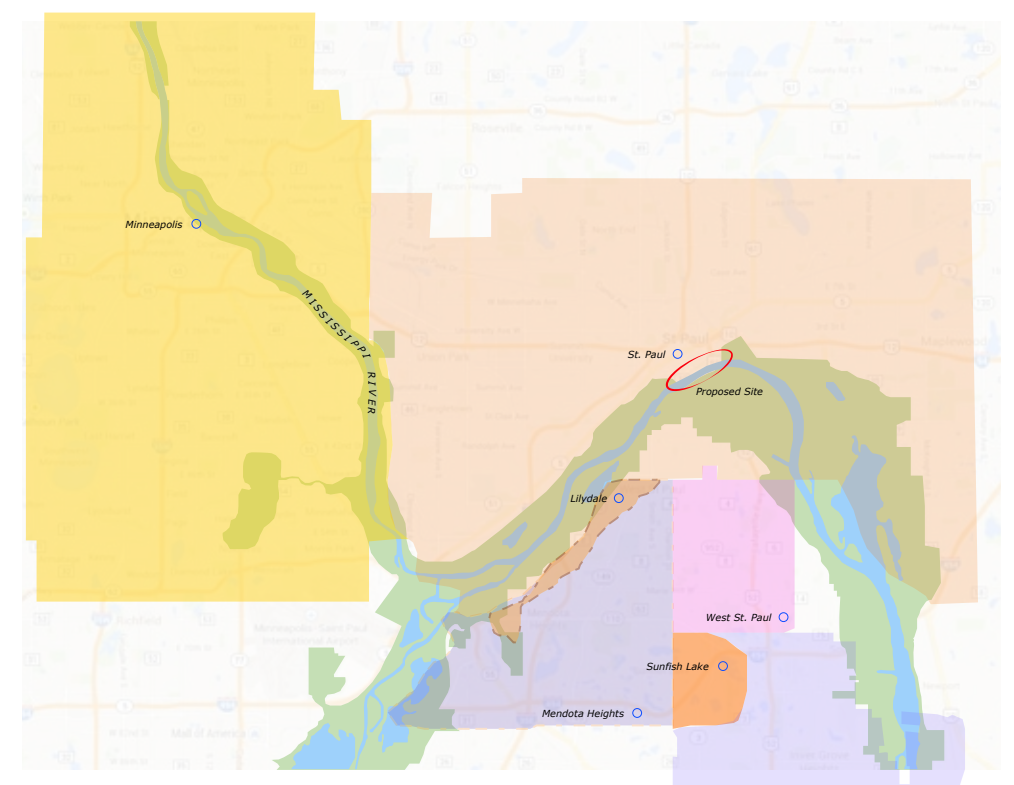


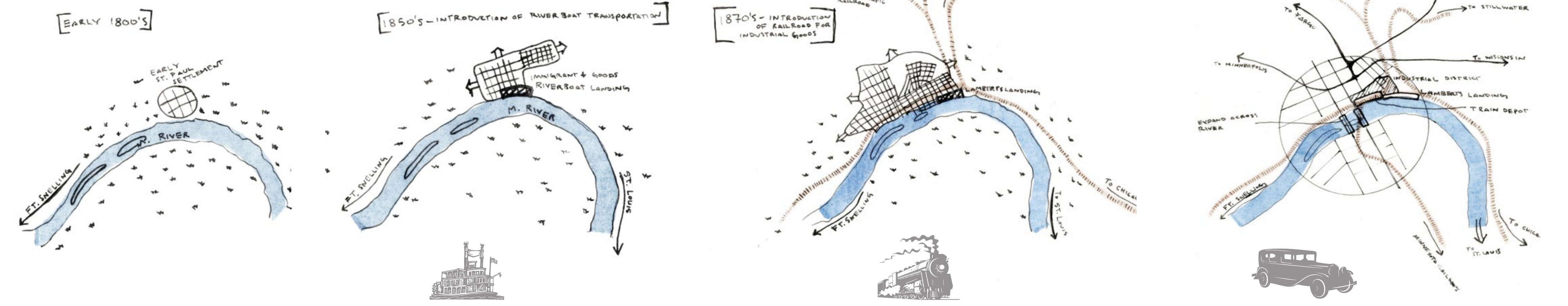
separation of city and river | enhancing lowertown through the revitalization of st. paul's industrial waterfront

Patrick O'Keeffe | LA 572 | Thesis Design Studio | Kost | Harper | Spring 2015

hypothesis | The Lower Landing Riverfront Park in St. Paul, Minnesota, will provide public access to the currently derelict industrial riverfront bordering Lowertown. As a result, the revitalization of this deteriorating space will provide the community with a spatially-defined open space and interactive waterfront destination, thereby enhancing the quality of life within the area.



site location



history of lower landing

Lowertown, the warehouse district in St. Paul, is a historically and culturally significant place that became settled in the 1800's as a major docking site. The original Lower Landing was a hub of industry and transportation, which became the catalyst for development, resulting in more riverfront infrastructure and industrial growth to Lowertown. This growth brought railroad companies to St. Paul, followed by the construction of numerous highways, interstates, and county roads.

During the late 1800's and early 1900's, the Lower Landing and Union Depot welcomed large amounts of immigrants to the upper midwest, defining the entrance into St. Paul.



