEMENTS

GRANITE ENTRY MONUMENT

PARKING LOT BUFFERS
5 Ft. Wide Split with ROW
Storm water Infiltration
Granite Bollards
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking

**Red River Avenue
Design Concept**



Option B: 6 ft. Bike Lanes

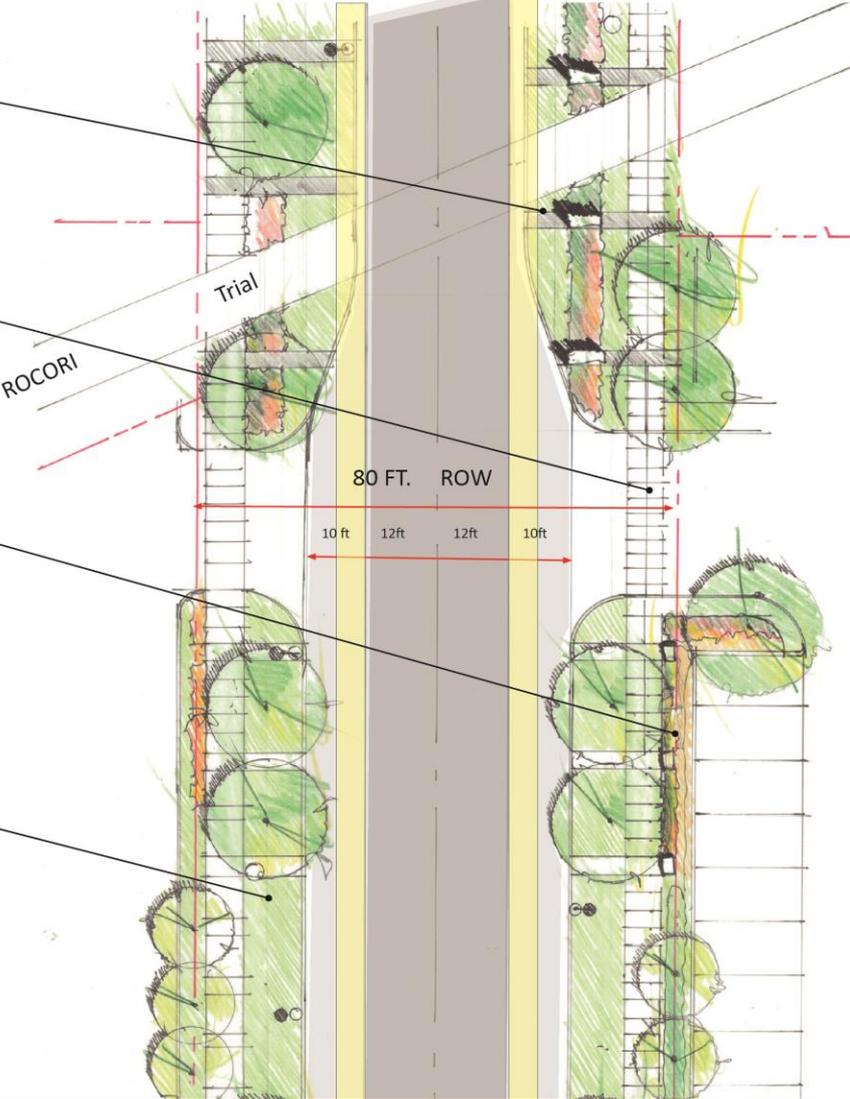
Red River Avenue Highway 23 to ROCORI Trail: *Option B – Bike Lane*

GRANITE ENTRY MONUMENTS AND TRAIL HEAD
Expanded Boulevards and Landscaping

DEFINE ENTRY POINTS AND PARKING BAYS With Curbs and Landscaping

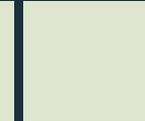
PARKING LOT BUFFERS
5 Ft. Wide *Split with ROW*
Storm water Infiltration
Granite Bollards
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking

EXPANDED WALKS AND BOULEVARDS
6 ft. Wide Walks
10 ft. Wide Boulevards
Boulevard Trees
Stormwater Infiltration
Street Lights



Red River Avenue

Highway 23 to ROCORI Trail: *Option B – Bike Lane*



Red River Avenue

Highway 23 to ROCORI Trail: *Option B – Bike Lane*



ROCORI Trail to 1st Street So.



ROCORI Trail to 1st Street So.



Red River Avenue ROCORI Trail to 1st Street So.



Red River Avenue ROCORI Trail to 1st Street So.



Red River Avenue ROCORI Trail to 1st St. So.: *Option B-Lane*

1ST STREET SOUTH
Angled Parking
Sidewalk Bumpouts on Cross Street
Expanded Sidewalks

NARROW STREET WIDTH
12 Ft. Wide Thru Lanes
6 Ft. Bike Lane
8 Ft. Parking Lane

EXPANDED WALKS AND BOULEVARDS
6 ft. Wide Walks
6 ft. Wide Boulevards
Boulevard Trees
Stormwater Infiltration
Street Lights

DEFINE ENTRY POINTS AND PARKING
BAYS With Curbs and Landscaping

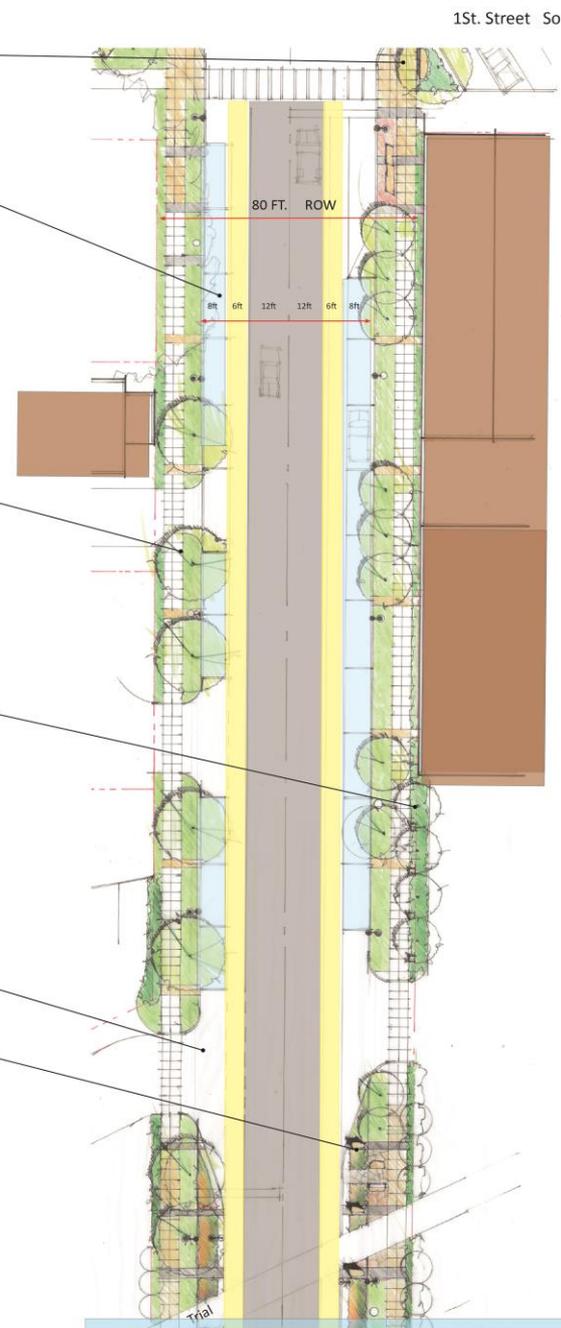
PARKING LOT BUFFERS
5 Ft. Wide Split with ROW
Storm water Infiltration
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking

ALIGN ACCESS POINTS TO CREATE
SAFER TURNING MOVEMENTS

GRANITE ENTRY MONUMENT AND
TRAIL HEAD
Rest area with benches and
Kiosk

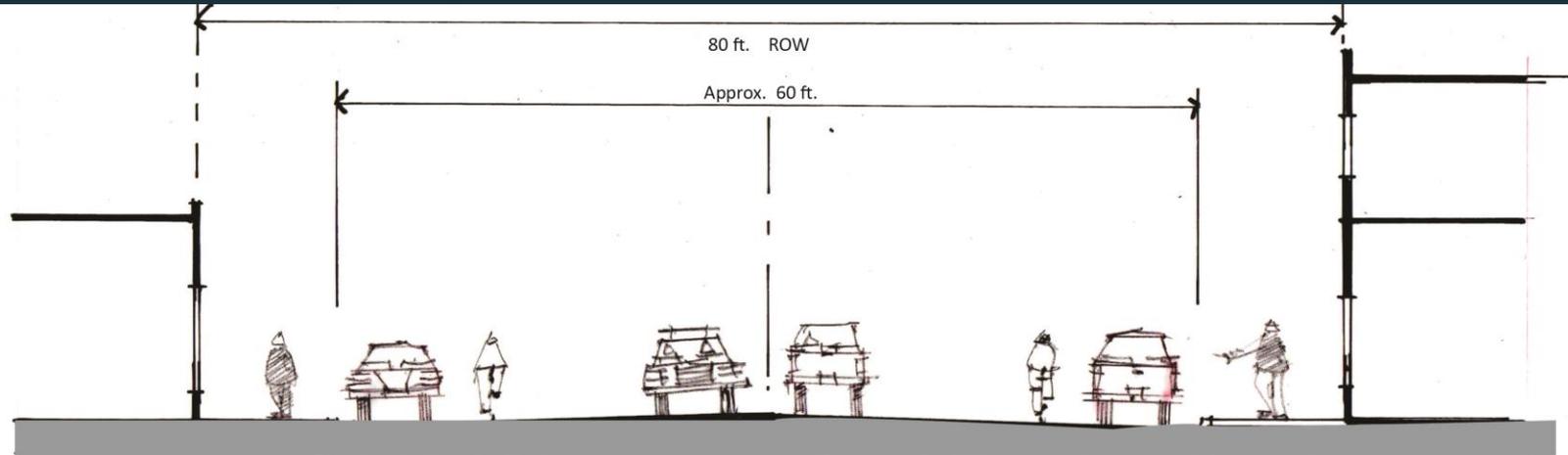
Red River Avenue
Design Concept
Cold Spring Downtown Streetscape

August 25, 2014

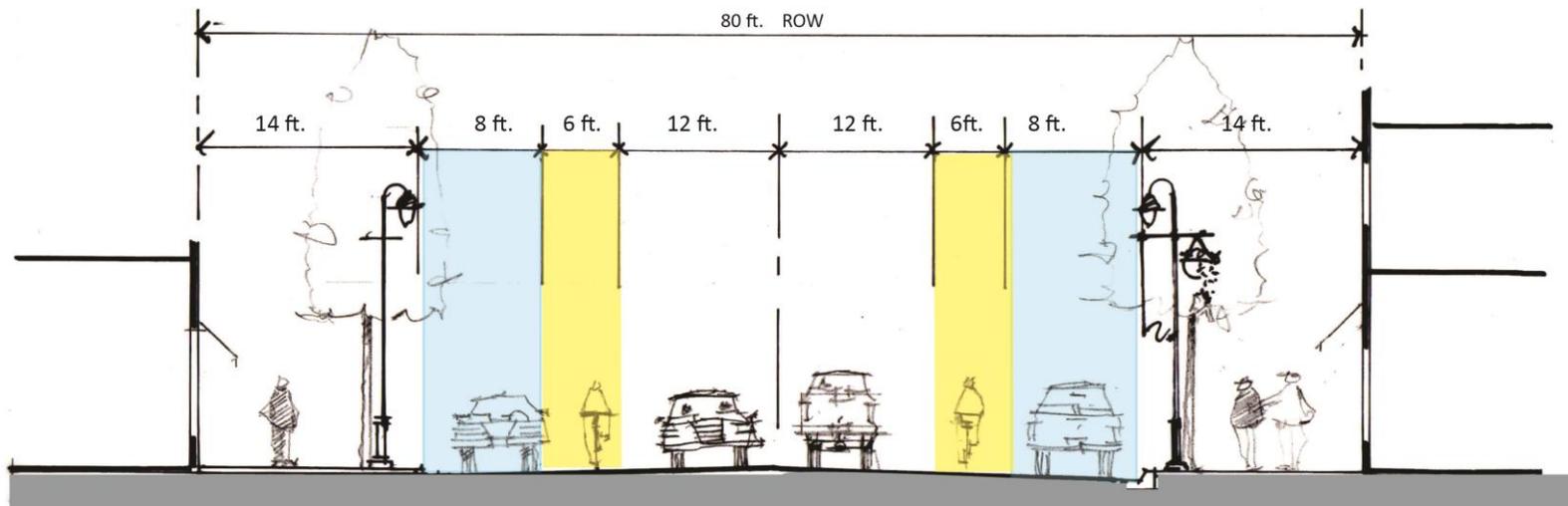


Option B: Bike Lane
Red River Avenue: ROCORI Trail To 1st South

ROCORI Trail to 1st St. No.: MSA *Bike lane & parking Standards*

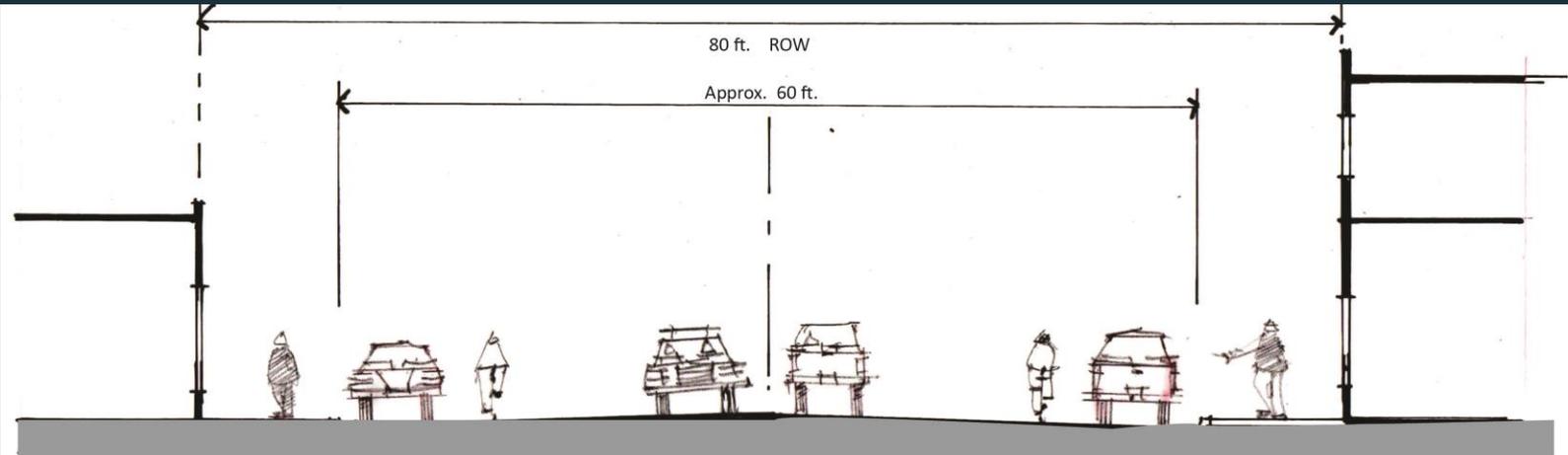


1st. So. to 1st St. No. : **Existing**

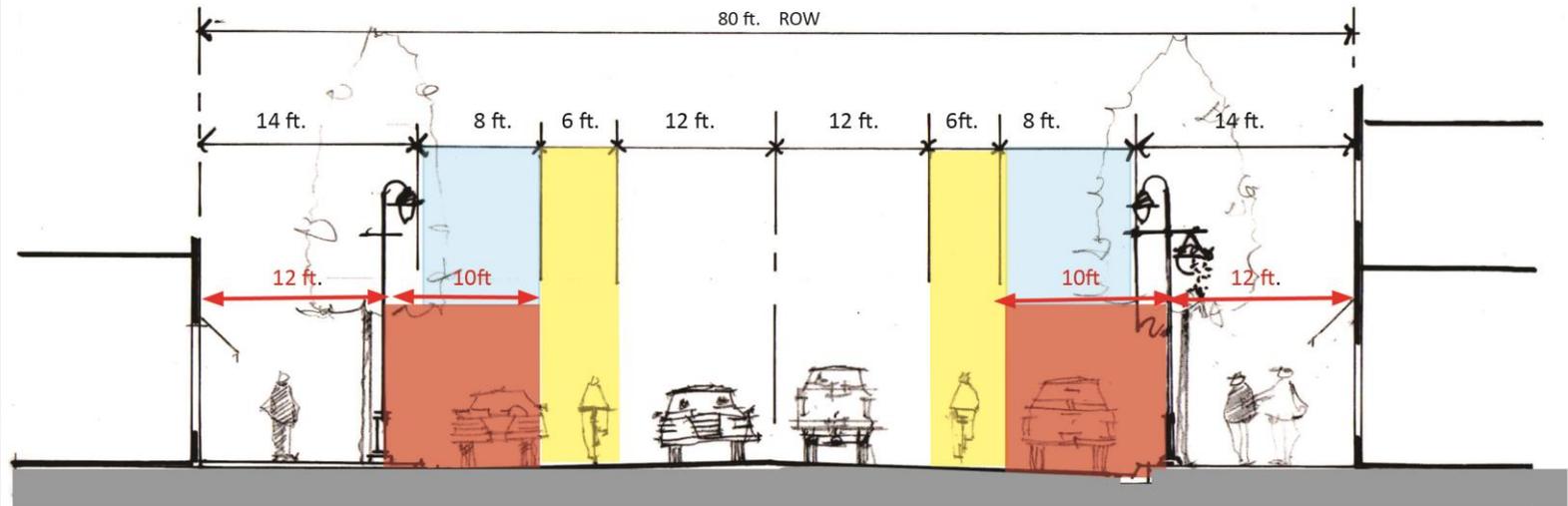


1st. So. to 1st St. No. : **Potential**

ROCORI Trail to 1st St. No.: State Aid *Bike Lane & Parking Standards*



1st. So. to 1st St. No.: *Existing*



1st. So. to 1st No.: *Potential*

State Aid Design Parameters



State Aid Standards: 8820.9941 URBAN NEW / RECONSTRUCTION

	35-40	11-12	2	8-10		BL 5-6	BL 5-6
	over 40	12	2	10		BL-6	BL 6
Collectors or Locals with ADT 5,000-10,000	25-30	10-12 (e)	2	7-10		BL 5-6	BL 5-6
	35-40	11-12	2	8-10		BL 5-6	BL 5-6
	over 40	12	2	10		BL 6 or PS 8 or SUP	BL 6 or PS 8 or SUP
Collectors or Locals with ADT >10,000 and Arterials	30-40	11-12	4 (b)	10		BL 6 or PS 8 or SUP	BL 6 or PS 8 or SUP
	over 40	12	4 (b)	10 (c)		BL 6 or PS 8 or SUP	PS 8 or SUP

