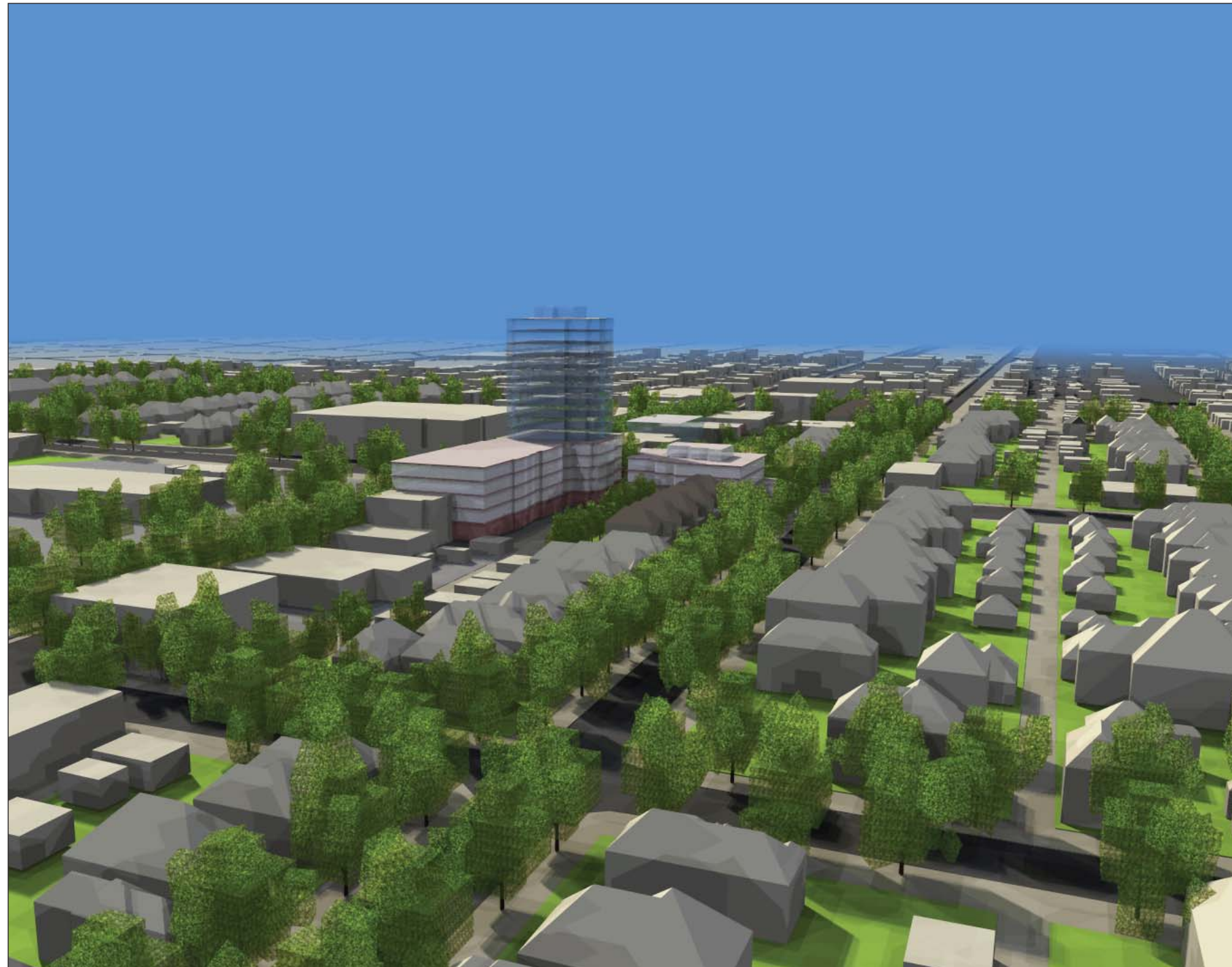


Type 5 - Full-Depth Infill Sites



A rendering illustrating the relationship of a full-block development to the low-rise residential neighborhoods off of the Avenue. A taller 15-story building is positioned along University. New development steps down to maintain the scale and character of the residential street to the rear.



10-Story Point Tower



15-Story Point Tower



8-Story Slab

A corner location could support a range of heights and building types in order to frame the street and anchor the block.

Type 5 - Full-Depth Infill Sites



A rendered aerial illustrating a unique full-block condition in which an institutional use has used the entire depth of the block to expand its facilities.