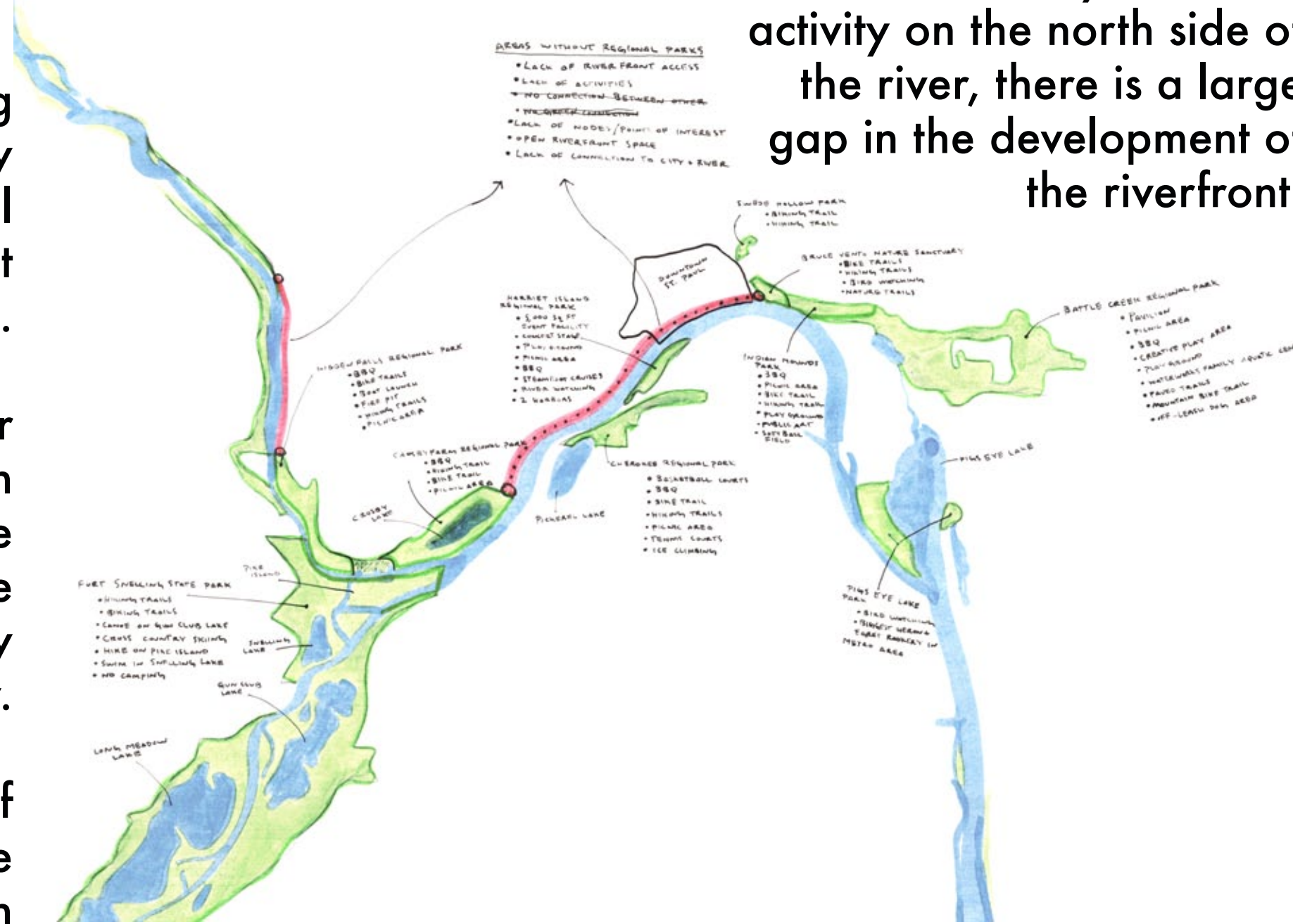
site issues caused by the evolution of industry



The largest limitation to the existing Lower Landing Park, both directly and indirectly, is the elevated rail deck and flood protection wall that runs parallel to Warner/Shepard Rd.

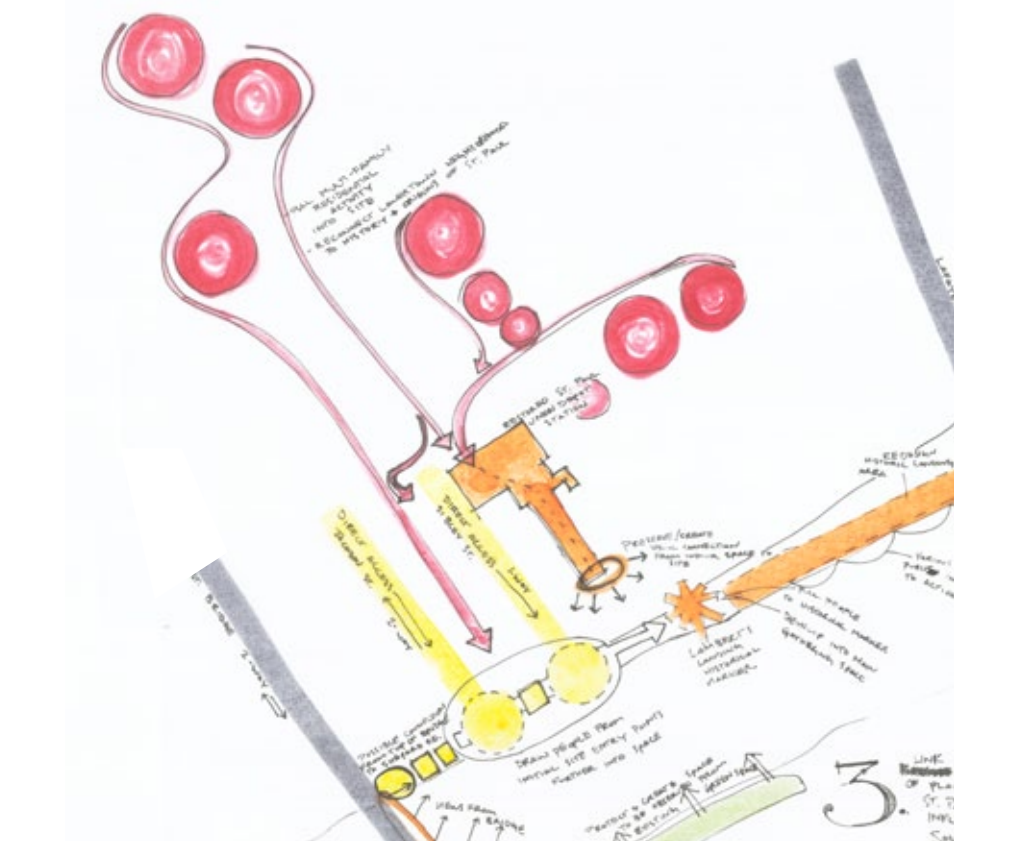