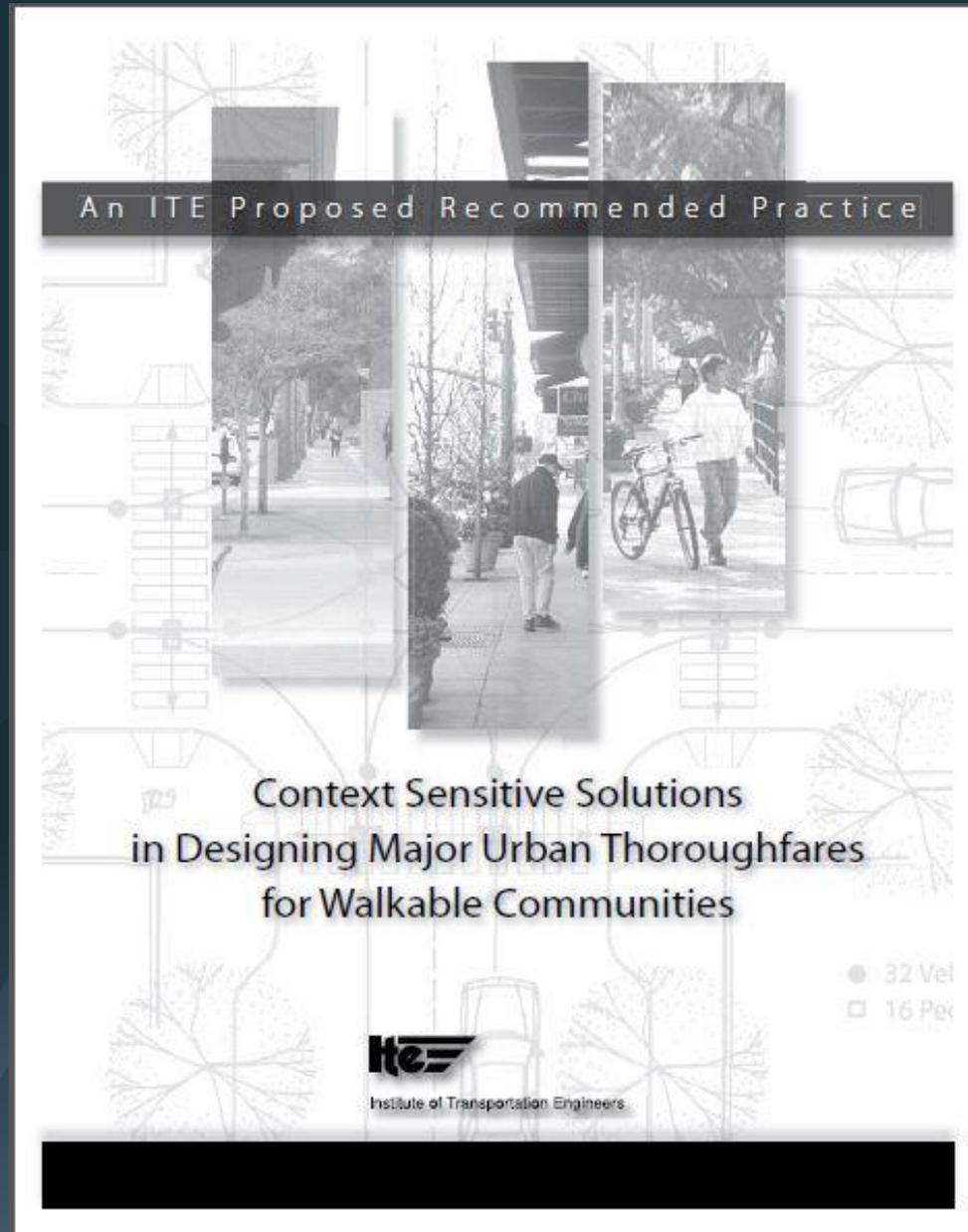
The CSS publication provides Transportation planners guidance for flexibility in American Association of State Highway and Transportation Officials (AASHTO) policy and information for context sensitive solutions (CSS) in design of arterials and collectors.

CSS Partners:

- ITE - Institute of Transportation Engineers
- CNU Congress for the New Urbanism

Sponsors

- Federal Highway Administration
- U.S. EPA



Context Sensitive Solutions (CSS) in Designing Major Urban Thoroughfares for Walkable Communities

Principles

- “Balance safety, mobility, community and environmental goals in all projects;
- Involve the public and stakeholders early and continuously throughout the planning and project development process;
- Use an interdisciplinary team tailored to project needs;
- Address all modes of travel;
- Apply flexibility inherent in design standards; and
- Incorporate aesthetics as an integral part of good design.”

1 Principles from the Minnesota Department of Transportation as published on the University of Minnesota's Center for Transportation Studies Web site www.cts.umn.edu/education/csd/index.html

Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities

Table 9.3 Recommended Parallel Parking Lane Widths

Thoroughfare Type in C-3 through C-6 Context Zones	
Parallel parking lane width (commercial and residential areas)	
Arterial boulevard (commercial)	8 Ft.
Arterial boulevard (residential)	7 Ft.
Parallel parking lane width (residential areas)	
Arterial avenue	7 Ft.
Collector avenue and street	7 Ft.
Parallel parking lane width (commercial areas)	
Arterial avenue	8 Ft.
Collector avenue and street	8 Ft.

Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities

Table 9.2 Recommended Practice for Bicycle Lanes on Major Urban Thoroughfares

	Minimum Width	Recommended Width
Bicycle lane width – combined with on-street parking lane		
All thoroughfare types	12 Ft.	13 Ft.
Bicycle lane width – no on-street parking		
All thoroughfare types	5 Ft. [1]	6 Ft.
Table notes: [1] Requires a minimum 4-foot width outside of gutter pan. If no gutter pan is present, the minimum width is 4 ft.		

Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities

Recommended Roadside Dimensions

- *Edge Zone:* 1.5 ft
- *Furnishings Zone:* 6 ft.
- *Throughway Zone:* 6 ft.
- *Frontage Zone:* 2.5ft

Total 16 ft.

**Red River
Main Street** 12 ft.
13ft.

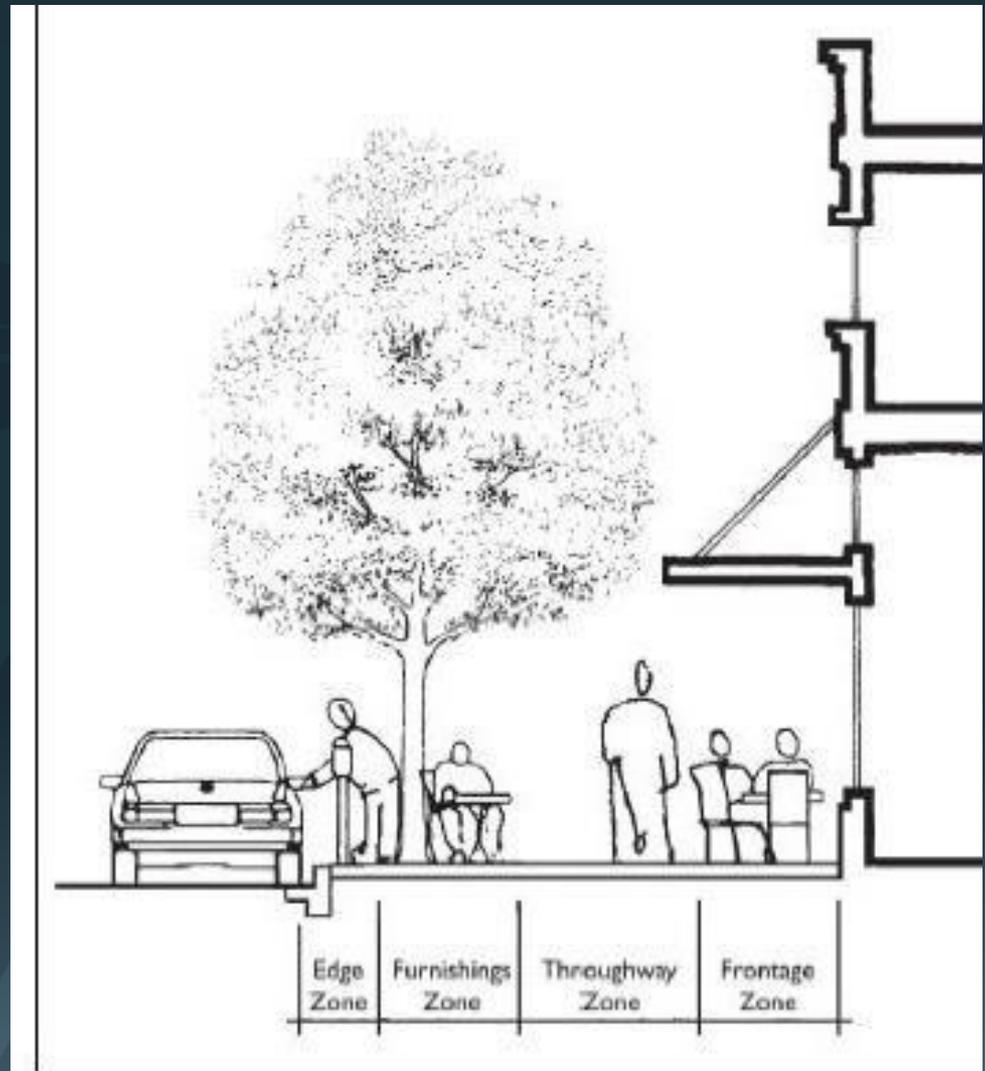
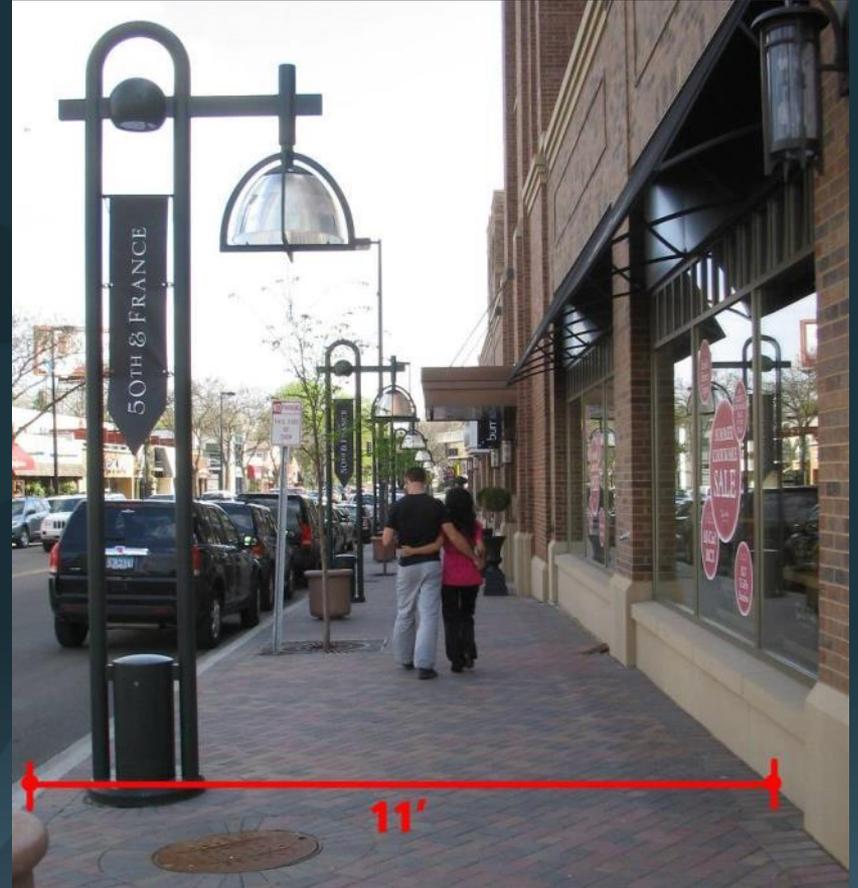
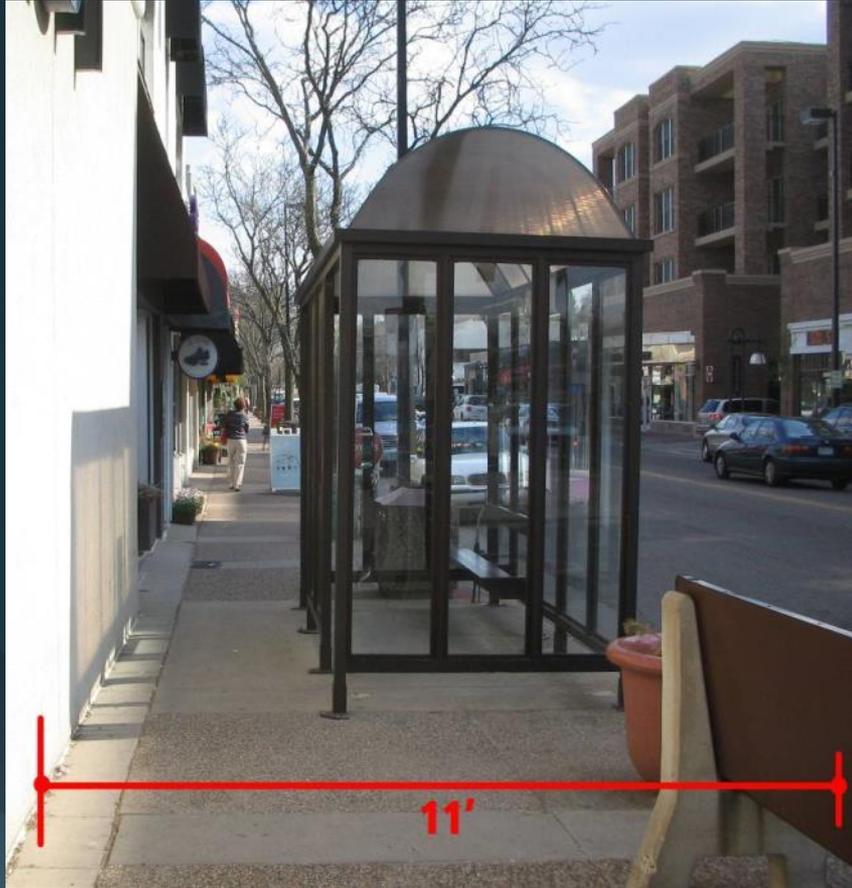


Figure 8.1 Roadside zones. Source: Community, Design + Architecture.

Streetscape Scenarios



Streetscape Scenarios



Streetscape Scenarios



Value of the Variance

1. Reduced Road Construction and Maintenance Costs
2. Wider Boulevard / Edge Zone for Snow Storage
3. Improved clearance between curb, existing utilities and trees
4. More space to meet ADA grade and clearance requirements
5. More pervious surface for storm water infiltration
6. Wider walks for pedestrian safety, cultural and commercial activity
7. Improved viability and space for cost effective tree well treatments
8. Improved traffic calming

1st St. South to 1st St. North



1st St. South to 1st St. North



1st St. South to 1st St. North



1st St. South to 1st St. North



Red River Avenue

1st Street So to Main Street: *Option B -Bike Lane*

MAIN STREET
Expanded Sidewalks
Sidewalk Bumpouts at Cross Streets
Parallel Parking

NARROW STREET WIDTH
12 Ft Wide Thru Lanes
8 Ft. Parking Lane
6FT Bike Lane

WALKS AND AMENITY ZONE
14 ft. Wide Walk & Amenity Zones
Wide Boulevards
Street Trees
Benches
Bike Racks
Public Art
Outdoor dining
Stormwater Infiltration
Street Lights

PARKING LOT BUFFERS
Split with ROW
Storm water Infiltration
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking

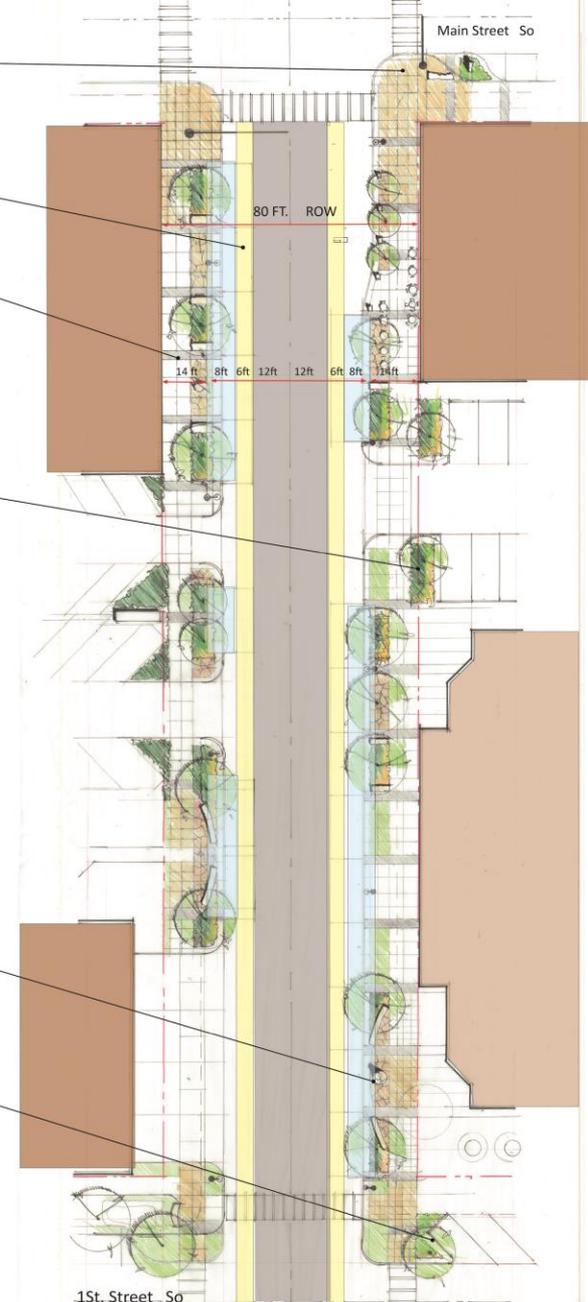
**GRANITE SCULPTURE AND ENHANCED
POCKET PARK/PLAZA**
Benches, Fountain, Event Space

