

Building the Great River Landing

Schematic Design Report

November 3, 2014

The City of Onalaska's Waterfront Committee has undertaken the goal of revitalizing the Onalaska waterfront and Building the Great River Landing to provide safe and accessible access to the waterfront with clear connectivity to the downtown and Main Street.

From August through October, the City hosted a Community Meeting and a three day Charrette or intensive collaborative design and planning session (Sept 29 - Oct 1), culminating in this schematic design for Onalaska's waterfront.

During the several months that follow, the City's consultant team, along with the Waterfront Committee, will advance the design through preliminary engineering and cost estimation.

For more information:
www.greatriverlanding.com



PROCESS



On August 20, 2014, the City of Onalaska's Waterfront Committee hosted a Community Meeting as a first in the series of public involvement opportunities regarding the Onalaska waterfront and the Great River Landing.



From that meeting until October, the City and design team held stakeholder interviews and a three day Charrette or intensive collaborative design and planning session (Sept 29 - Oct 1), culminating in this schematic design for Onalaska's waterfront.

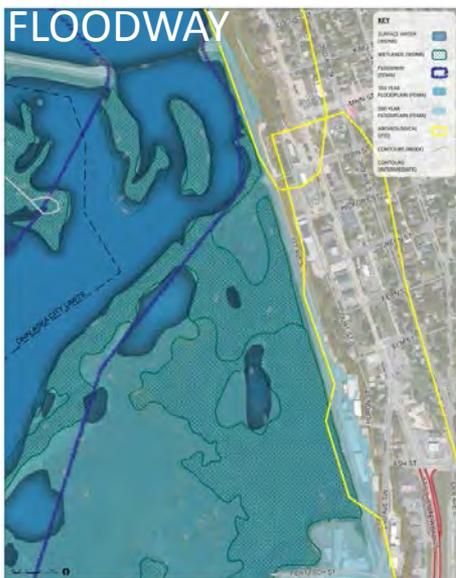




ENVIRONMENT
Building the Great River Landing



SOILS
Building the Great River Landing



ENVIRONMENTAL BASEMAP
Building the Great River Landing

The design team met with City staff and stakeholders and reviewed various ecological, hydraulic, cultural and historic documents throughout prior to and during the design charrette to develop a better understanding of the site's characteristics and potential for development.

The project site is essentially divided by the BNSF railroad, with the waterfront bottomlands to the west and the City's downtown to the east. The railroad provides significant challenges for safe access to the site. BNSF representatives were contacted and interviewed during the process and share similar goals of the City for safe and controlled access to both portions of the site.

Floodways and wetlands provide excellent recreational opportunities and construction challenges. Various agencies including DNR, USFWS and USACE were consulted prior to and throughout the charrette process.

Archaeological findings are also throughout the project area and the design team recognized these areas as interpretive opportunities and construction challenges.

All of these site factors were carefully considered when developing the plans for the project.

PROJECT GOALS & GUIDING PRINCIPLES

PROJECT GOALS

- A. **A highly accessible river**
- B. **An active riverfront connected to a vibrant downtown**
- C. **A design in harmony with nature & ecology**
- D. **Support and enhance education and awareness of history, culture and environment**
- E. **Balance creative vision and market reality**
- F. **Community supported policies, plans and projects**

GUIDING PRINCIPLES

- 1. **Create a Destination**
- 2. **Provide a Range of Uses and Activities**
- 3. **Enhance & Promote Riverfront Environment & Ecology**
- 4. **Economically Viable and Sustainable Return on Investment**
- 5. **Increase and Enhance Connections**
- 6. **Address and Enhance Public Safety and Security**
- 7. **Respect and Promote Heritage & Culture**
- 8. **Embrace Resiliency**
- 9. **Ongoing Community Engagement**



THE BASICS

EMS ACCESS

- BOARDWALK: SPILLWAY TO BEACH/PLATFORMS
- NATURE TRAILS
- PEDDLE BASIN + LOADING
- LOWLANDS MINIMAL SUPPORT STRUCTURE
- OUTDOOR CLASSROOM (COUNCIL RING)
- WILDLIFE/HABITAT/INSTEAD/CULTURAL/HISTORIC