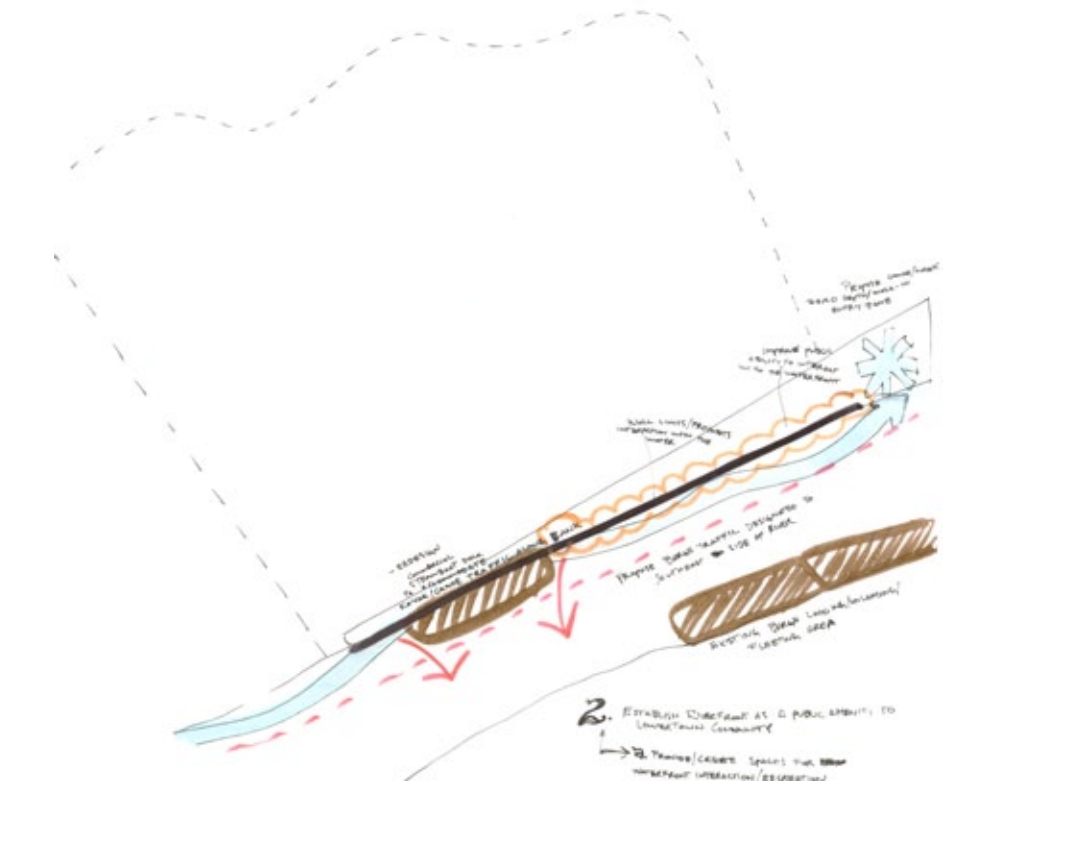
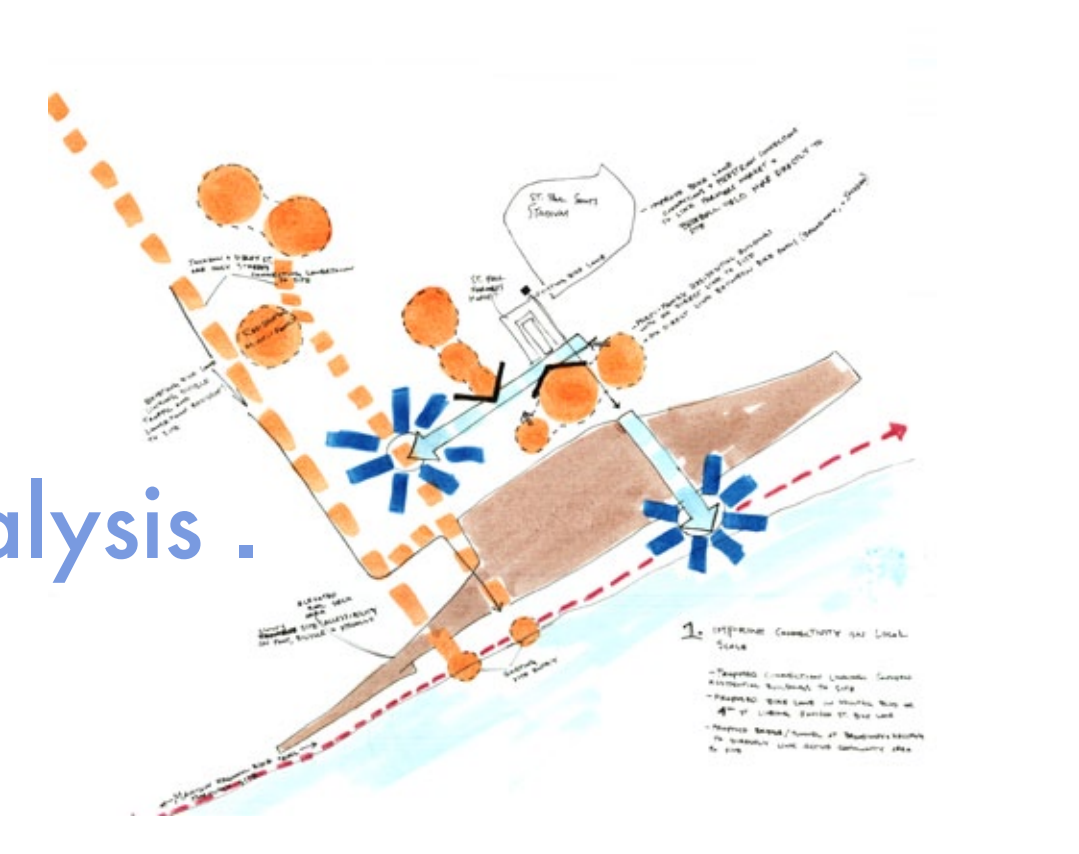
This visual and physical barrier separates the people of Lowertown from the riverfront, deterring the use of the space as an amenity for the public, rendering it predominantly derelict and empty.