1ST STREET SOUTH
Expanded Sidewalks
Sidewalk Bumpouts at Cross Streets
Angled and/or Parallel Parking

**Red River Avenue
Design Concept**
Cold Spring Downtown Streetscape

August 25, 2014

Geoffrey Martin urban design + landscape architecture



1st. Street - So

Option B: 6 ft. Bike Lanes
Red River Avenue: 1st South to Main Street

0 ft 20ft

Red River Avenue

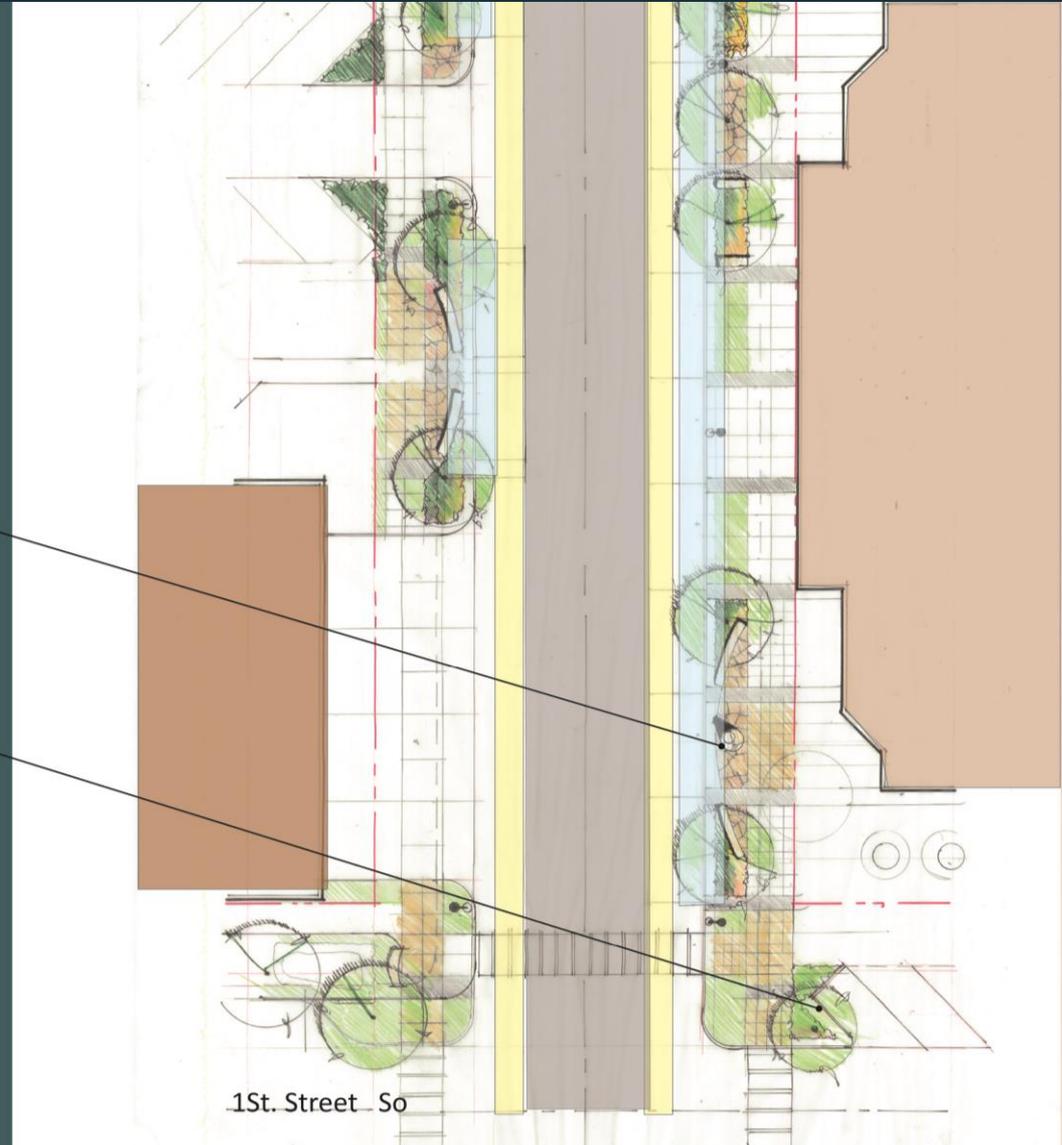
1st Street So to Main Street

Option B - Bike Lane

GRANITE SCULPTURE AND ENHANCED
POCKET PARK/PLAZA
Benches, Fountain, Event Space

1ST STREET SOUTH
Expanded Sidewalks
Sidewalk Bumpouts at Cross Streets
Angled and/or Parallel Parking

Red River Avenue
Design Concept



Red River Avenue

1st Street So to Main Street:

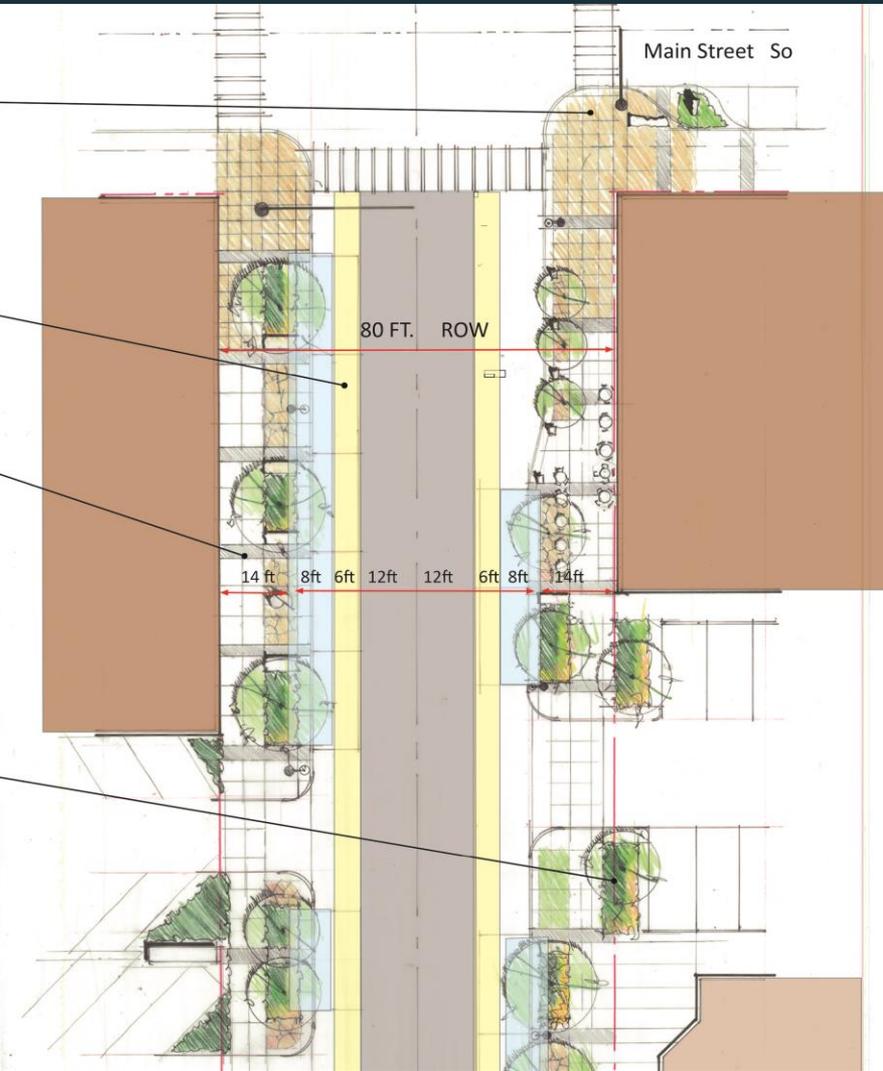
Option B -Bike Lane

MAIN STREET
Expanded Sidewalks
Sidewalk Bumpouts at Cross Streets
Parallel Parking

NARROW STREET WIDTH
12 Ft Wide Thru Lanes
8 Ft. Parking Lane
6FT Bike Lane

WALKS AND AMENITY ZONE
14 ft. Wide Walk & Amenity Zones
Wide Boulevards
Street Trees
Benches
Bike Racks
Public Art
Outdoor dining
Stormwater Infiltration
Street Lights

PARKING LOT BUFFERS
Split with ROW
Storm water Infiltration
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking



Red River Avenue

1st Street So. to Main Street: *Option B -Bike Lane*



Red River Avenue

1st Street So. to Main St.: *Option B - Bike Lane*



Red River Avenue 1st St. North to Main Street



Red River Avenue
Main St. to 1st St.
North



Red River Avenue

Main St. to 1st St. No.: *Option B -Bike Lane*

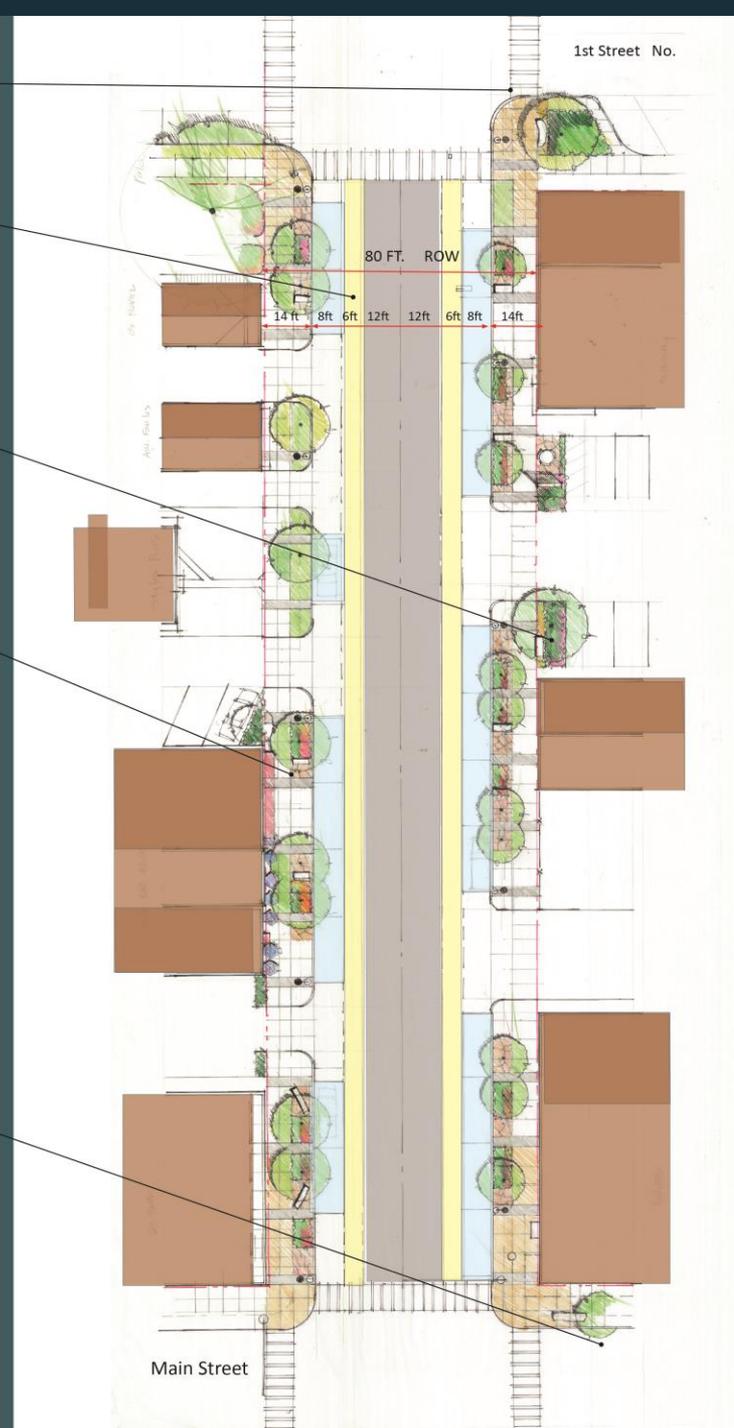
1 STREET NORTH
Parking buffers
Existing Angled Parking

NARROW STREET WIDTH
12 Ft Wide Thru Lanes
8 Ft. Parking Lane
6FT Bike Lane

PARKING LOT BUFFERS
Storm water Infiltration
Trees and native landscaping

WALKS AND AMENITY ZONE
14 ft. Wide Walk & Amenity Zones
Wide Boulevards
Street Trees
Benches
Bike Racks
Public Art
Stormwater Infiltration
Street Lights
Outdoor dining

MAIN STREET
Expanded Sidewalks
Sidewalk Bumpouts at Cross Streets
Parallel Parking



Main St. to 1st St. No.:

Option B -Bike Lane

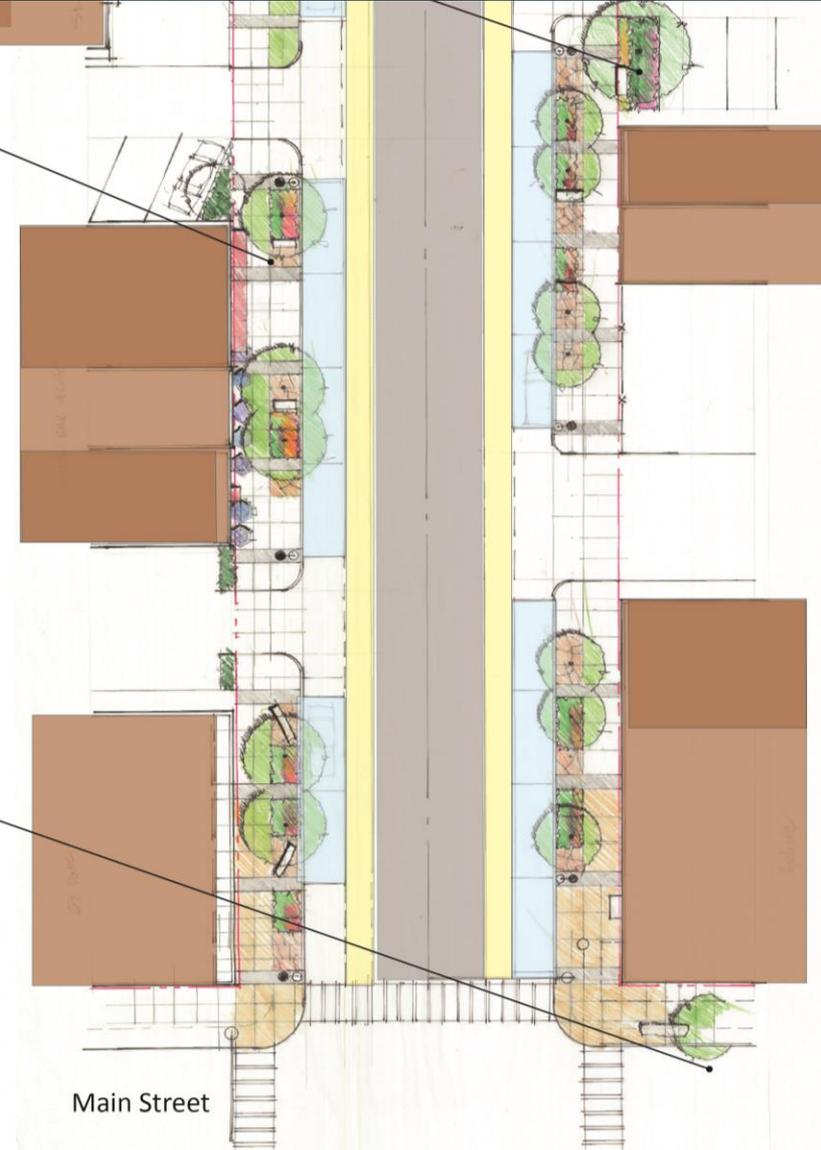
WALKS AND AMENITY ZONE

14 ft. Wide Walk & Amenity Zones

- Wide Boulevards*
- Street Trees*
- Benches*
- Bike Racks*
- Public Art*
- Stormwater Infiltration*
- Street Lights*
- Outdoor dining*