In order to expand back towards the residential street, additional landscaping is provided. A parking deck (in blue) provides parking for both the institutional site and nearby businesses that may have lost some parking as a result of the expansion.

Demonstration of a Special Case Full-Block Site along the Corridor

Situations may exist where a neighborhood-compatible institutional use, like an educational facility locates on the Avenue. This use may utilize the whole block to take advantage of transit availability. The example shown demonstrates the expansion of an existing school on a corner to the whole block, the creation of an open space on the Avenue, and a landscaped edge within the residential neighborhood. Parking is underground or in a parking deck accessed from the alley.

This scheme also shows commercial infill of several stories on the other end of the block, and residential infill of townhouses along the neighborhood street.

Design Directions

1. Provide unique locations for cultural or institutional uses along the Corridor.

- Permit cultural or institutional uses to run through the block where appropriate between University and the residential neighborhoods to the north and south of the Avenue.
- Permit additional setbacks along the Avenue to establish front courts or landscaped areas.
- Provide additional landscaped setbacks to help buffer uses and green the residential streets.
- Provide step backs to ensure that buildings step down towards Sherburne and Aurora and reinforce the existing scale of the neighborhood.
- Exploit opportunities created by new cultural or institutional development to provide additional open spaces along the Corridor.

2. Establish a face along University.

- Orient primary cultural or institutional frontages towards University.
- Provide active frontages at-grade.
- Establish minimum ground floor heights of 13' to allow for changes in use over time.
- Front University with medium-density development of 2 - 4 stories

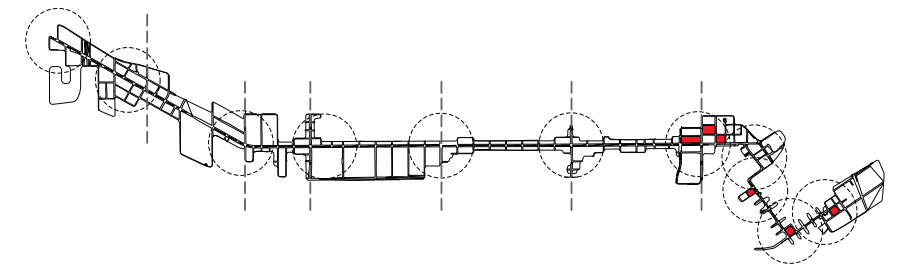
with taller buildings at main intersections.

3. Limit access and servicing from University.

- Reintroduce the alley to provide access to parking and servicing.
- Provide access north and south of University on adjacent streets where extending the alley from end-to-end is not feasible. Consolidate access, servicing and parking between properties.

4. Repair residential streets to the north and south of University.

- Reintroduce smaller-scale, 2 - 3 story housing to fill in gaps along streets to the north and south of University.
- Provide street-level access to residential units that front onto Sherburne and Aurora.
- Step down larger residential buildings towards Sherburne and Aurora so that they reinforce the existing scale of the neighborhood.
- Limit non-residential units that front directly onto residential streets to a maximum of two stories in height and provide an adequate landscaped buffer.
- Step parking decks back from the street edge, and either buffer them with landscaping or line them with residential units of a similar scale to the neighborhood.



Type 6 - Urban Infill Blocks

Type 6 sites represent vacant or underutilized blocks that have the potential to be substantially or, in some cases completely redeveloped. These sites provide an opportunity to fill large gaps along the Corridor with new development of a complementary scale to surrounding development. These sites offer a chance to reconsider entire city blocks and increase density along the Corridor. New developments will have to respond to existing conditions on all sides of the block and may have to offer a range of building types so that they fit within their surroundings.



Key Characteristics

- Full block of land surrounded on all sides by roads and existing development
- Currently underutilized or vacant



The examples above demonstrate some key characteristics of redeveloped urban infill blocks: (clockwise from the top) an urban infill site responds to a variety of surrounding conditions with buildings that vary in scale; a 16-story hotel / condominium locates active uses at grade; a modern mixed-use infill project with retail at-grade; an infill project with a modern aesthetic while incorporating materials similar to an adjacent historic brick structure.

Key Principles of Type 6 Development:

Making Development "Fit"

- Provide a mix of building types from 3-6 stories along University.
- Provide medium to high-rise buildings in downtown.
- Integrate transit stations and/or waiting areas in new development where possible.

Transit-Supportive Land Uses & Densities

- Provide active uses at-grade with residential, hotel or commercial uses located on the upper floors.