As the residential population of Lowertown increases, it is imperative to continue to develop and maintain public green spaces.



St. Paul has 17 miles of Mississippi riverfront, yet because of heavy industrial activity on the north side of the river, there is a large gap in the development of the riverfront.

analysis .



theoretical premise |

This thesis proposed to rehabilitate the historic, but underutilized Mississippi riverfront, adjacent to Lowertown, St. Paul, Minnesota. The design sought to provide the community with physical riverfront access through the integration of the existing urban and natural settings, while reconnecting to the history of the site and the development of the Lowertown community.

Lower Landing Riverfront Park will provide users with a mixed-recreation open space and a riverfront promenade that will reflect the social and historic influences of the Lowertown warehouse district. As a result of the proposed design solution, the currently derelict industrial waterfront will be rediscovered for new public use.

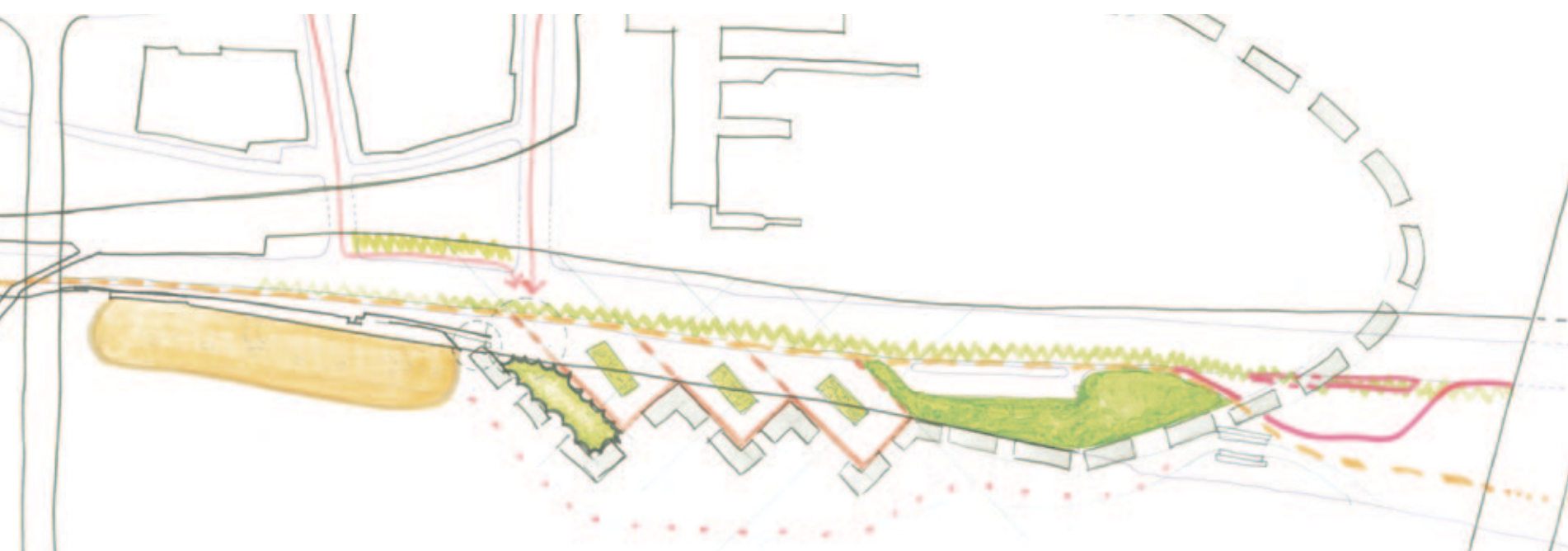
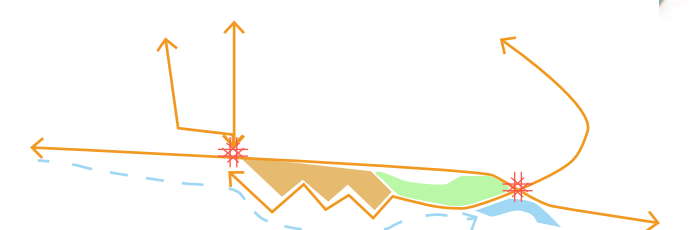
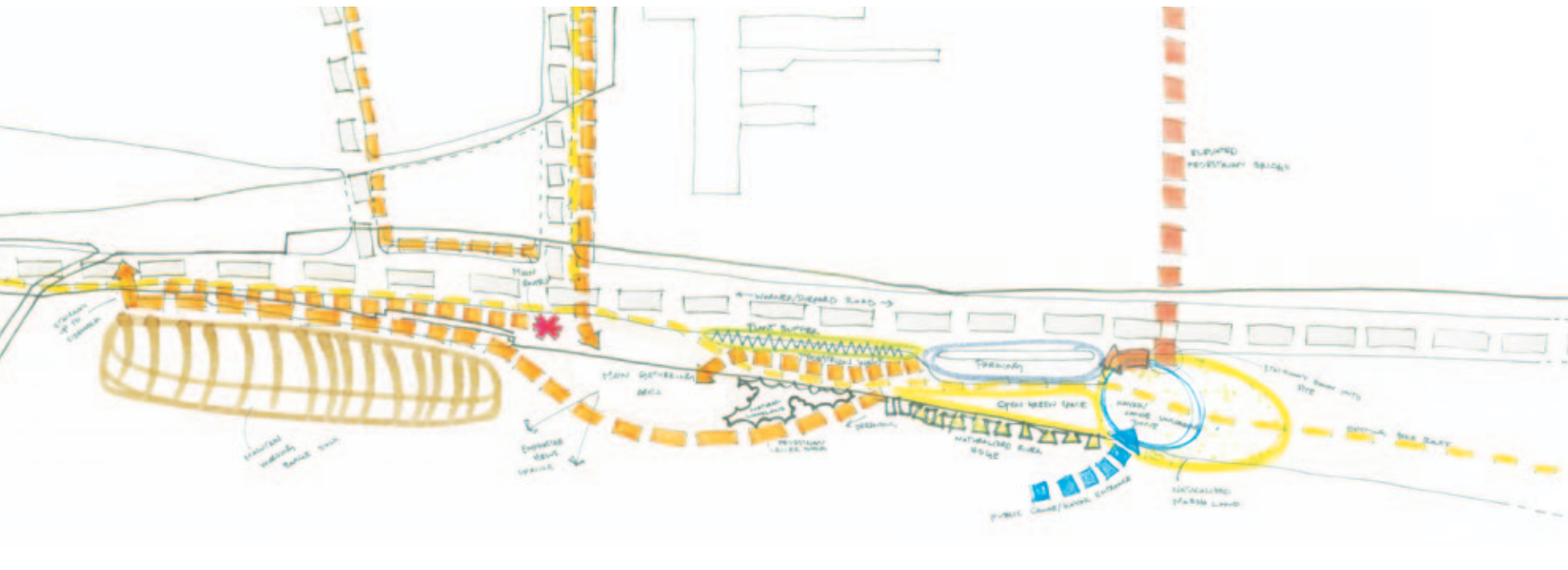
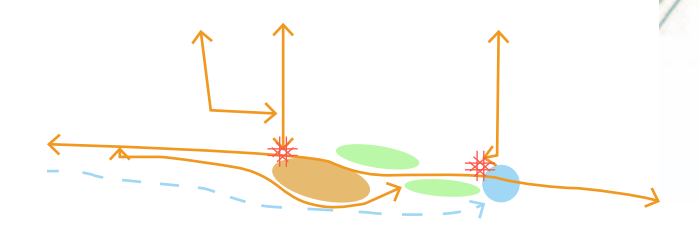
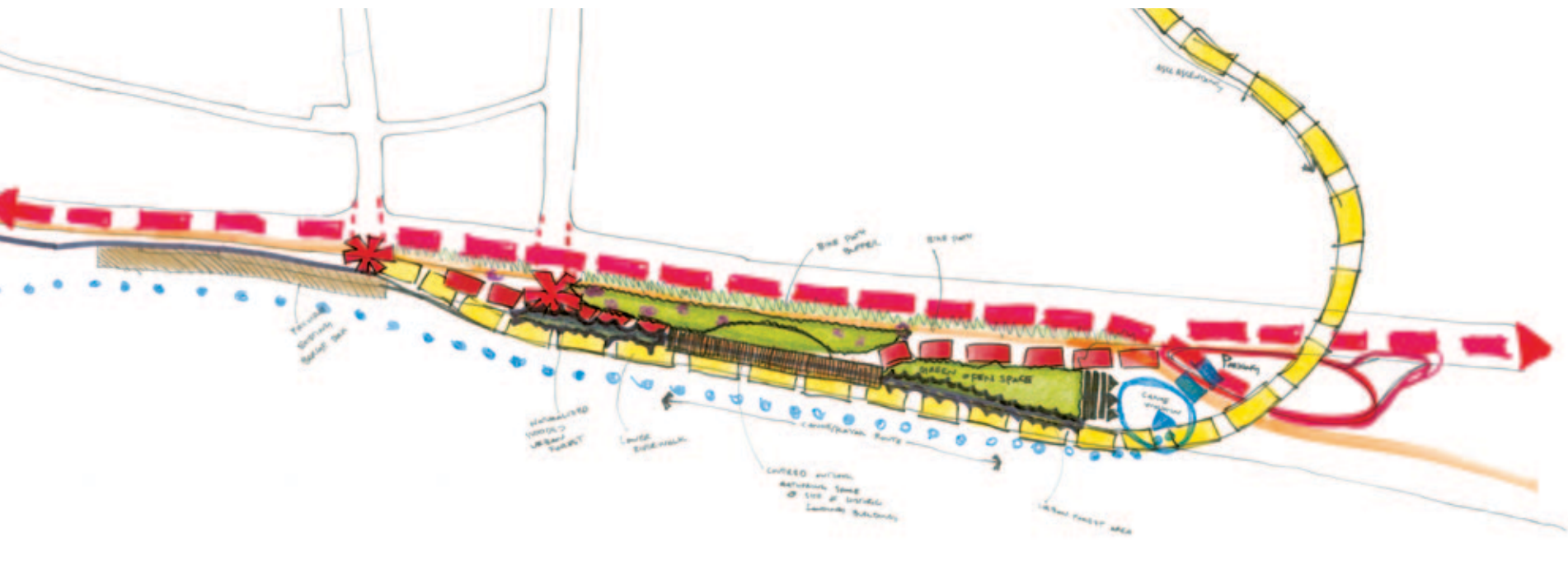
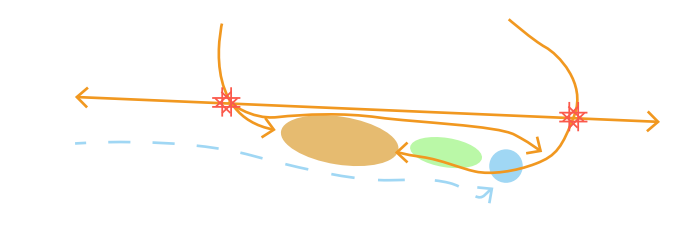
| design goals