MAIN STREET

- Expanded Sidewalks*
- Sidewalk Bumpouts at Cross Streets*
- Parallel Parking*



Main Street

Red River Avenue Main St. to 1st St. North



Red River Avenue
Main St. to 1st St. North

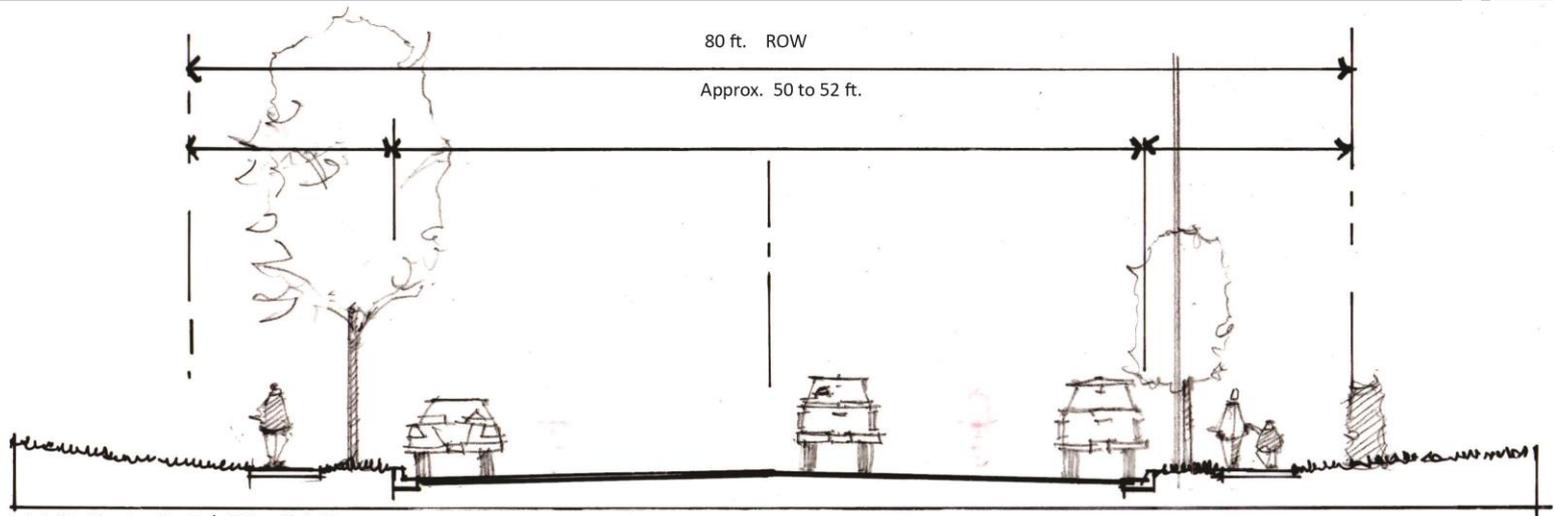


Red River Avenue 1st to 2nd Street North

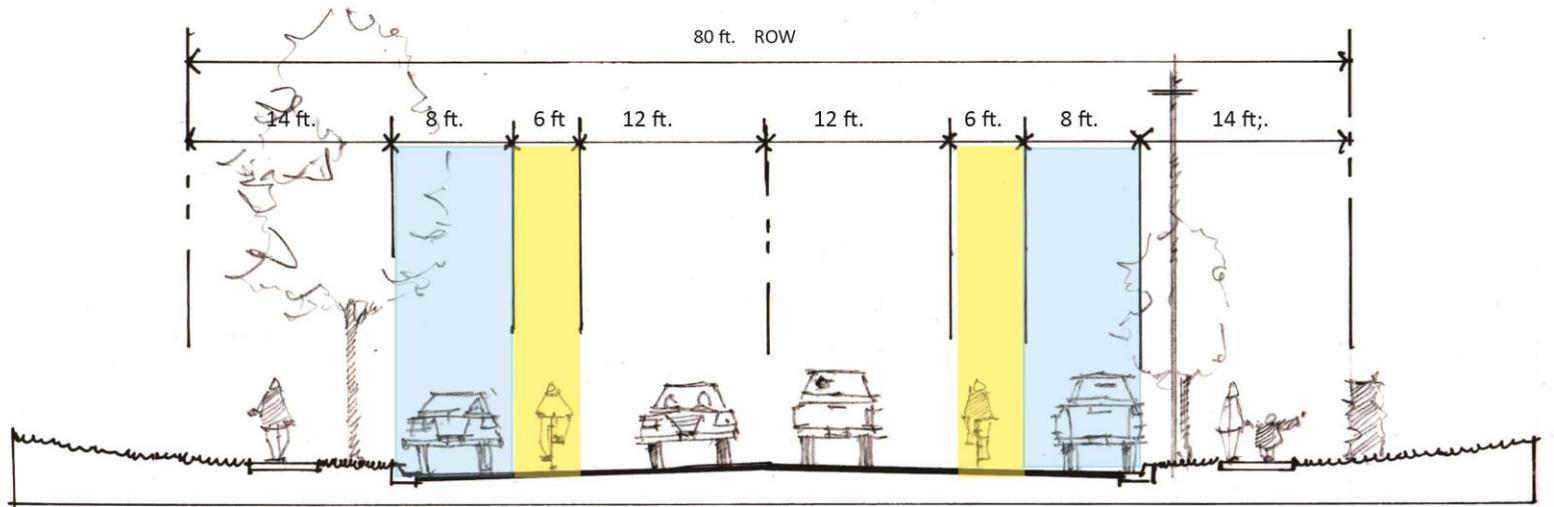


Red River Avenue

1st to 2nd Street North: *Option B - Bike Lane*



1st St. No. to Co. Rd. 50: *Existing*



1st No. to Co. Rd. 50: *Potential*

Red River Avenue

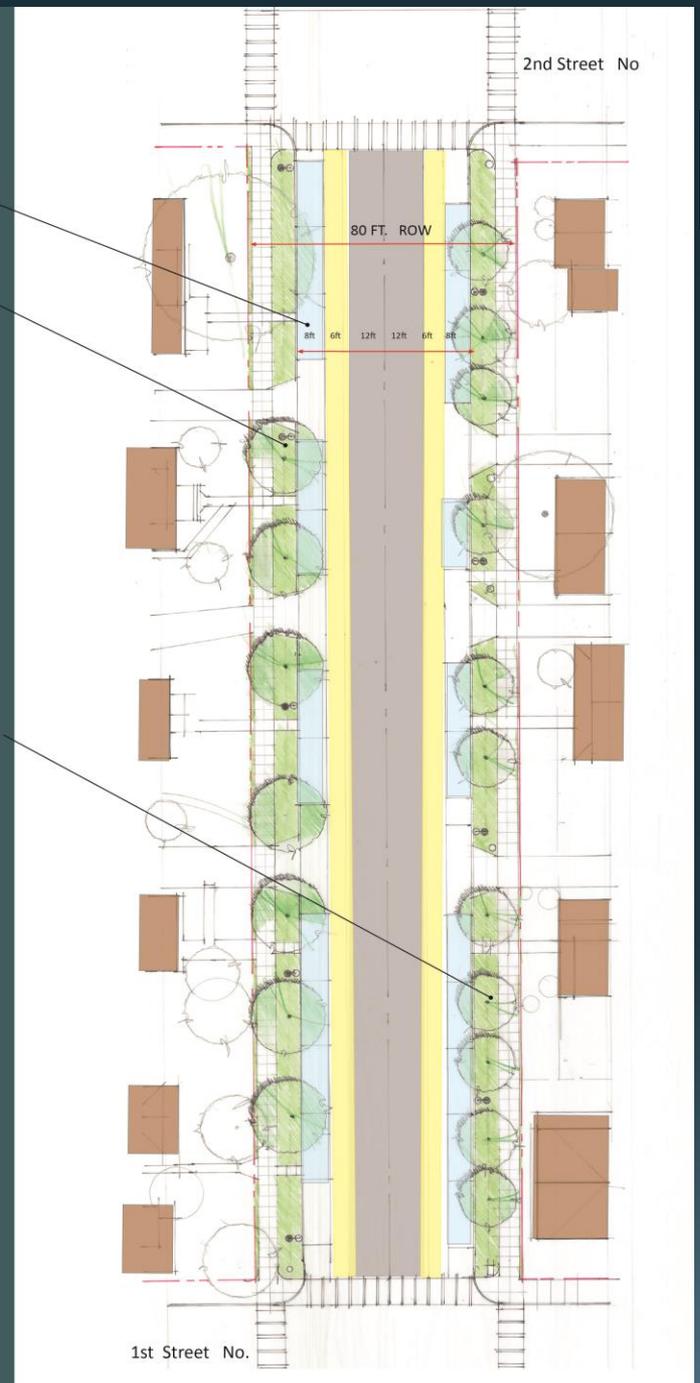
1st to 2nd Street North *Option B - Bike Lane*

NARROW STREET WIDTH
12 Ft Wide Thru Lanes
6 Ft. Bike Lane
8 Ft. Parking Lane

EXPANDED WALKS AND BOULEVARDS
6 ft. Wide Walks
6 ft. Wide Boulevards
Boulevard Trees
Stormwater Infiltration
Street Lights

IF POWERLINES REMAIN PLACE ORNAMENTAL TREES BELOW LINES

Red River Avenue
Design Concept



Red River Avenue 2nd to 3rd St. North



Red River Avenue

2nd to 3rd Street North *Option B - Bike Lane*

NARROW STREET WIDTH
12 Ft. Wide Thru Lanes
6 Ft. Bike Lane
8 Ft. Parking Lane

EXPANDED WALKS AND BOULEVARDS
6 ft. Wide Walks
6 ft. Wide Boulevards
Boulevard Trees
Stormwater Infiltration
Street Lights

IF POWERLINES REMAIN PLACE ORNAMENTAL TREES BELOW LINES

BREWERY CREEK REST STOP WITH BENCHES AND INTERPRETIVE SIGNS

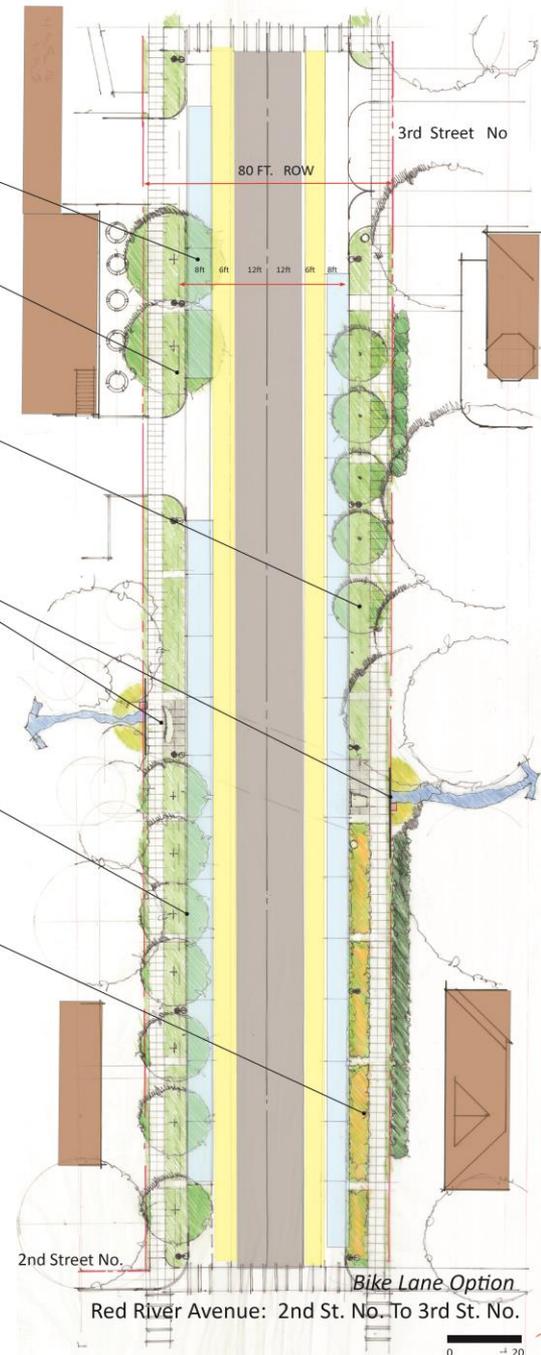
EXISTING BOULEVARD TREES

EXISTING MASSES OF DAYILLIES

Red River Avenue
Design Concept
Cold Spring Downtown Streetscape

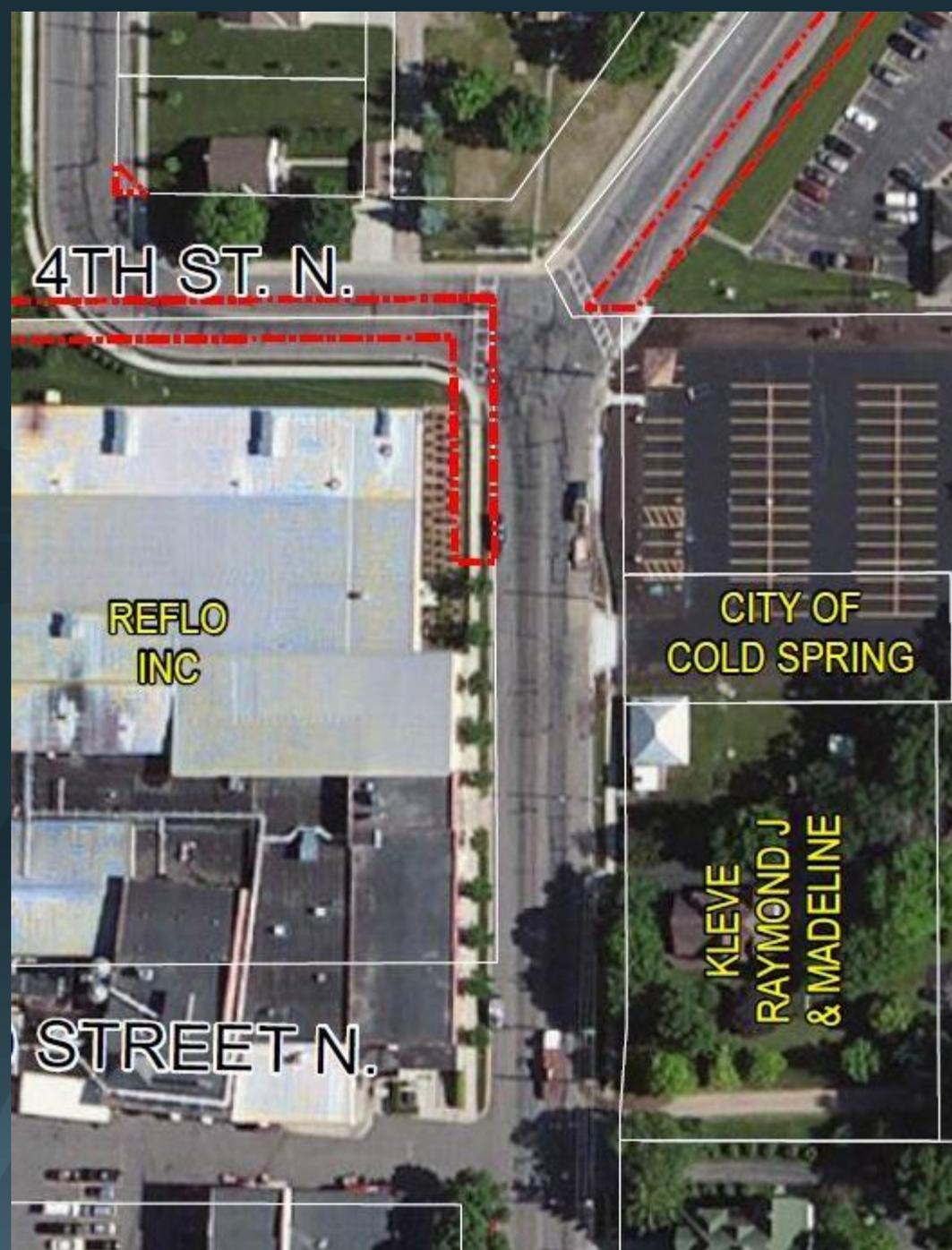
October 6, 2014

Geoffrey Martin urban design + landscape architecture

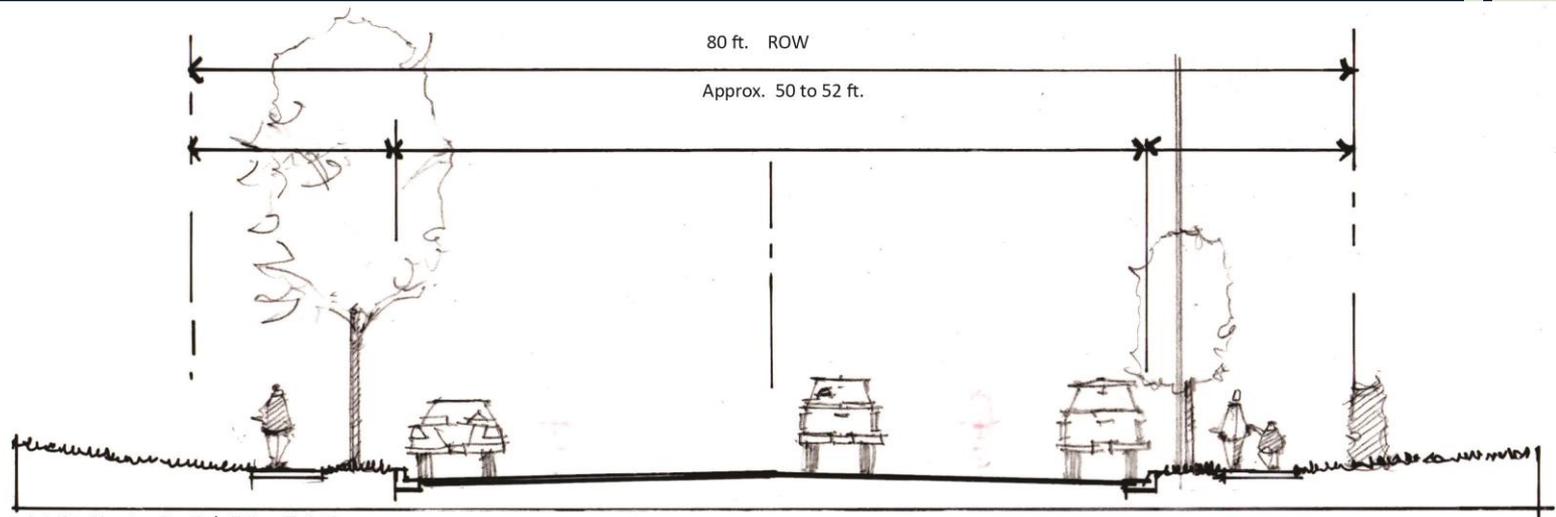


Red River Avenue

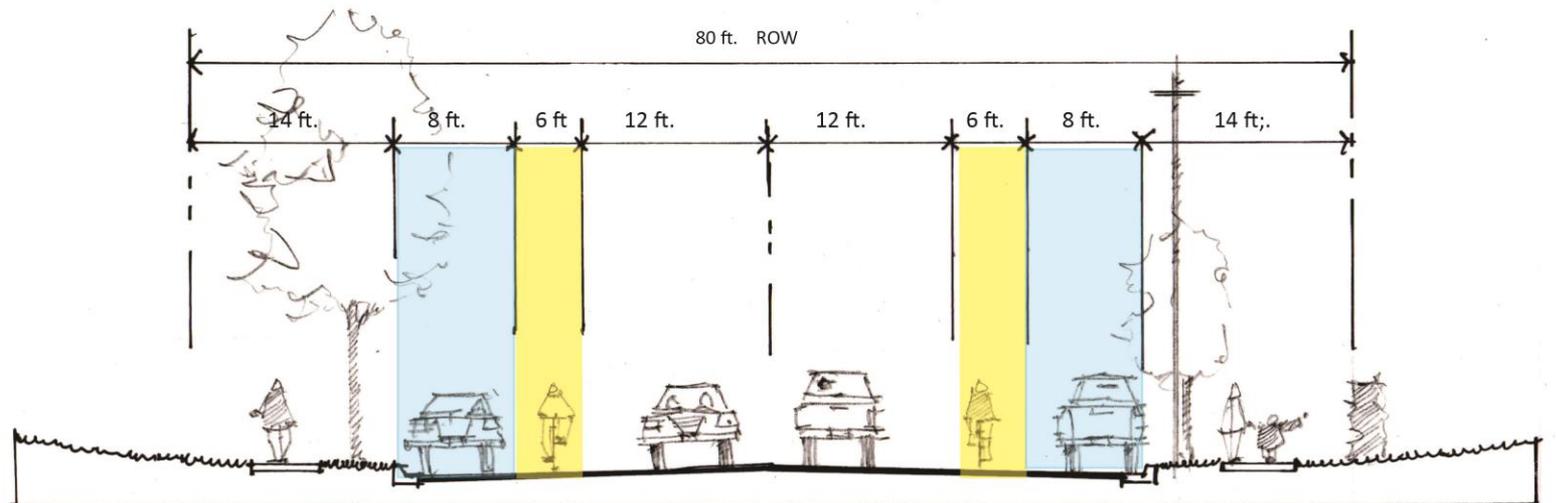
3rd St. North Co. Rd. 50
Option B - Bike Lane