ROOSTROOM FACILITY

PARKING/TRAILHEAD

PUBLIC SQUARE: MARKET

OVERLOOKS

VEG. CLEARING FOR VIEWS

MIXED USE DEVELOPMENT

BRIDGE

CIVIC FEATURE

OPTIONS

	A MAIN EXTENDED	B BLACK RIVER ENGAGED
LOW	ACTIVE UPLAND	SOFTER UPLANDS
	QUIET LOWLANDS - NO LIGHTS	ACTIVE LOWLANDS
	POD BRIDGE/OVERLOOK - OFF MAIN	FUNCTIONAL POD BRIDGE
	MAIN ST. PLAZA - MARKET	RUIN BRIDGE - NO DE GRASS
	TRAILHEAD & PARKING	FLAT ZIP/SPILLWAY CROSSING
	FOCAL POINT ON MAIN	TRANSITION DOCKS
UP	TEACHING/PEDDLE	FLOW LUNGS/PARKING UPLANDS
	NATURE TRAILS MARSH - SOFT/CANAL RAIL	
	BANK CASUALTY LEAK AND WATER SEEN	
	BIRD RESTORATION/ENRICH	

Following the development of the Goals and Principles and preliminary program ideas presented to the public on September 29, 2014, the design team developed the consensus program as shown on the bottom left as the “Basics”. The “Options” were developed through the community’s input for the design team’s plan alternatives, as shown above. These were presented to the Waterfront Committee on September 30, and the design team received feedback to proceed with Option A on the top left.

PRELIMINARY SCHEMATIC PLAN



The plan graphic to the left represents the consensus schematic design plan that was developed during the final day of the charrette (October 1, 2014). The list below corresponds to the consensus program that was developed for the project and keyed into the plan graphic.

Project Program Elements

1. Transient Boat Docking
2. Ice Fishing Bay
3. Spillway Island Bridging
4. Nature Walk & Rustic Camping
5. Aerial Canopy Course
6. Spillway Fishing Pier
7. Pedestrian Bridge with Grand Stairway & Elevator
8. Main Street Plaza
9. Market, Trailhead & Restroom Facility
10. Enhanced Pedestrian & Emergency Railroad Crossing
11. Emergency Boat Launch, ADA Kayak Launch & Log Rolling Boom
12. Stone Seating Blocks
13. Adventure Play Area
14. Support Structure
15. Fabric Picnic Shelters
16. Stone River Access
17. Wetland Viewing Access
18. Nature Walk

GREAT RIVER LANDING



The consensus plan graphic to the left provides additional detail for the development zone of the project. The design concept is for an extended Main Street to be directly connected to the waterfront. The design team provided this through a large pedestrian bridge and overlook that would span the railroad tracks, provide safe and accessible connection to the waterfront as a direct extension of Main Street. Additional details of the upland portion can be found on the next page.

The waterfront has been designed for both passive and active recreation. The design includes a nature playground, picnic grove, log rolling boom and kayak launch along with other informal water's edge access. Shown below is a character rendering of the boardwalk system proposed to connect the active area to adjacent to the spillway.



THE LANDING - MAIN STREET PLAZA & BRIDGE



7. Pedestrian Bridge with Grand Stairway & Elevator
8. Amphitheater Seating
9. Main Street Plaza with Interactive Water Feature
10. Restroom Facilities
11. Trailhead Parking & Market
12. Enhanced Pedestrian & Emergency Railroad Crossing
13. Emergency Boat Launch,
14. ADA Kayak Launch & Log Rolling Boom

The uplands portion of the project includes a trailhead with parking and restroom facilities (that could double as a farmer's market), plaza with an interactive water feature adjacent to Main Street and a grand, accessible amphitheater steps for passive relaxation and enjoying views of the waterfront. A pedestrian bridge provides access to the waterfront as a direct extension of Main Street, to capitalize on the City's investments in the Downtown. The project will be designed to meet and exceed ADA minimum standards for accessibility. Below are character renderings of what this site could be.



ACTION PLAN – PHASING ALTERNATIVES



The plan graphic to the left shows potential phasing and bundling projects that could assist implementing the Great River Landing in a phased approach as funding is available. Below are brief descriptions of these bundles along with the Engineer's Preliminary Opinion of Construction Cost for each. Design, engineering and permitting fees are not included in the estimates below. These bundles are arbitrarily numbered and do not reflect City priorities.

1. Paddle Basin, Nature Playground & Trails (\$2.5M)
2. Boardwalk & Spillway Link (\$2.3M)
3. South Nature Trail Enhancements (\$525,000)
4. Spillway Bridges (\$3.6M)
5. Adventure Play & Island Recreation (\$700,000)
6. Trailhead & Market (\$950,000)
7. Main Street Bridge (\$3.2M)
8. Main Street Plaza, Spray Fountain & Lawn (\$1.5M)

Total Project Construction = \$15.3M