- urban and natural transition
- history
- increase recreation opportunities
- improve physical and visual connections

program elements |

- parking
- seating
- riverwalk
- green open space
- local art/sculpture
- pedestrian bridge/tunnel
- urban hypernature forest
- Mississippi riverfront native planting beds
- kayak/canoe walk-in access
- barge/steamboat parking
- local food opportunities
- historic gathering space
- bicycle path
- skatepark

concept development |

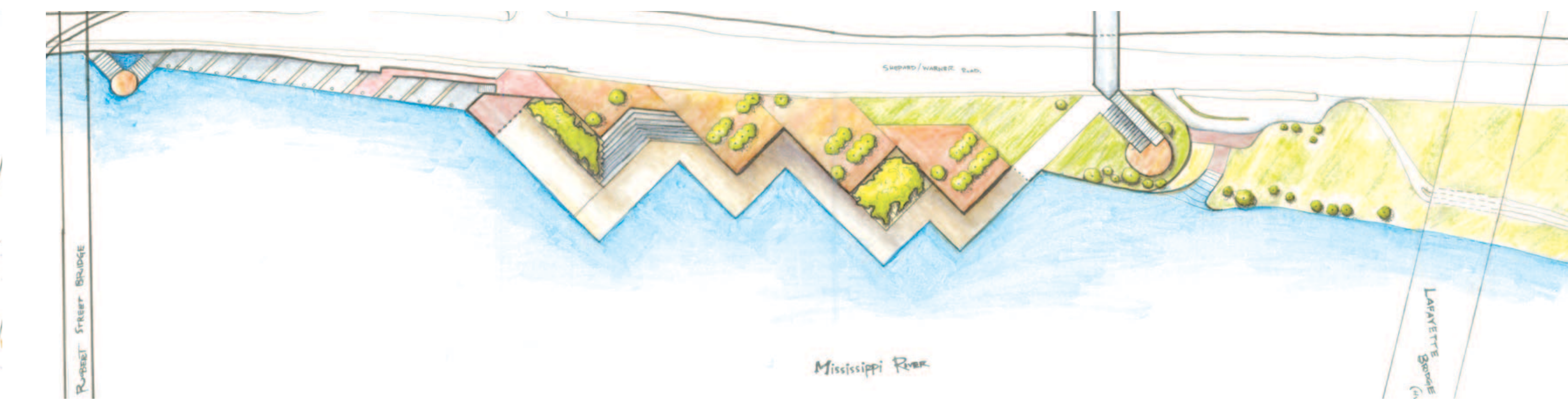


design process | The final master plan design took on the general outline of the historic former Lower Landing dock. The rigid forms and sharp angles created by the upper and lower levels were offset by the integration of organic, curvilinear, recycled wood paving patterns.

Various grass mounds were placed within the upper level to break up the vast amount of hardscape, provide users with areas to sun, and as a metaphor, representing the interruption along the riverfront caused by the industrial revolution during the 1800's.

The pedestrian bridge, reaching across six sets of train tracks then descending across Shepard Rd., brings site users into the site from above, creating an entirely new experience. Various ADA requirements were used in the designing of the ramps and bridge, making this site accessible to those in motorized or wheel chairs.

The actual vertical change in elevation from above the rail deck to the ground within the site is approximately 30 feet. Materials repeated throughout the site consist of repurposed rail tracks, reclaimed river wood, corten steel, and concrete, thereby beginning to mimic the historic character of the original landing.