Red River Avenue 3rd St. North Co. Rd. 50: *Option B - Bike Lane*



1st St. No. to Co. Rd. 50: *Existing*



11st No. to Co. Rd. 50: *Potential*

Red River Avenue

3rd St. North Co. Rd. 50 *Option B -Bike Lane*

IF ENTRY MONUMENT AND LAND-SCAPING

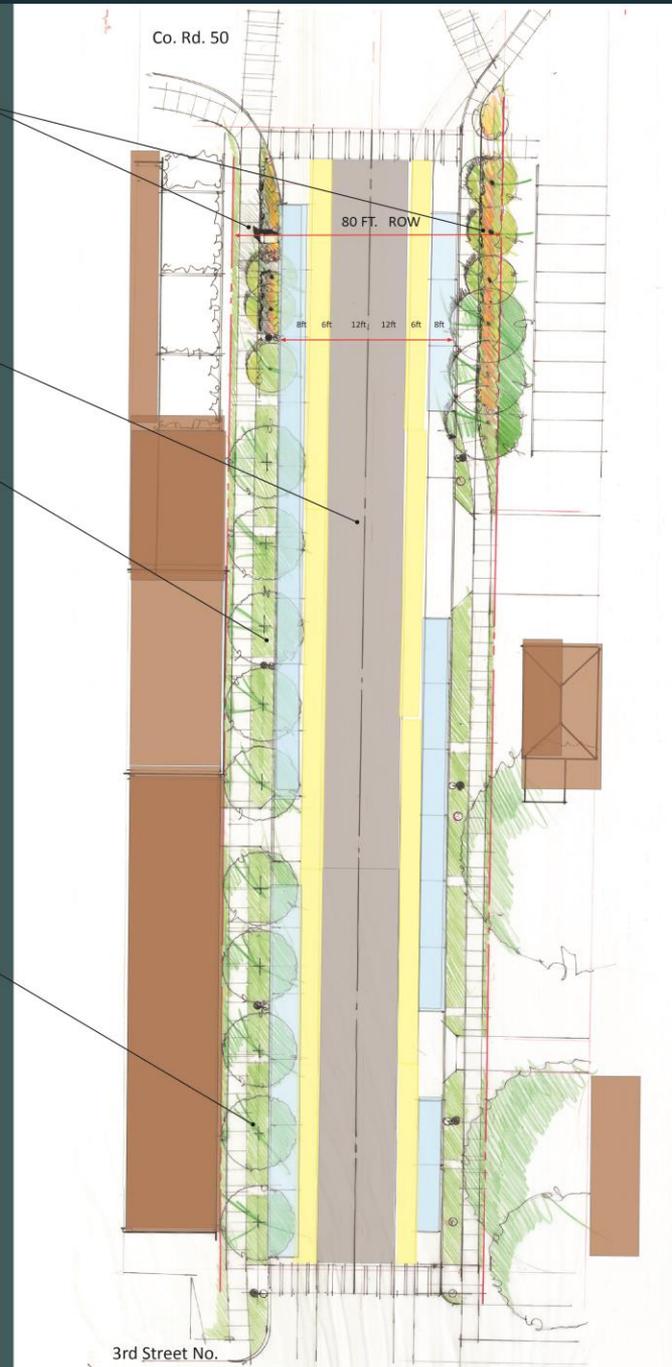
NARROW STREET WIDTH
12 Ft Wide Thru Lanes
6 Ft. Bike Lane
8 Ft. Parking Lane

WALKS AND BOULEVARDS
6 ft. Wide Walks
6 ft. Wide Boulevards
Maintain Boulevard Trees
Stormwater Infiltration
Street Lights

MAINTAIN EXISTING BOULEVARD TREES

Red River Avenue
Design Concept
Cold Spring Downtown Streetscape

October 6, 2018



3rd Street No.

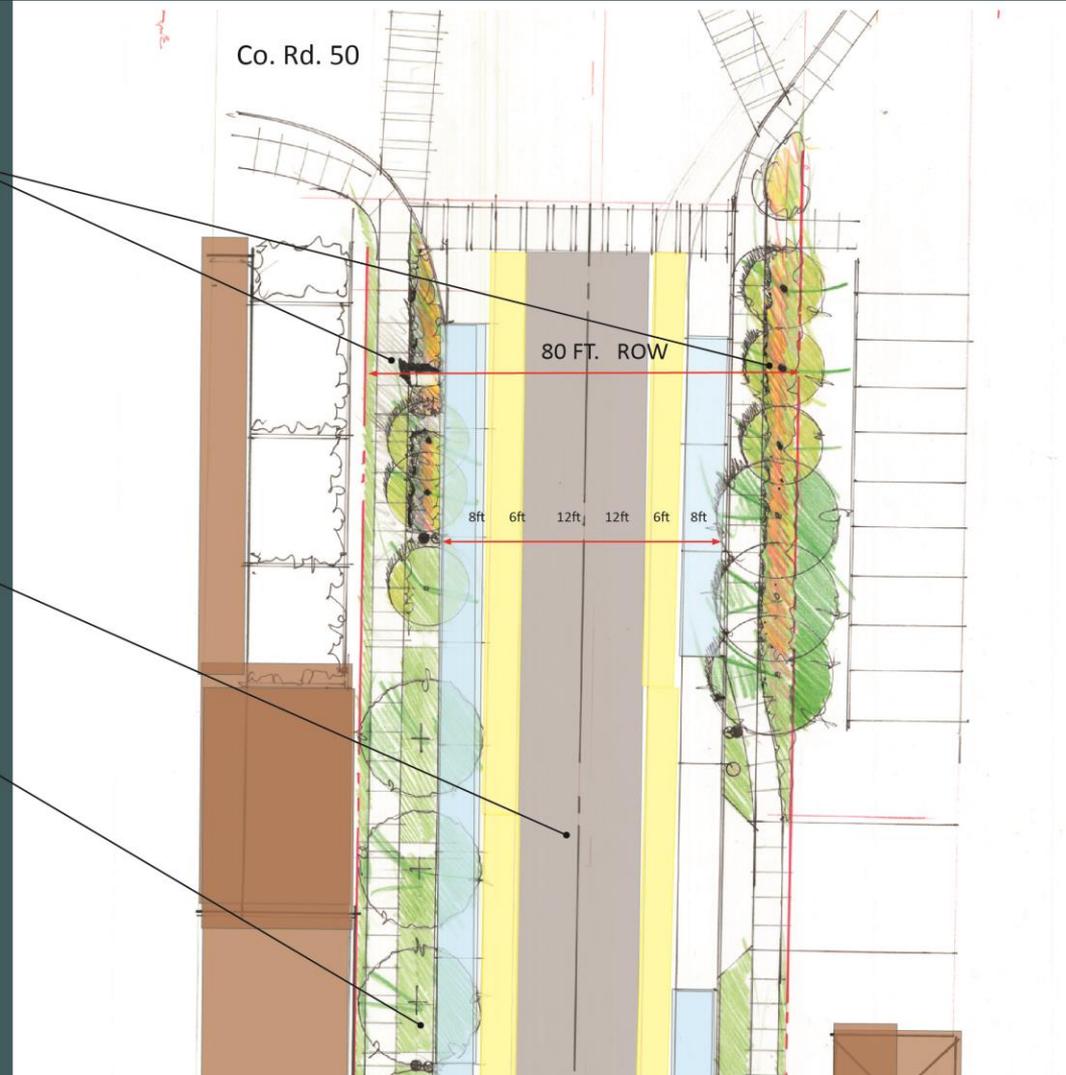
Red River Avenue

3rd St. North Co. Rd. 50 *Option B - Bike Lane*

IF ENTRY MONUMENT AND LAND-SCAPING

NARROW STREET WIDTH
12 Ft Wide Thru Lanes
6 Ft. Bike Lane
8 Ft. Parking Lane

WALKS AND BOULEVARDS
6 ft. Wide Walks
6 ft. Wide Boulevards
Maintain Boulevard Trees
Stormwater Infiltration
Street Lights



Red River Avenue

3rd St. North Co. Rd. 50: *Option B -Bike Lane*



Red River Avenue

3rd St. North Co. Rd. 50: *Option B -Bike Lane*



Main St.



Main Street



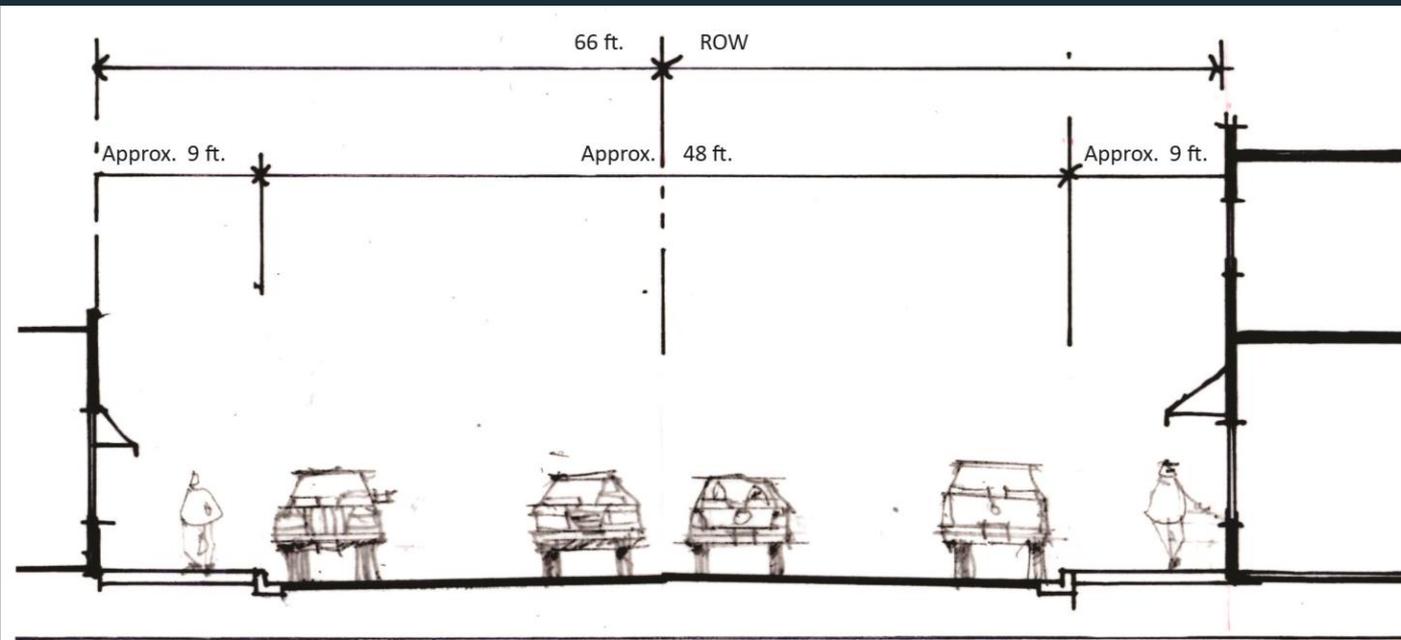
Main St.



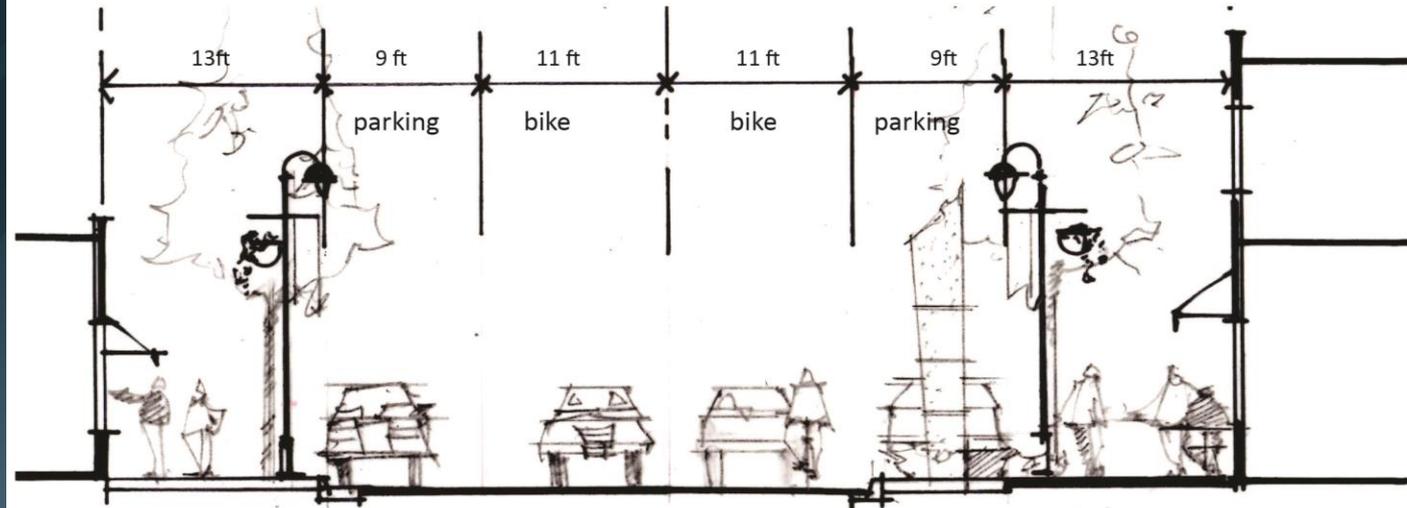
Main Street



Main St.



Main St.: *Existing*



Main St. : *Potential*

Main Street: Red River Avenue to 3rd Avenue

SIDEWALK BUMPOUTS
On Main St. and Cross Streets

BIKE BOULEVARD

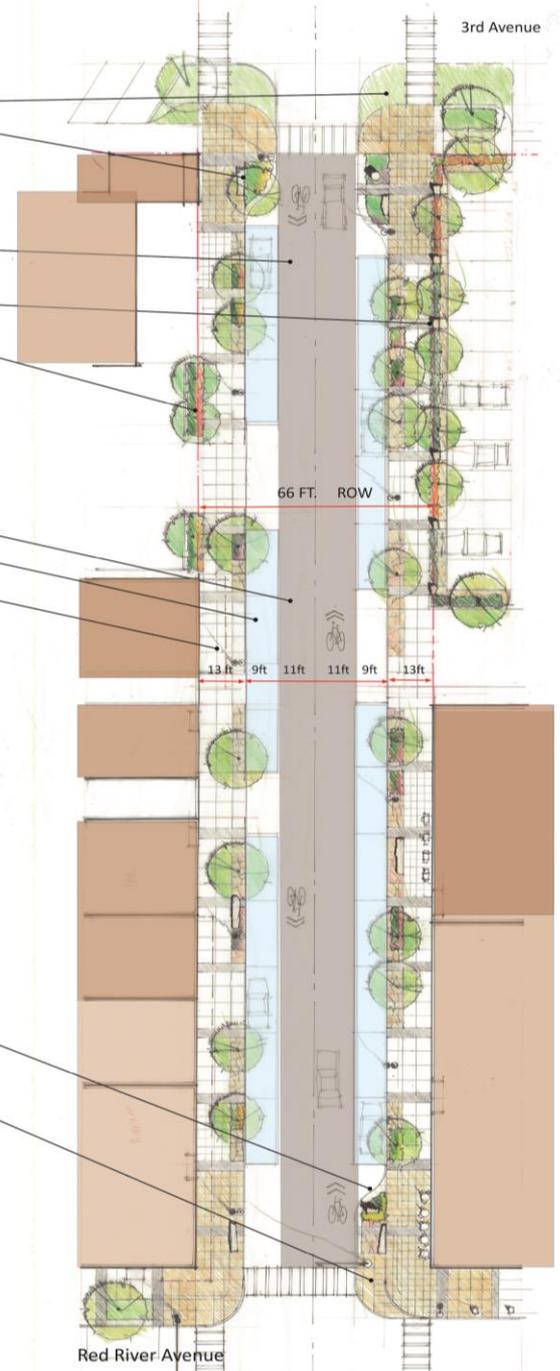
PARKING LOT BUFFERS
*Split with ROW
Storm water Infiltration
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking
Granite Bollards*

NARROW STREET WIDTH
*11 Ft Wide Thru Lanes
9 Ft. Parking Lane*

EXPANDED WALKS
*Street Trees
Benches
Bike Racks
Public Art
Outdoor dining
Stormwater Infiltration
Street Lights*

