The neighboring houses provide character due to their various styles, and are in good condition. With a large vegetation buffer between the SW Commuter Path and the houses, there is an opportunity to expand the trail and add amenities.

The multi-family housing zone has five apartments that are connected with a network of trails and greenspace. The residents park in an adjacent surface parking lot and four garages. The driveway leading up to the garages awkwardly intersects near the entrance of the SW Commuter Path. Furthermore the garages are an eyesore, especially to trail users.

- **CREATE A VIBRANT ENTRANCE INTO THE MONROE STREET CORRIDOR**
- **MAINTAIN PEDESTRIAN FRIENDLY SCALE**
- **CREATING MIXED USE HOUSING AND RETAIL TO PROMOTE BUSINESS AND GROWTH IN THE REGION**
- **ADD PASSIVE AND ACTIVE AMENITIES TO PROMOTE USE OF TRAIL**
- **INTRODUCE SIGNAGE AND LIGHTING ALONG TRAIL TO MAKE IT MORE USER FRIENDLY**
- **REDUCE STRESSFUL INTERSECTIONS**
- **ADD BIKE LANE THROUGHOUT ROAD SYSTEM TO EXPAND BIKING ROUTES**
- **CREATE UNIQUE NODES THROUGHOUT THE UNDER UTILIZED GREENSPACE**
- **PROGRAMMING CATERED TO YEAR ROUND INTEREST**
- **ADDITIONAL FOCAL POINT AT MAIN MONROE STREET INTERSECTION**
- **IMPLEMENT SUSTAINABLE PRACTICES INTO NEW CONSTRUCTION**
- **REDUCE RUN OFF WATER THROUGH GREEN ROOFS, SWALES, PERMEABLE PAVEMENT, AND DETENTION BASINS**
- **QUALITY MATERIALS THAT WILL LAST INTO THE FUTURE**

A green space is located at the entrance of Monroe Street. Currently the site is awkwardly intersected by a street, that creates an unpleasant experience for trail users due to having to cross multiple streets within a short distance. The main attraction of the green space is a bus stop, that is frequently utilized. Despite plantings and benches, the space is poorly designed.

A church and Camp Randall are located adjacent to the site. The redesign of the Monroe Street corridor has the potential to cater to both of these uses. By creating a place desirable to visit, more people will stay longer in the area after their intended activities. An important consideration in selecting material throughout the site is the high traffic volumes that occur during fall football games.

A large variety of stores are present along the length of Monroe Street. However, in near the SW Commuter Path the area is under utilized and the stores consist of a rug shop and a pizza parlor. Both buildings have an unattractive facade and are surrounded by a large swath of parking which creates an unpleasant space.
SITE COMPONENTS

1. **STATEMENT SCULPTURE**
   Located at the main intersection of Monroe Street and Regent Street, the art sculpture acts as a gateway feature into the neighborhood. The surrounding plaza has built in benches, chairs, seating, and lighting for viewers to observe and admire the works of art.

2. **TRANSIT STOP**
   As this is a frequently used bus stop, a new bus shelter will provide a safe environment for users. Integrating a solar panel that provides electricity for an up-to-date bus schedule and lighting. Seating and walls provide a comfortable space during periods of waiting. With these new amenities, hopefully more users will rely upon public transportation.

3. **CAPTURING WATER**
   This central feature consists of a depression that collects runoff and filters it to cleanse pollutants. In the central portion is a water wall that blocks out noise from the surrounding road traffic. The water flows into a splash fountain that is a fun activity during warm weather.

4. **CENTRAL STAGE**
   The stage provides room for various functions. Because it is adjacent to the bike path and overlooks the water feature, it is an excellent space for socializing and people watching. During the warm months it serves room for outdoor concerts that has seating on the neighboring lawn. Moveable seating, tables, and plaza steps create an inviting environment.

5. **FOUNTAIN PLAZA**
   The plaza is the welcoming feature of the entrance into the triangle wedge. Surrounding the fountain are areas that will attract shoppers from the new development as it has seating and tables.

6. **BIKE CROSSING**
   Linking the bike trail from the western streetscape to the triangular wedge was problematic in the past. With the addition of neck downs the distance for pedestrians to cross the street is shortened, and it also helps protect bikers. The elevated and colored bike path creates a speed bump that signals drivers that it is a frequented path.

7. **PIT STOP**
   Framed by the mixed use development the "Pit Stop" attracts trail users. With retail, cafes, and boutiques located along the bottom level of the development, there are plenty locations to frequent. Because of the building framing, outdoor patio space, and lush vegetation there is plenty of space that creates an outdoor room for users. Parking is found in bike racks and also along the street.

8. **PASSIVE AMENITY NODES**
   Because there are a variety of trail users, small pull offs allow users to pause and take a break. Benches, bike repair stations, and picnic tables are a few of the features that will be found along the trail.

9. **ACTIVITY NODES**
   Catering to the "active" trail users, these nodes provide space for users to participate in physical activity. Included are playgrounds, outdoor work-out stations, and a parcours.

10. **GREEN SCREEN**
    Due to the elevated neighboring vehicle parking that is unattractively pleasing, a barrier is necessary to hide the view from the trail and "Pit Stop" plaza. A green screen that has metal sculptural elements provide the necessary barrier while adding visual appeal. The parking garages have also been retrofitted with green roofs.

11. **MIXED USE BUILDINGS**
    The mixed use buildings have retail along the bottom floor with the top two-three floors featuring apartments. The design of the building creates exterior pockets that provide space for outdoor dining and socializing. Both of the buildings have green roofs with an outdoor patio space that is primarily used for residents. Underground parking is also an available amenity for residents.

12. **GREEN PARKING**
    Because the parking on Monroe Street has been eliminated due to a new street design, a above ground parking ramp is available. In keeping with the human scale of the corridor, there is one level below ground, and two levels above ground. The parking garage has a green roof to help eliminate run-off water.
MONROE STREET REDESIGN
SITE VISION I PAIGE IDA I LA 351 I SPRING 2013

PLAZA AERIAL PERSPECTIVE

BUILDING CHARACTER
Mixed use buildings have commercial use in the first level, with the upper two-three stories residential. The outer perimeter frames the bike trail and has pockets that create plaza space for site and trail users.

EXISTING STREET SECTION B-B'

PROPOSED STREET SECTION B-B'