Transit-Supportive Access, Circulation & Parking

- Locate parking inside buildings, below ground or in shared structured parking.
- Integrate new development in downtown with the skyway, while providing direct legible connections between skyway and street.

A Green, Attractive & Connected Pedestrian Environment

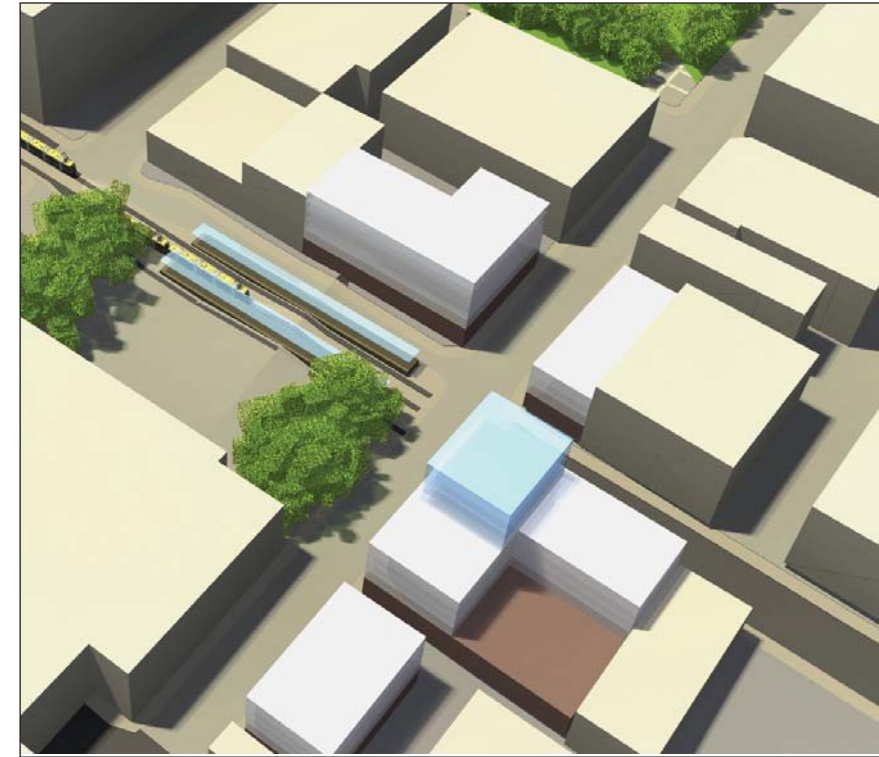
- Provide setbacks from the property line to increase boulevard width or provide front courts for larger residential or commercial developments.



An aerial rendering of an urban infill block north of University at Rice Street, demonstrating the more robust footprints that result from an urban infill condition. In this example, the alley has been restored to provide access to convenience parking in the rear as well as shared underground parking for the new development.



A rendering of an urban infill block illustrating the higher-density 4 - 6 story street edge that could result along University.



Urban infill development will help to fill in the gaps in the street with new buildings that are of a complementary scale to their surroundings. In some places, such as downtown, this may require a range of development types.

Demonstration of an Urban Infill Block along the Corridor

Closer to the Capitol and downtown, this block can add to the new Capitol Hill Urban Village to the south. Additionally, it may be more commercial and office than residential. The scheme shown represents a density of over two times the area of the site.

The regeneration of the neighborhood street with low-rise forms would remain a critical component of the scheme; however live-work loft spaces would also be acceptable.

Parking would generally be underground and accessed from the alley.

Design Directions

1. Establish a face along University.

- Create a continuous animated street edge.
- Front University with medium-density development of 4–6 stories with step backs above the fourth story for taller elements.
- Provide active frontages at-grade.
- Establish minimum ground floor heights of 13' to allow for changes in use over time.

2. Repair residential streets to the north and south of University.

- Reintroduce smaller scale 2-3 story housing to fill in gaps along the streets to the north and south of University.
- Provide direct ground-level access to new residential units.
- Provide an angular plane to ensure that buildings step down towards Sherburne and Aurora.
- Step parking decks back from the street edge and either buffer them with landscaping or line them with residential units of a similar scale to the neighborhood.

3. Increase density where appropriate.

- Increase densities, where appropriate, through the use of taller structures next to open spaces and at major intersections.
- Encourage buildings to “turn the corners.”

4. Limit access and servicing from University.

- Reintroduce the alley to provide access to parking and servicing.
- Use “doglegs” to prevent dead-ending where extending the alley from end to end is not feasible.
- Consolidate access, servicing and parking between properties.