GRANITE SCULPTURE
Benches

SIDEWALK BUMPOUTS



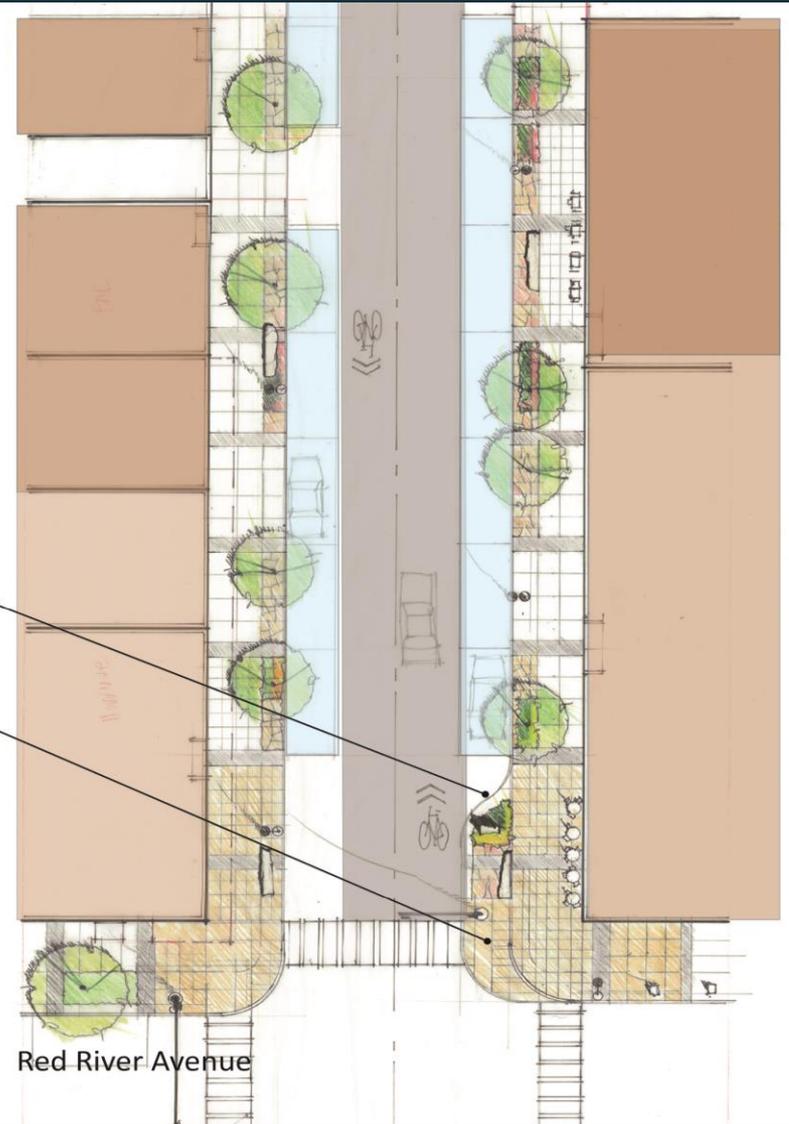
Main Street
Design Concept
Cold Spring Downtown Streetscape

Main Street:
Red River Avenue to 3rd Avenue

GRANITE SCULPTURE
Benches

SIDEWALK BUMPOUTS

Main Street
Design Concept
Cold Spring Downtown Streetscape



Red River Avenue

Main Street at Red River Avenue



Main Street at Red River Avenue



Main Street: Red River Avenue to 3rd Avenue

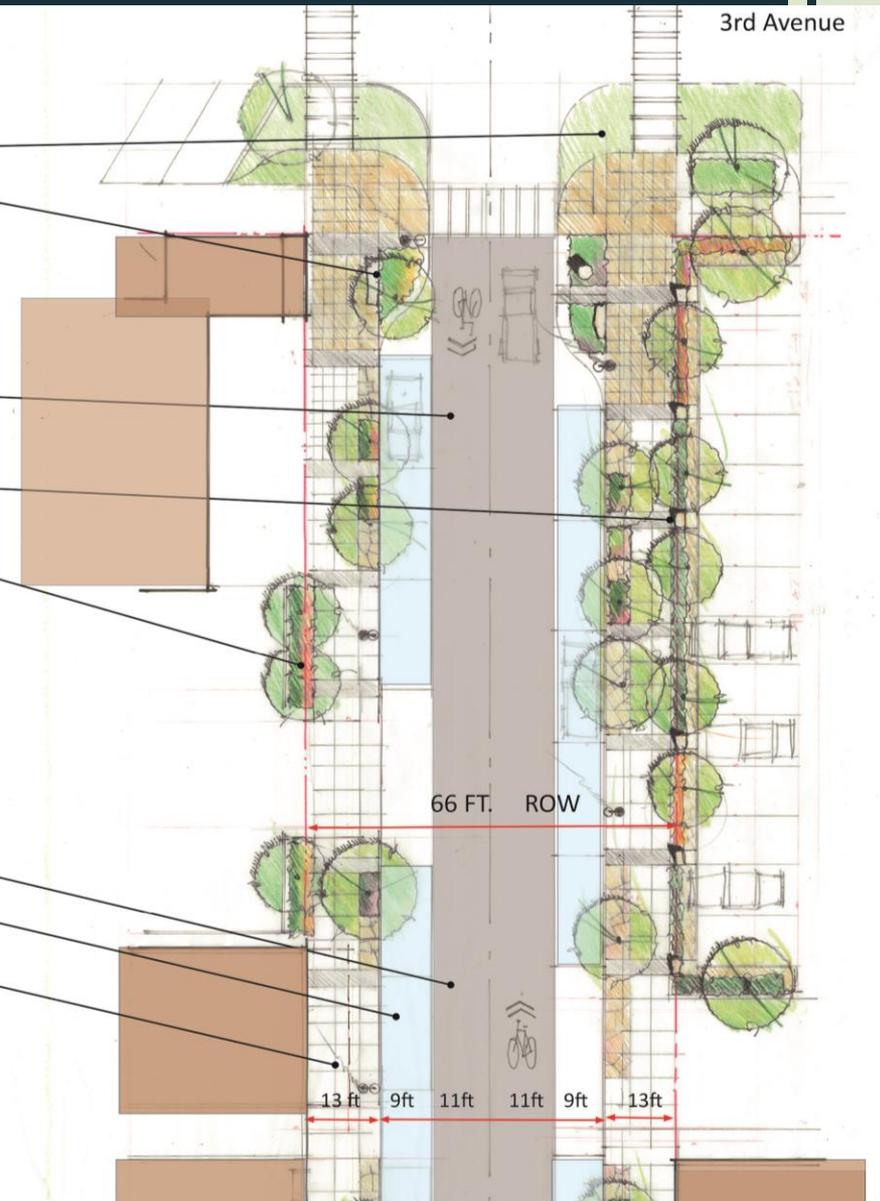
SIDEWALK BUMPOUTS
On Main St. and Cross Streets

BIKE BOULEVARD

PARKING LOT BUFFERS
Split with ROW
Storm water Infiltration
Trees and native landscaping
Bumper Overhang Area
Restripe Internal Parking
Granite Bollards

NARROW STREET WIDTH
11 Ft Wide Thru Lanes
9 Ft. Parking Lane

EXPANDED WALKS
Street Trees
Benches
Bike Racks
Public Art
Outdoor dining
Stormwater Infiltration
Street Lights



Main Street: 3rd Avenue to 2nd Avenue

SIDEWALK BUMPOUTS

BIKE BOULEVARD

PARKING LOT BUFFERS
*Storm water Infiltration
Trees and native landscaping
Granite Bollards*

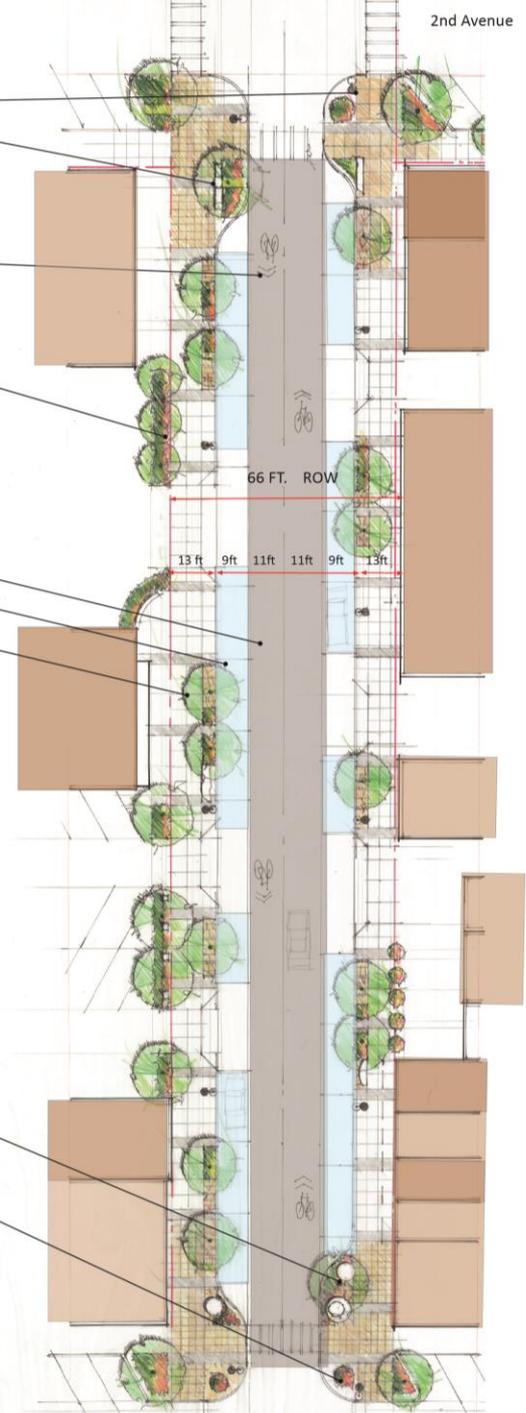
NARROW STREET WIDTH
*11 Ft Wide Thru Lanes
9 Ft. Parking Lane*

EXPANDED WALKS
*13 ft. wide walks
Street Trees
Benches
Bike Racks
Public Art
Outdoor dining
Stormwater Infiltration
Street Lights*

GRANITE SCULPTURE
Benches

SIDEWALK BUMPOUTS

Main Street
Design Concept
Cold Spring Downtown Streetscape



Main Street:
3rd Avenue to 2nd Avenue



Main Street:
3rd Avenue to 2nd Avenue



Main Street: 2nd Avenue to Quarry Park

RIVERFRONT AND PARK SIDE MIXED USE DEVELOPMENT BOARDWALK AND RIVERFRONT PROMENADES

POTENTIAL FUTURE RESIDENTIAL OR MIXED USE RIVERFRONT DEVELOPMENT

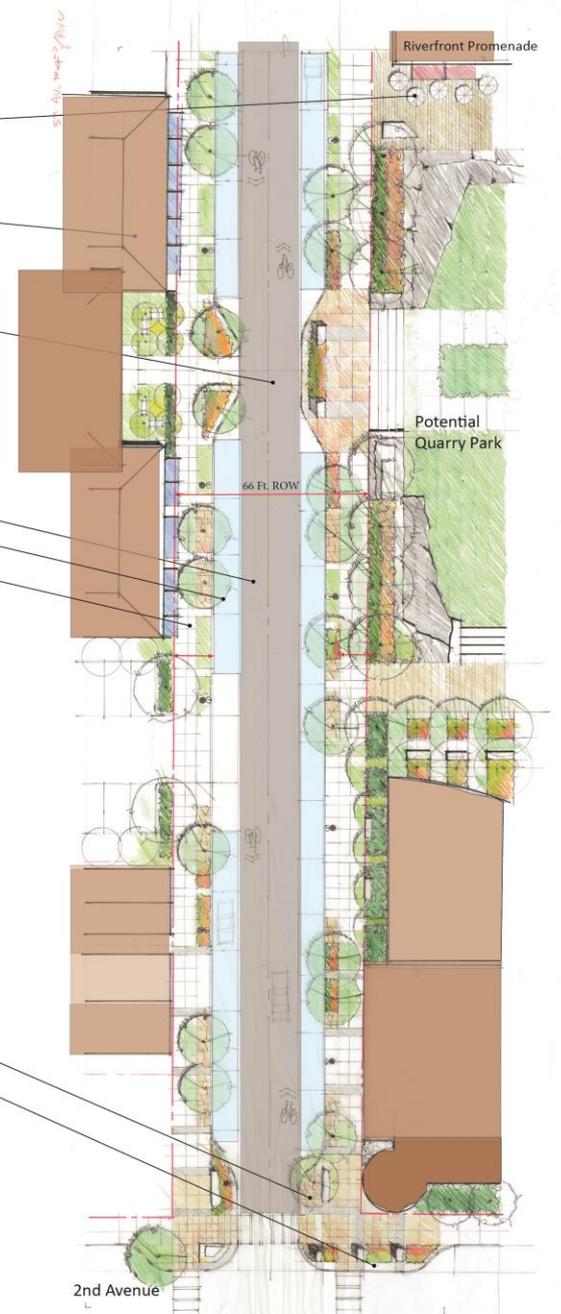
BIKE BOULEVARD

NARROW STREET WIDTH
11 Ft Wide Thru Lanes
9 Ft. Parking Lane

EXPANDED WALKS
Street Trees
Benches
Bike Racks
Public Art
Outdoor dining
Stormwater Infiltration
Street Lights

SIDEWALK BUMPOUTS

ENTRY MONUMENT/ SCULPTURE



Main Street
Design Concept
Cold Spring Downtown Streetscape

October 6, 2014

Geoffrey Martin urban design + landscape architecture

Main Street: 2nd Avenue to Quarry Park

0 20

2nd Avenue
Granite Landing Streetscape



Main Street: 2nd Avenue to Quarry Park

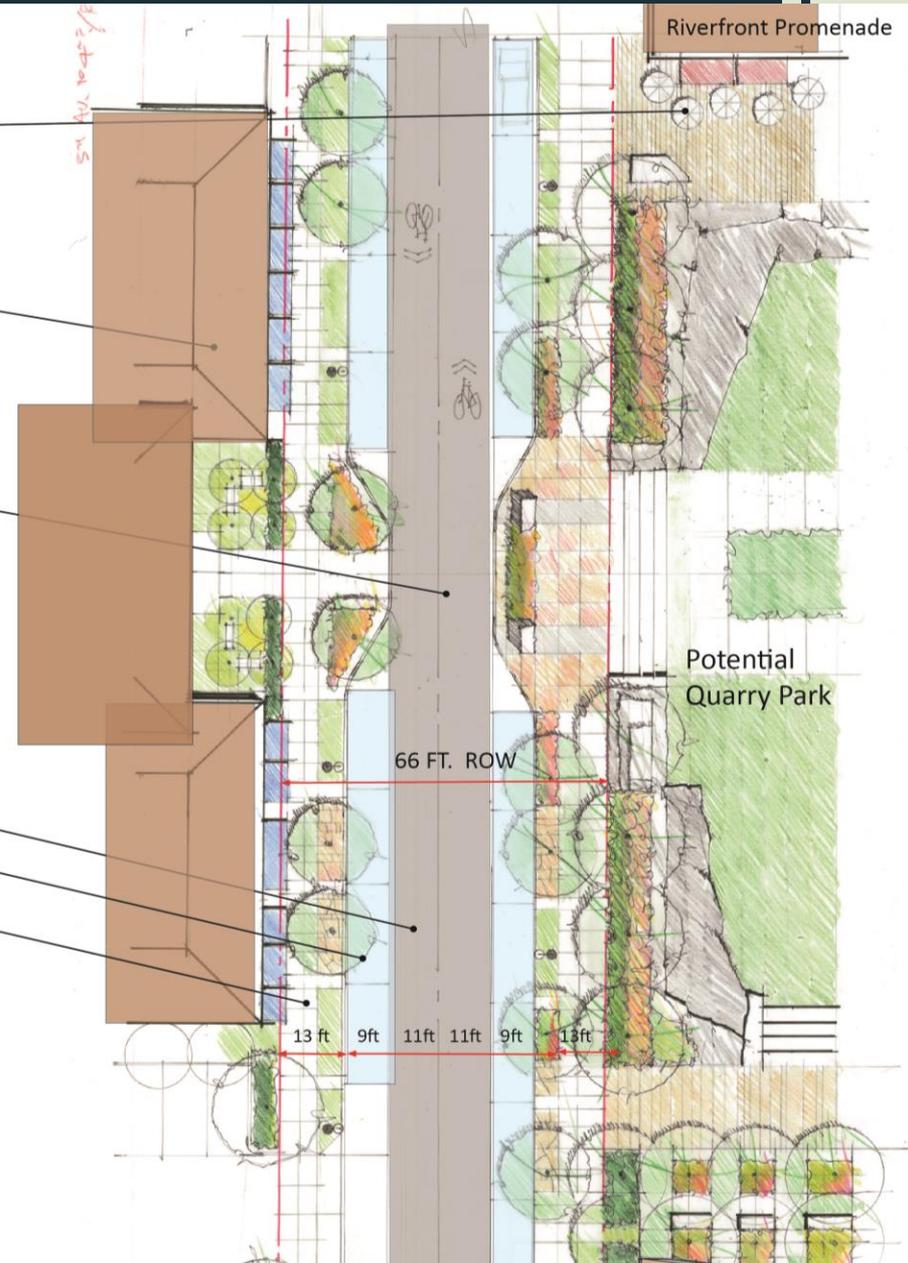
RIVERFRONT AND PARK SIDE MIXED USE DEVELOPMENT BOARDWALK AND RIVERFRONT PROMENADES