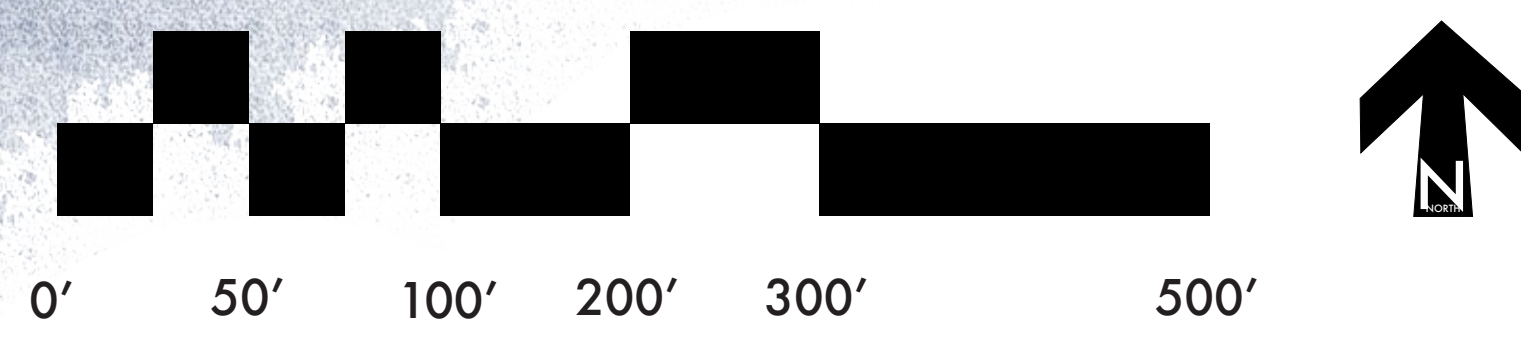
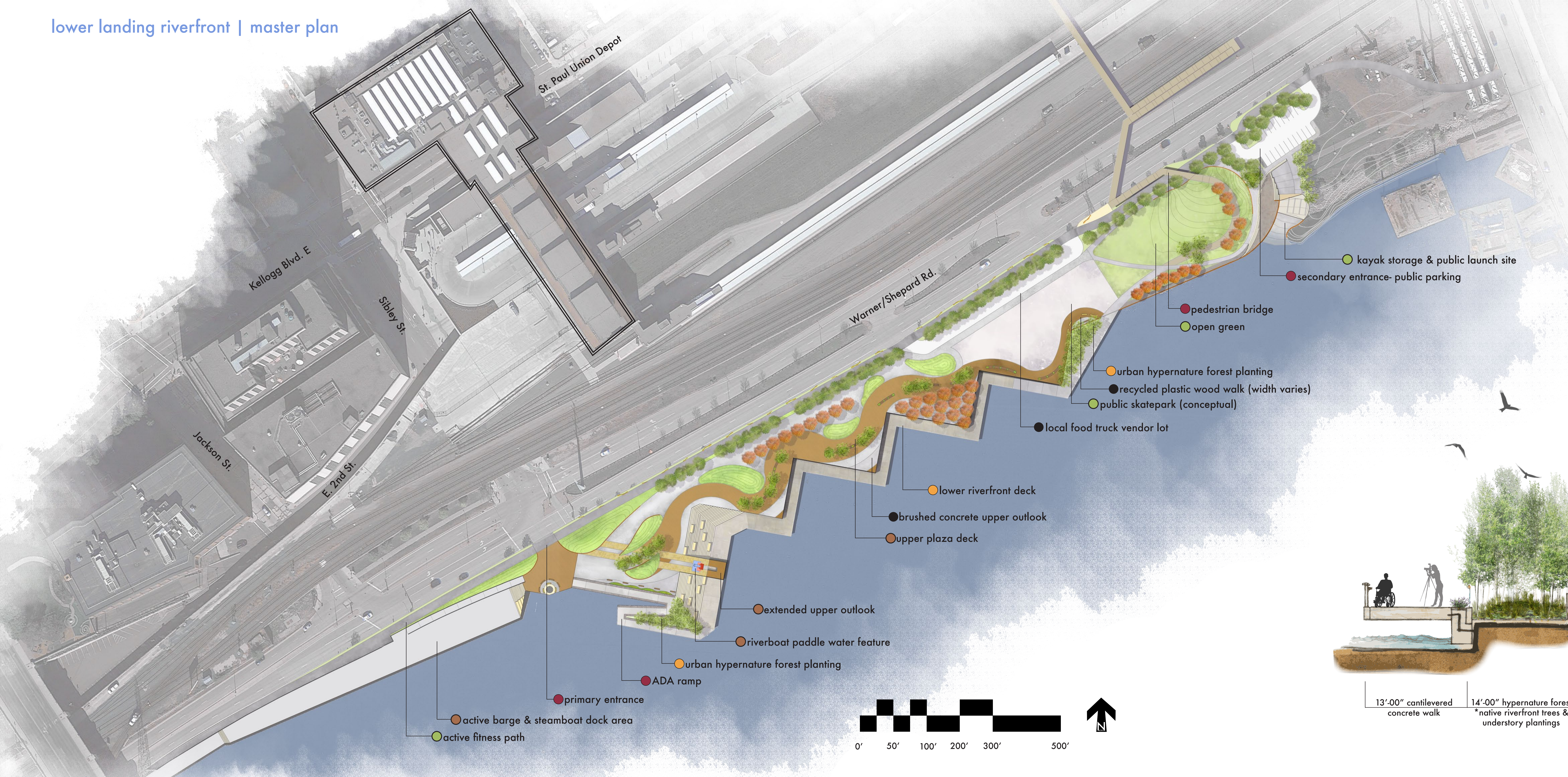


connect.

activate.

culture.