POTENTIAL FUTURE RESIDENTIAL OR MIXED USE RIVERFRONT DEVELOPMENT

BIKE BOULEVARD

NARROW STREET WIDTH
11 Ft Wide Thru Lanes
9 Ft. Parking Lane

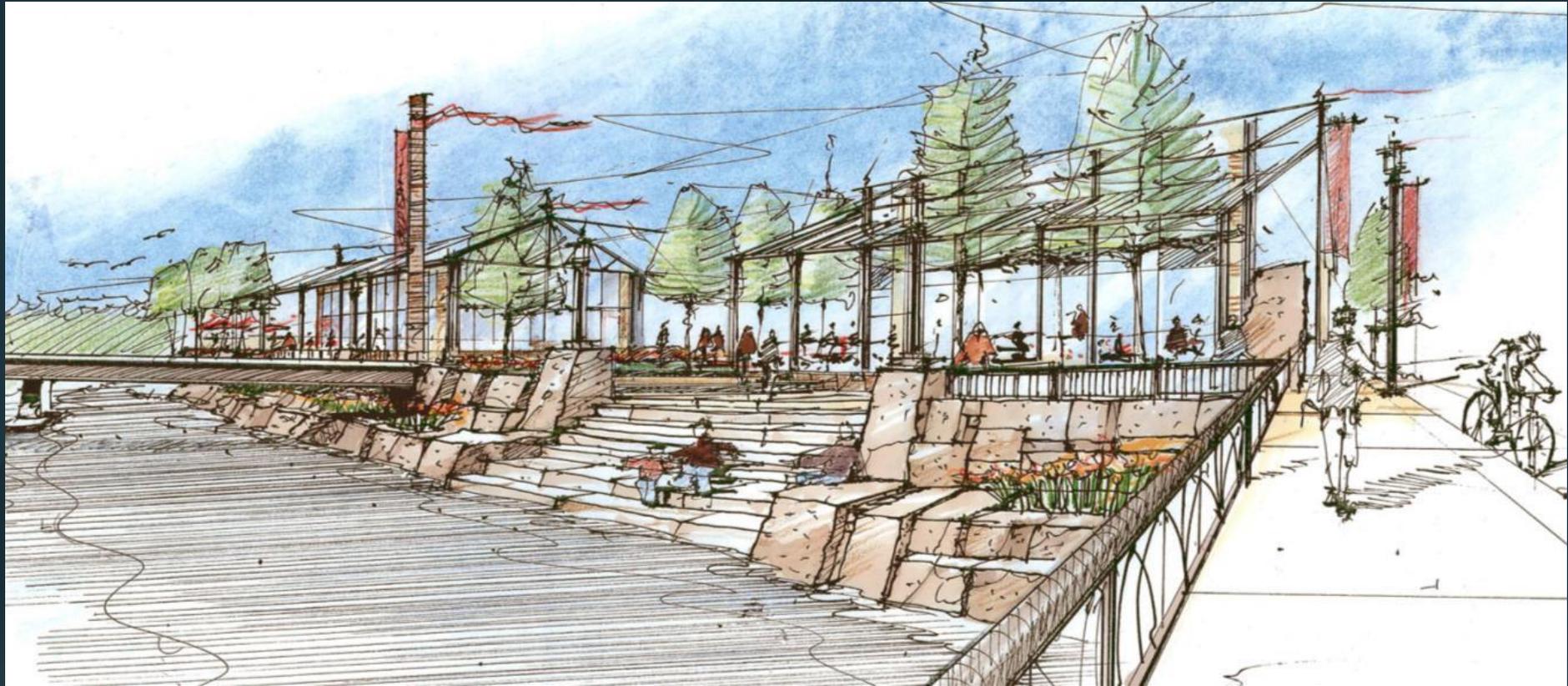
EXPANDED WALKS
Street Trees
Benches
Bike Racks
Public Art
Outdoor dining
Stormwater Infiltration
Street Lights



Quarry Park



Granite Landing Riverfront



Main Street at the Sauk River

POTENTIAL RIVERFRONT PROMENADE

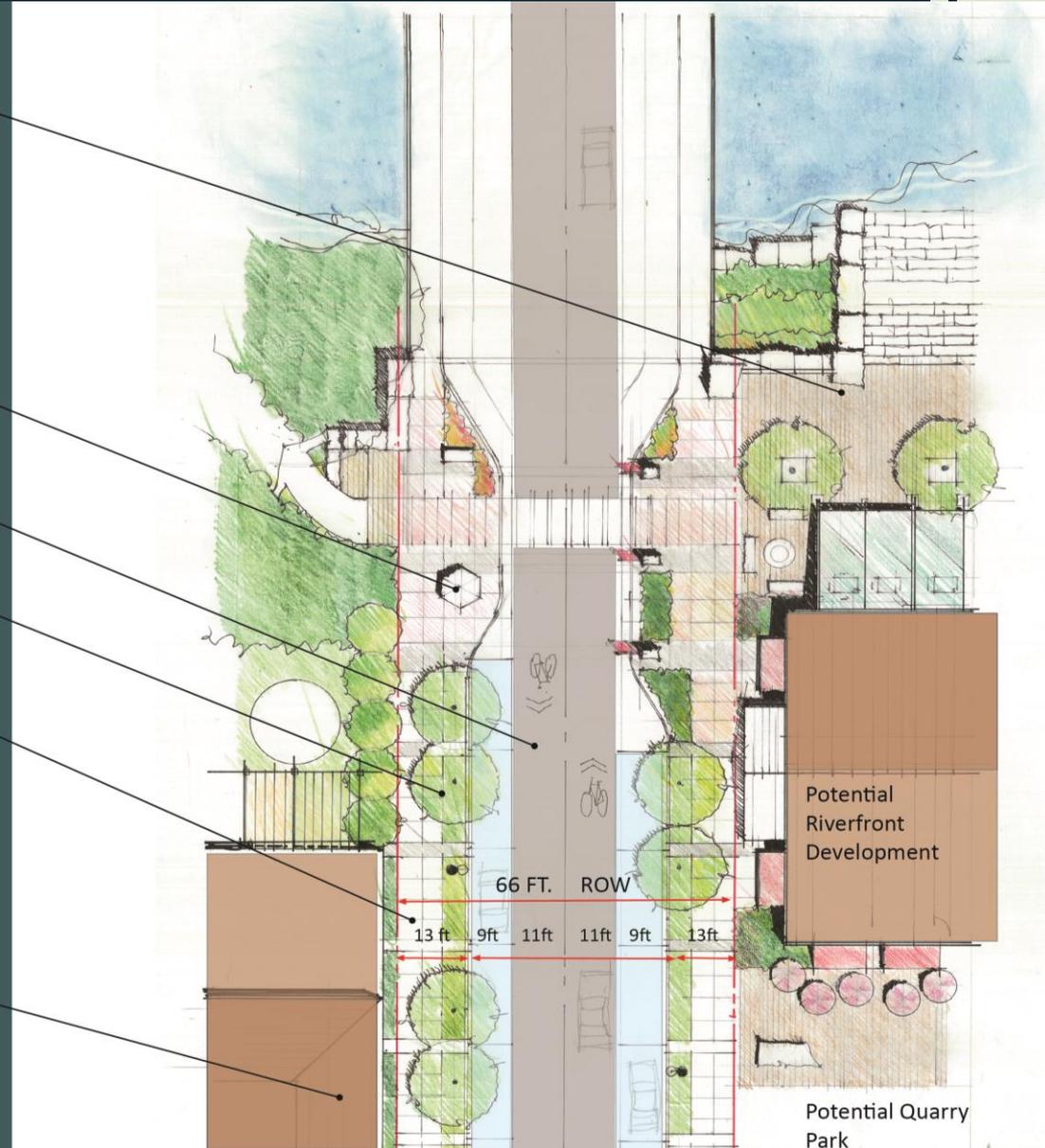
SIDEWALK BUMPOUTS
Define gateway and riverfront trail Crossings, Trail head Kiosk

BIKE BOULEVARD

NARROW STREET WIDTH
*11 Ft Wide Thru Lanes
9 Ft. Parking Lane*

EXPANDED WALKS
*13 ft. wide walks include:
Street Trees
Benches
Bike Racks
Stormwater Infiltration
Street Lights*

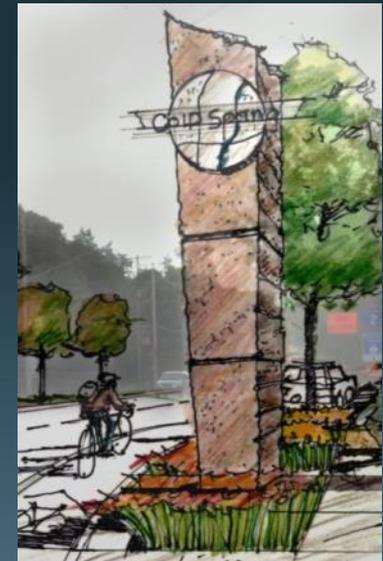
POTENTIAL FUTURE DEVELOPMENT



Cold Spring Streetscape

Streetscape Elements

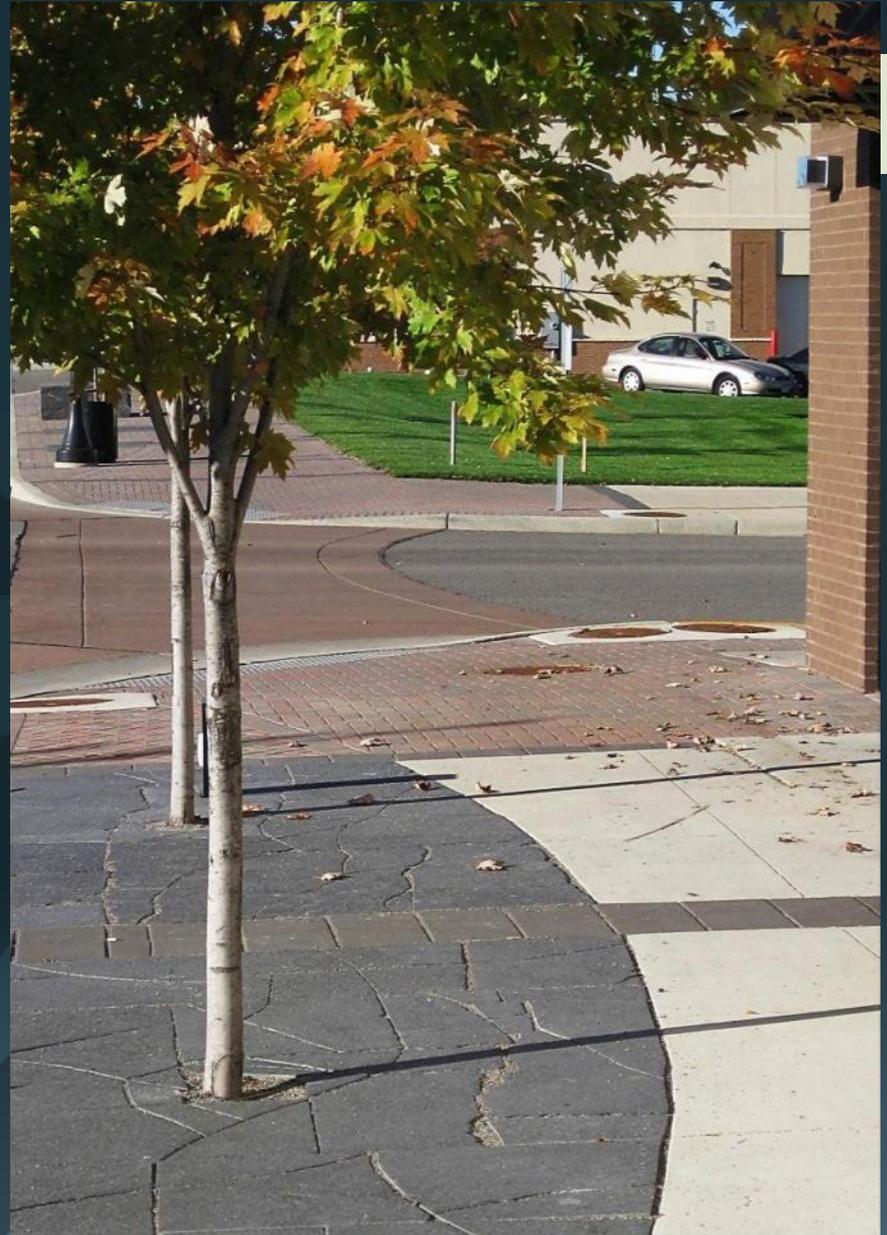
- Pavements
- Plant Materials & Street Trees
- Lighting
- Parking Buffers
- Furnishings
- Gateway Treatments
- Signage
- Public Art



Cold Spring Streetscape *Sidewalk Paving*



Cold Spring Streetscape
Sidewalk Paving



Cold Spring Streetscape
Sidewalk Paving



Cold Spring Streetscape

Street Trees



FIGURE 1: TYPICAL STREET TREE VAULT INSTALLATION



FIGURE 2: TREE BIOFILTRATION DEVICE (STRUCTURED SOIL TREE INSTALLATION)



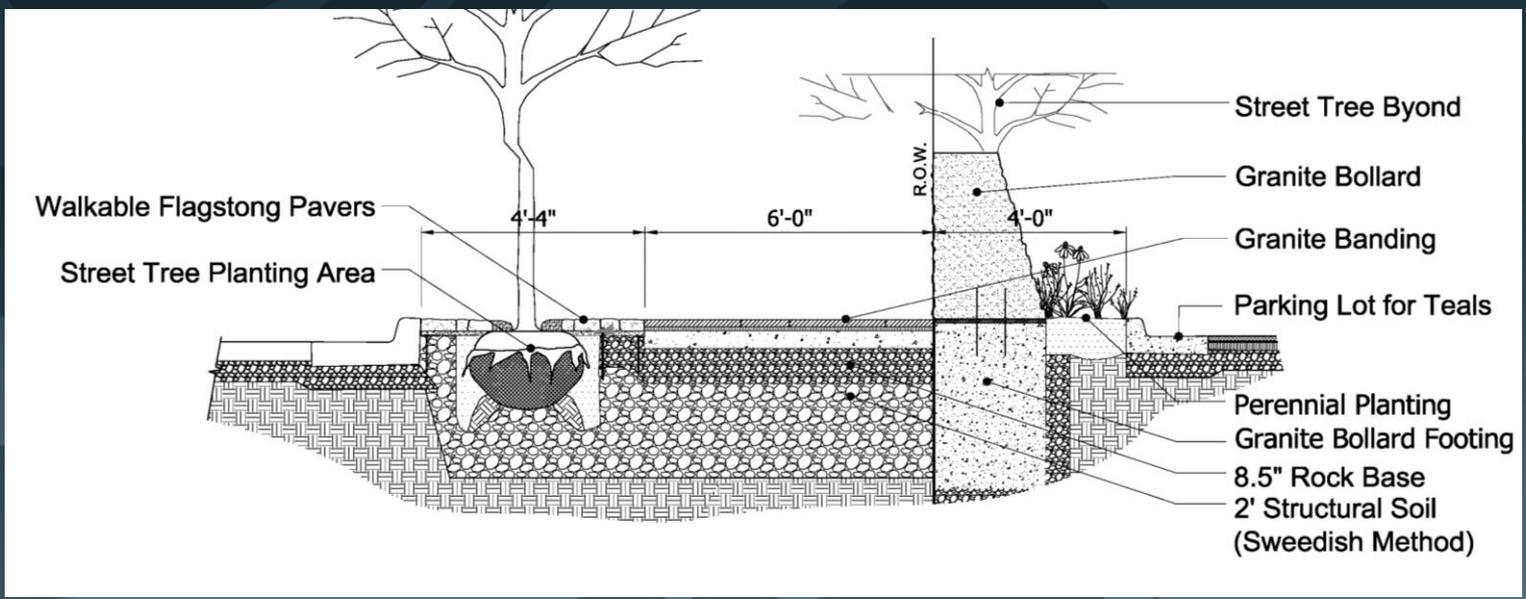
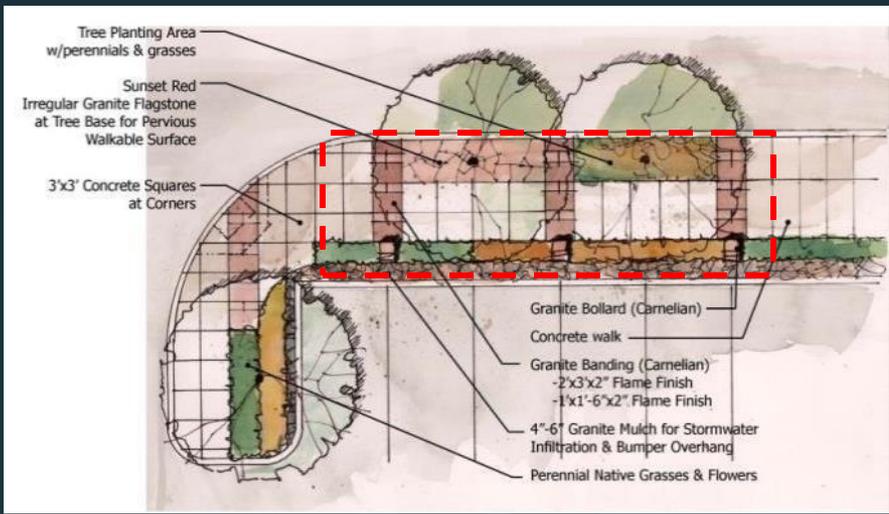
FIGURE 3: SHIFT UTILITIES TO STREET



FIGURE 5: BUMP OUTS SHIFT UTILITY LOCATIONS TO SIDEWALK

Swedish Soil System

Granite Landing Streetscape



Tree Types

Cold Spring Streetscape



Thornless Honeylocust



Swamp White Oak



Tree Types

Cold Spring Streetscape



Ginkgo

Tree Types

Cold Spring Streetscape



Amur Maple



Flowering Crab



Japanese Tree Lilac

Tree Types

Cold Spring Streetscape



Common Hackberry



Red Oak

Tree Types

Cold Spring Streetscape



Elm (Disease Resistant)



Little Leaf Linden



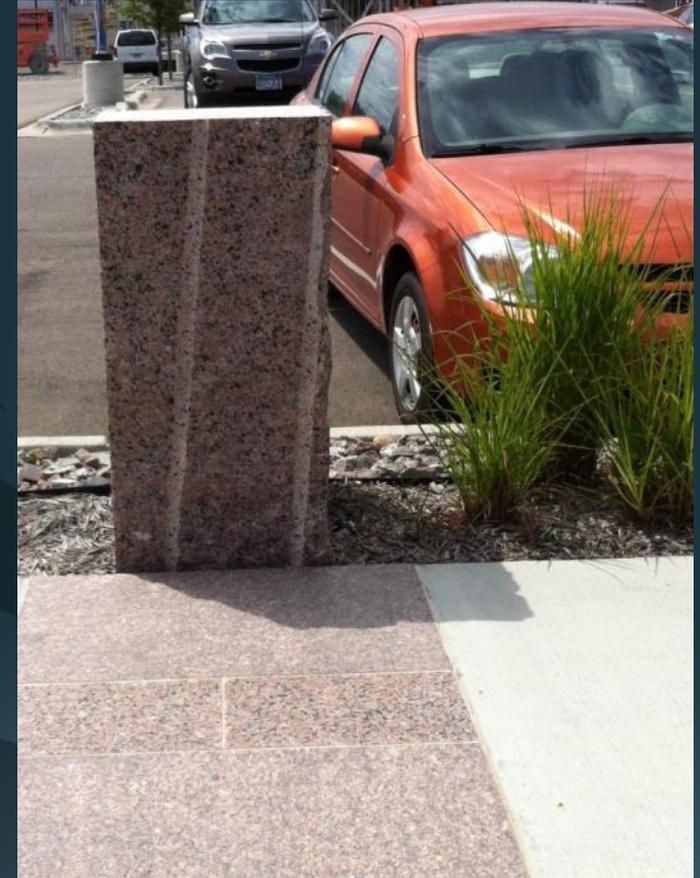
Norway Maple (And Other Maple Varieties)

Cold Spring Streetscape *Lighting*



Cold Spring Streetscape

Parking Lot Buffers



Cold Spring Streetscape

Parking Lot Buffers



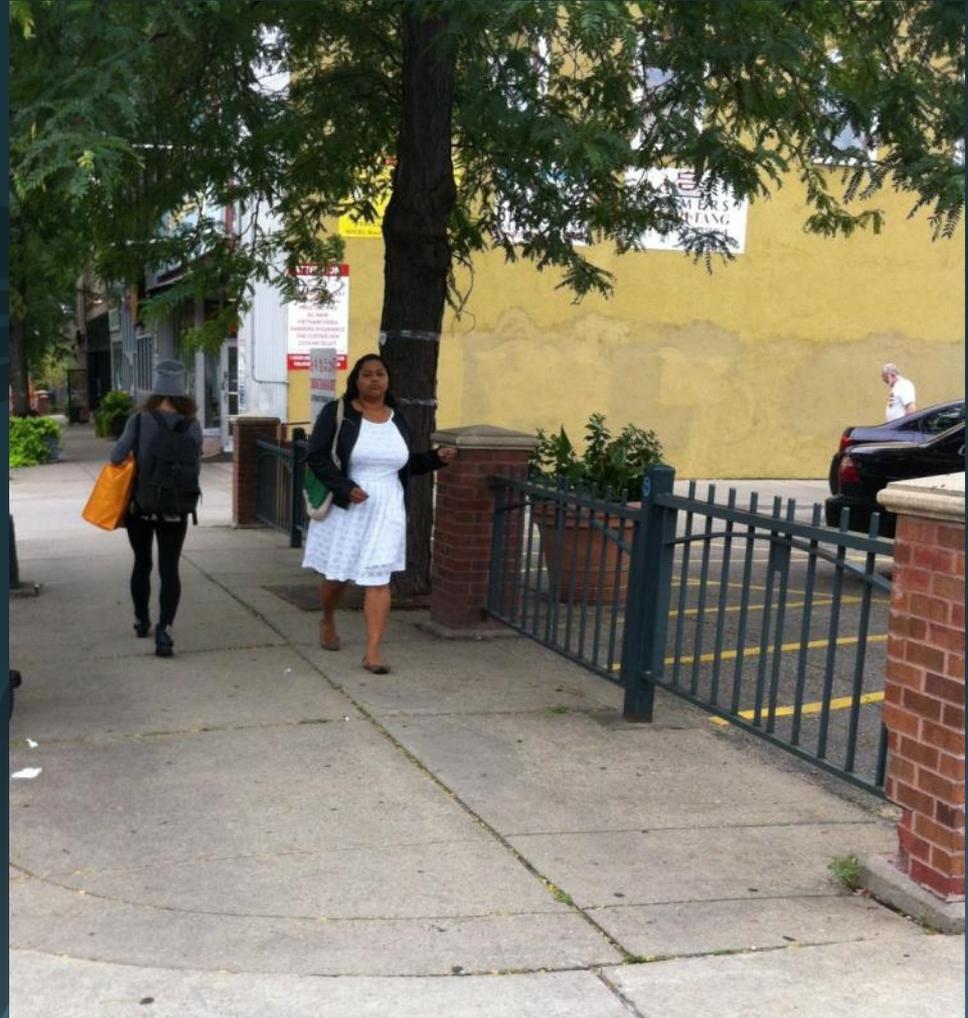
Cold Spring Streetscape

Parking Lot Buffers



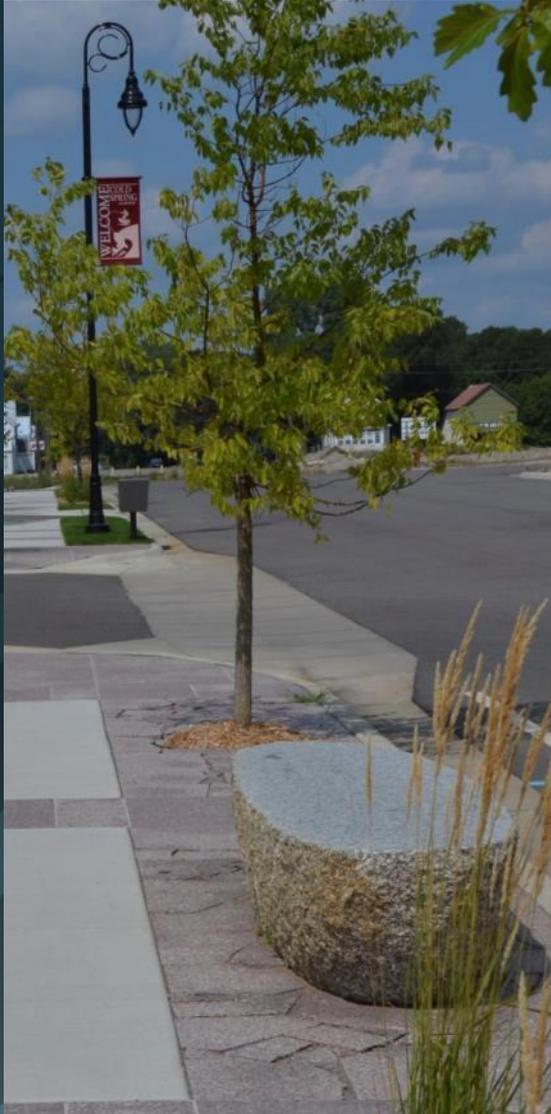
Cold Spring Streetscape

Parking Lot Buffers



Cold Spring Streetscape

Seating



Cold Spring Streetscape *Seating*



Sauk Rapids Downtown

Cold Spring Streetscape

Seating



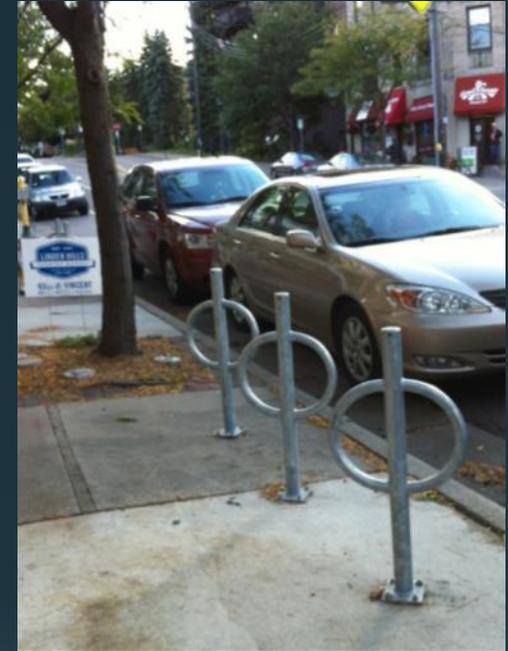
Cold Spring Streetscape

Seating



Cold Spring Streetscape

Bike Racks



Cold Spring Streetscape
Trash Receptacles

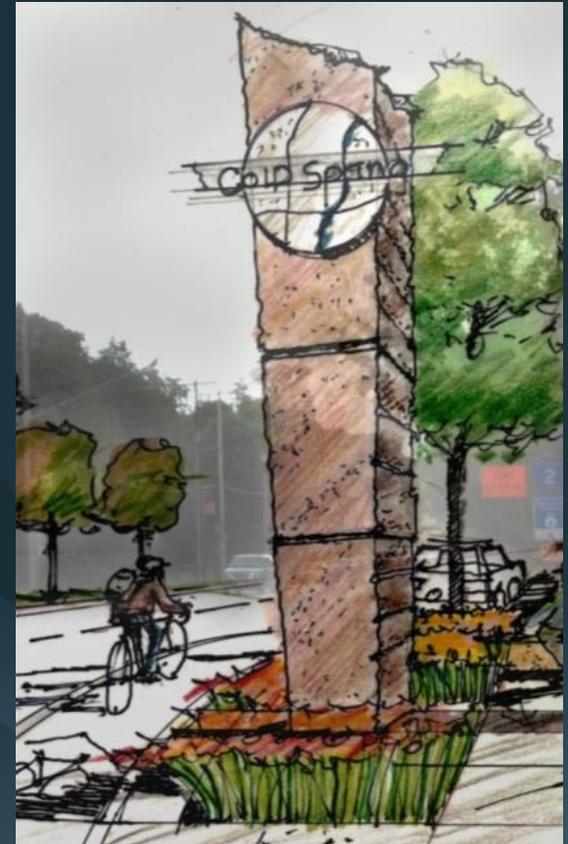
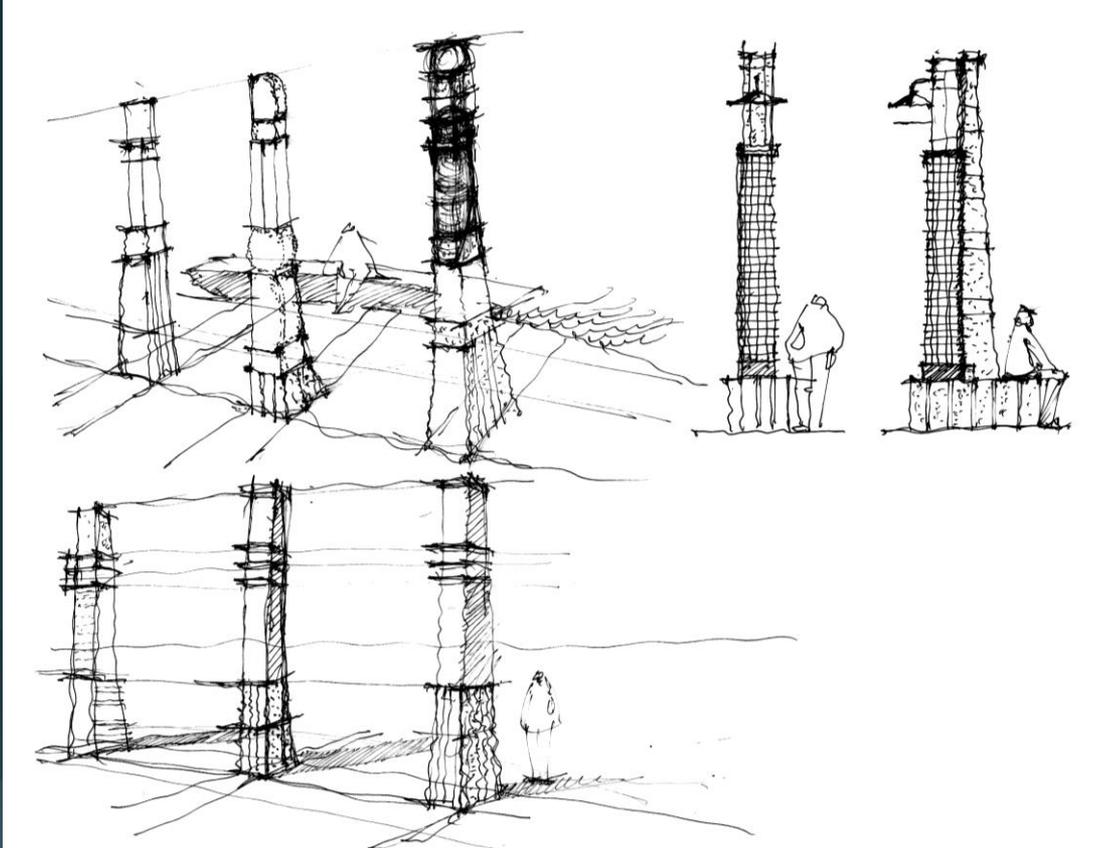


Cold Spring Streetscape *Entry Monuments*



Cold Spring Streetscape

Entry Monuments



Cold Spring Streetscape

Kiosks, Wayfinding and Interpretive Markers



Cold Spring Streetscape

Public Art



Cold Spring Streetscape
Public Art



Cold Spring Streetscape
Public Art



Estimate of Probable Costs

RED RIVER AVENUE COSTS

3rd St. No. to Co. Rd 50:
\$182,000

2nd St. No. to 3rd St. No.:
\$190,000

1st St. No. to 2nd St. No.:
\$165,000

Main Street to 1st St. No.:
\$244,000

1st Street So. to Main St.
\$260,000

ROCORI Trail to 1st St. So.:
\$240,000

Hwy. 23 to ROCORI Trail
\$240,000

Total \$1,523,000

MAIN STREET COSTS

Red River to 3rd Ave.
\$299,000

3rd to 2nd Ave.
\$280,000

2nd Ave. to Sauk River
\$292,000

Total \$871,000



Thank You



Benefits of Street Trees

1. Improved business

According to the National Complete Streets Coalition, Businesses on treescaped streets show 10 to 12% higher income streams.

2. Added value to homes, businesses and tax base.

Realtor based estimates of street tree vs non street tree comparable streets relate a \$15-25,000 increase in home or business value. This often adds to the tax base and operations budgets of a city allowing for added street maintenance.



Benefits of Street Trees

3. Longer pavement life.

Studies conducted in California show shade of urban street trees can add from 40-60% more life to costly asphalt based on reduced daily heating and cooling of asphalt.

4. Less drainage infrastructure.

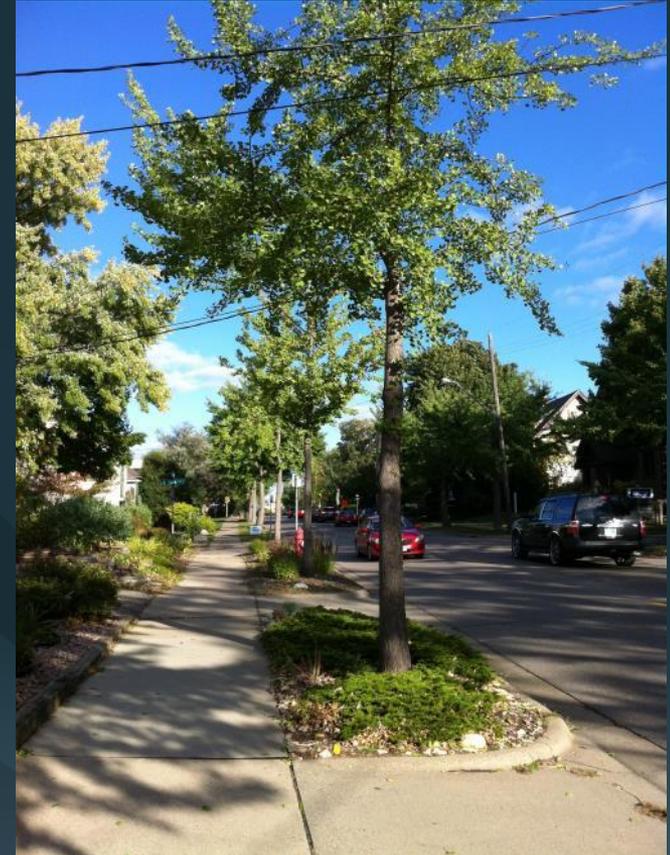
Trees absorb the first 30% of most precipitation through their leaf system, allowing evaporation back into the atmosphere. This moisture never hits the ground. Another percentage (up to 30%) of precipitation is absorbed into the ground and held by the root structure, then absorbed and transpired back to the air.



Benefits of Street Trees

5. Boulevards Provide Snow Storage and are an essential part of the operational side of a street.

6. Trees Buffer Views to utility poles, light poles, on-street and off-street parking and other features creating visual pollution to the street.



Benefits of Street Trees

7. Reduced and more appropriate urban traffic speeds Through enclosure and visual cues to motorists to slow down.

8. Create safer walking environments by forming and framing visual walls and providing distinct edges to sidewalks so that motorists

9. Trees planting strips separate motorists from, pedestrians and buildings

10. Trees Increased security by creating more pleasant walking Environments increasing walking, pride, and care of place



Benefits of Street Trees

11. Reduced harm from tailpipe emissions.

Automobile and truck exhaust is a major public health concern and contains significant pollutants, including carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), and particulate matter (PM). Tailpipe emissions are adding to asthma, ozone and other health impacts. Impacts are reduced significantly from proximity to trees.

12. Lower Ozone. Increases in urban street temperatures that hover directly above asphalt where tailpipe emissions occur dramatically increase creation of harmful ozone and other gasses into more noxious substances impacting health of people, animals and surrounding agricultural lands

Benefits of Street Trees

13. Gas transformation efficiency. Trees in street proximity absorb 9 times more pollutants than more distant trees, converting harmful gasses back into oxygen and other useful and natural gasses.

14. Lower urban air temperatures. Asphalt and concrete streets and parking lots are known to increase urban temperatures 3-7 degrees. These temperature increases significantly impact energy costs to property owners and consumers. A properly shaded neighborhood, mostly from urban street trees, can reduce energy bills for a household from 15-35%.