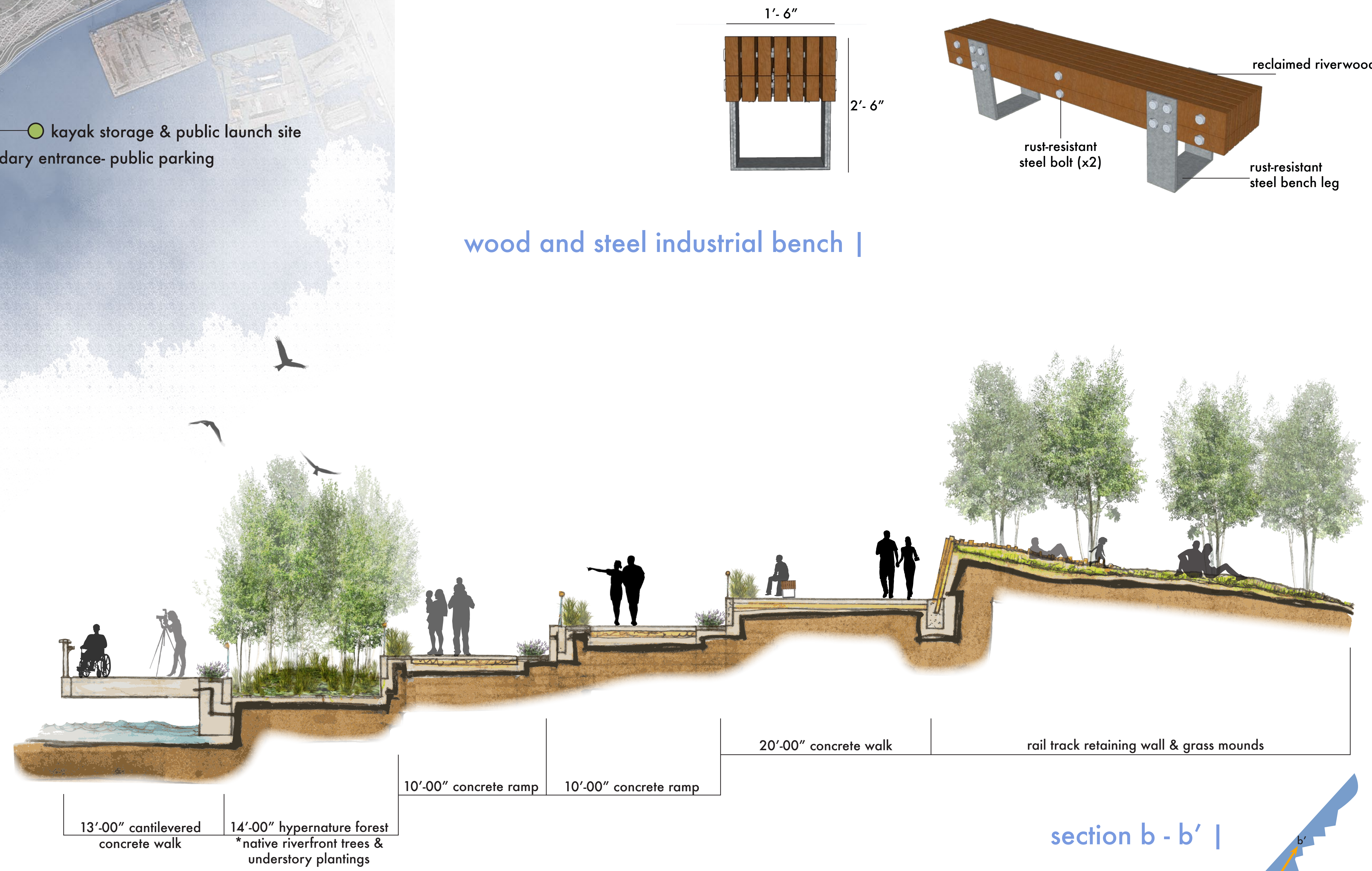
lower landing riverfront | master plan



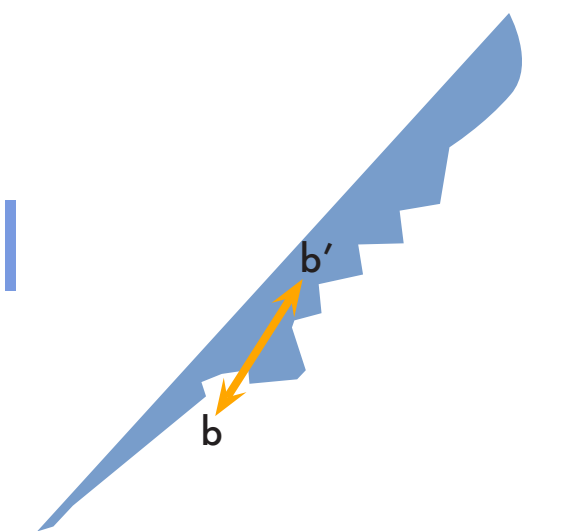
"To be successful, urban waterfronts need to make use of the built and natural landscape to enhance the unique history, character, and qualities of the surrounding community"

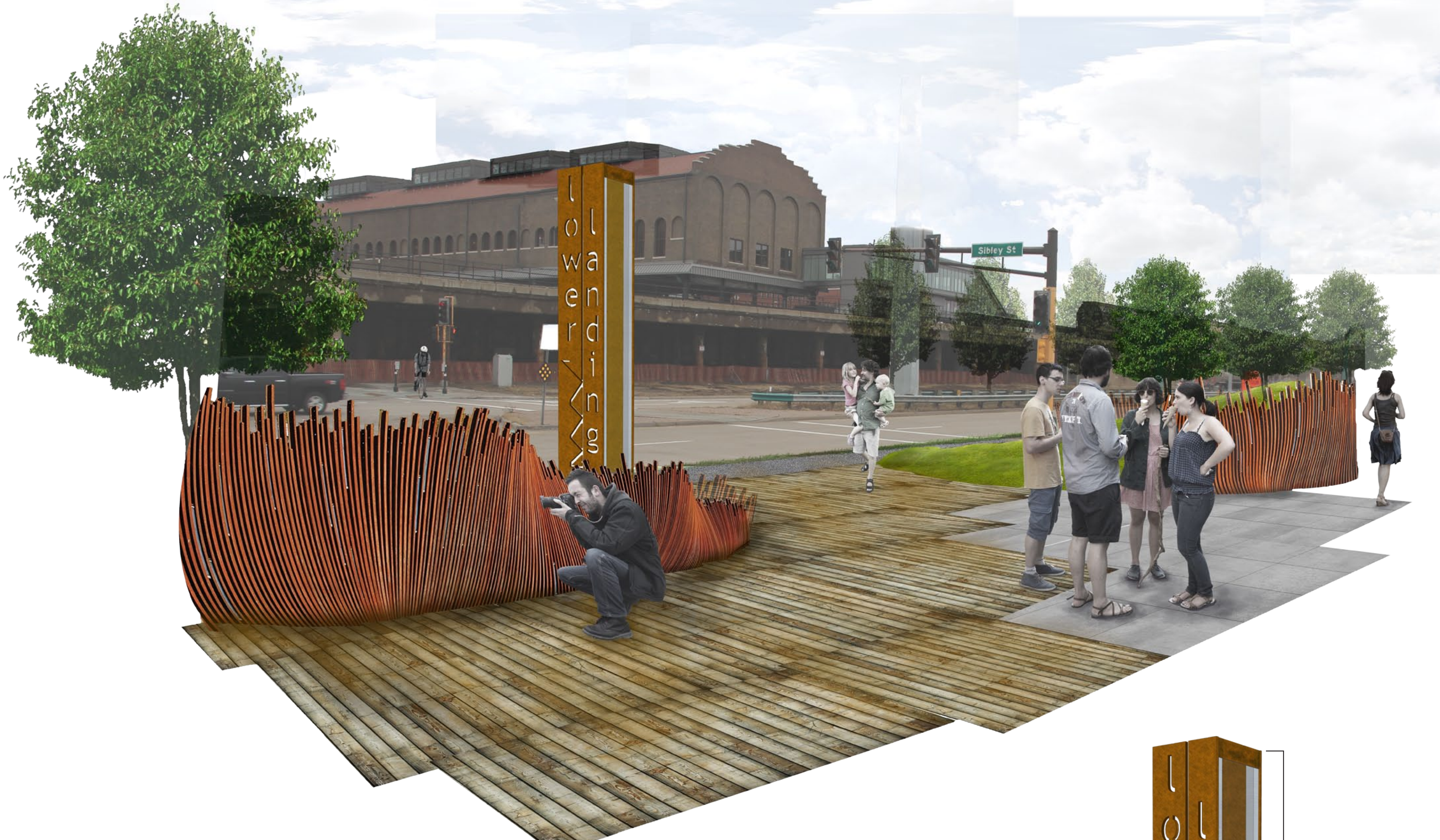
[smith, 2008]

wood and steel industrial bench |

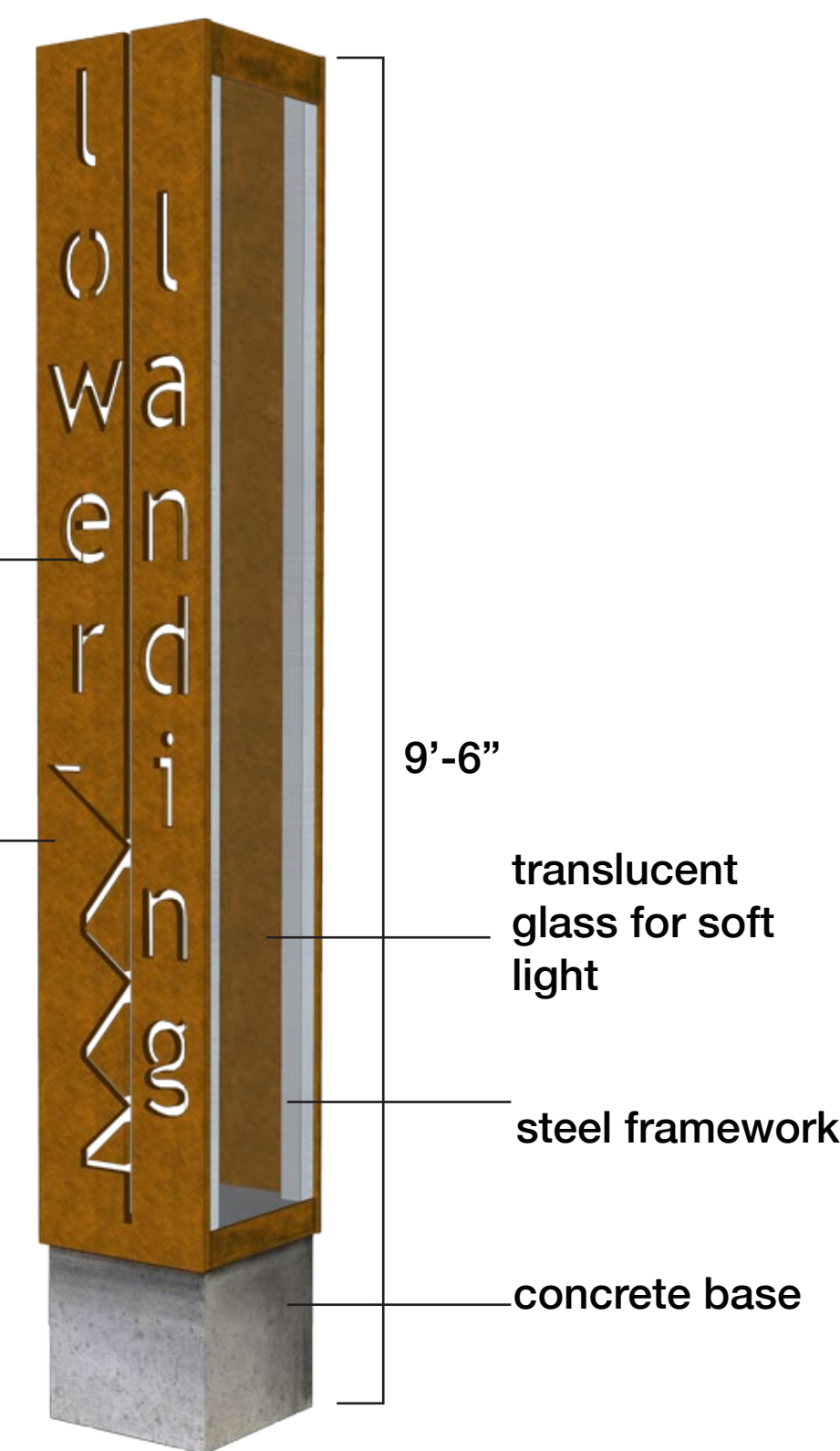


section b - b' |





lower landing riverfront | site entrance

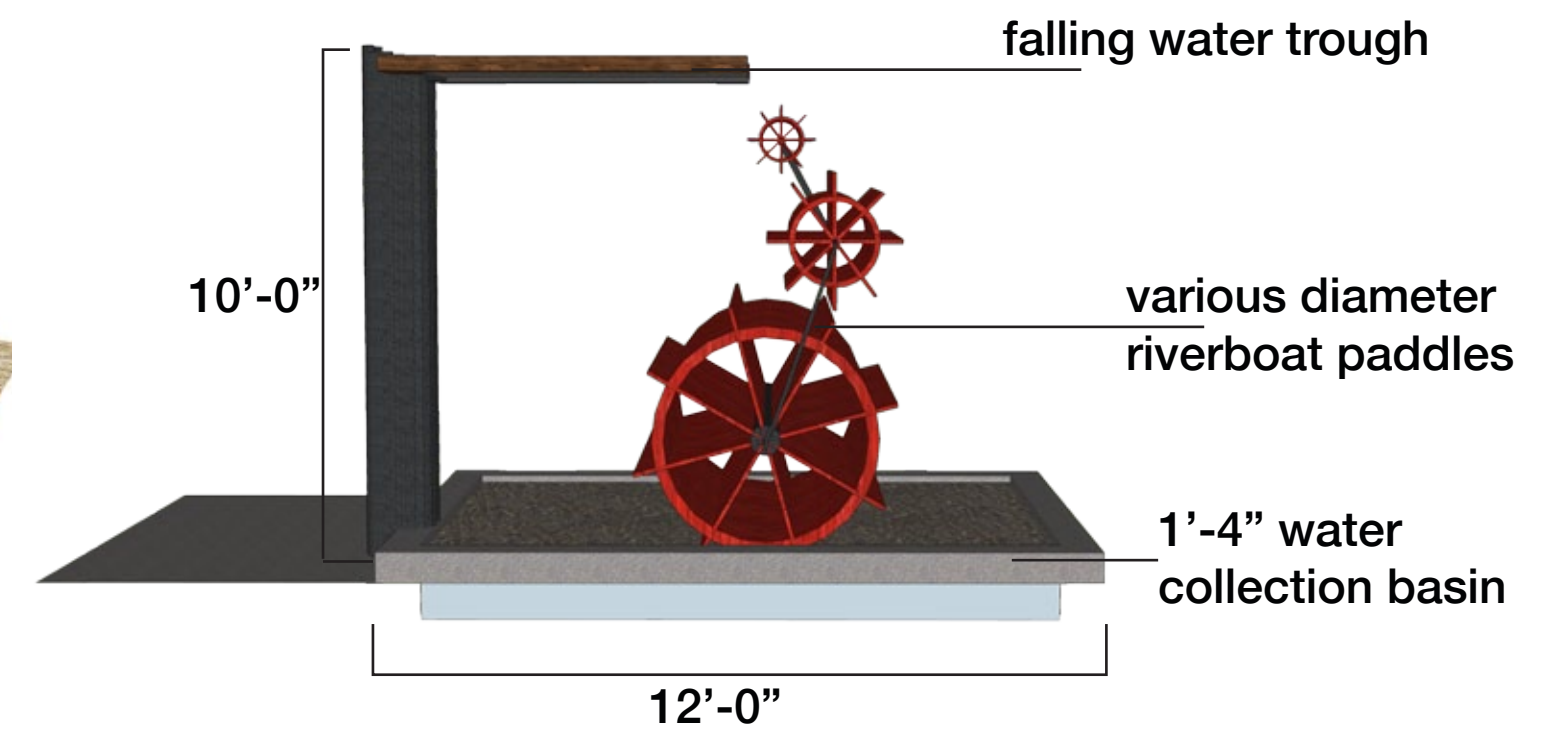


| custom light feature



concrete walk | rail track retaining wall | 25'-00" concrete walk | rail track retaining wall

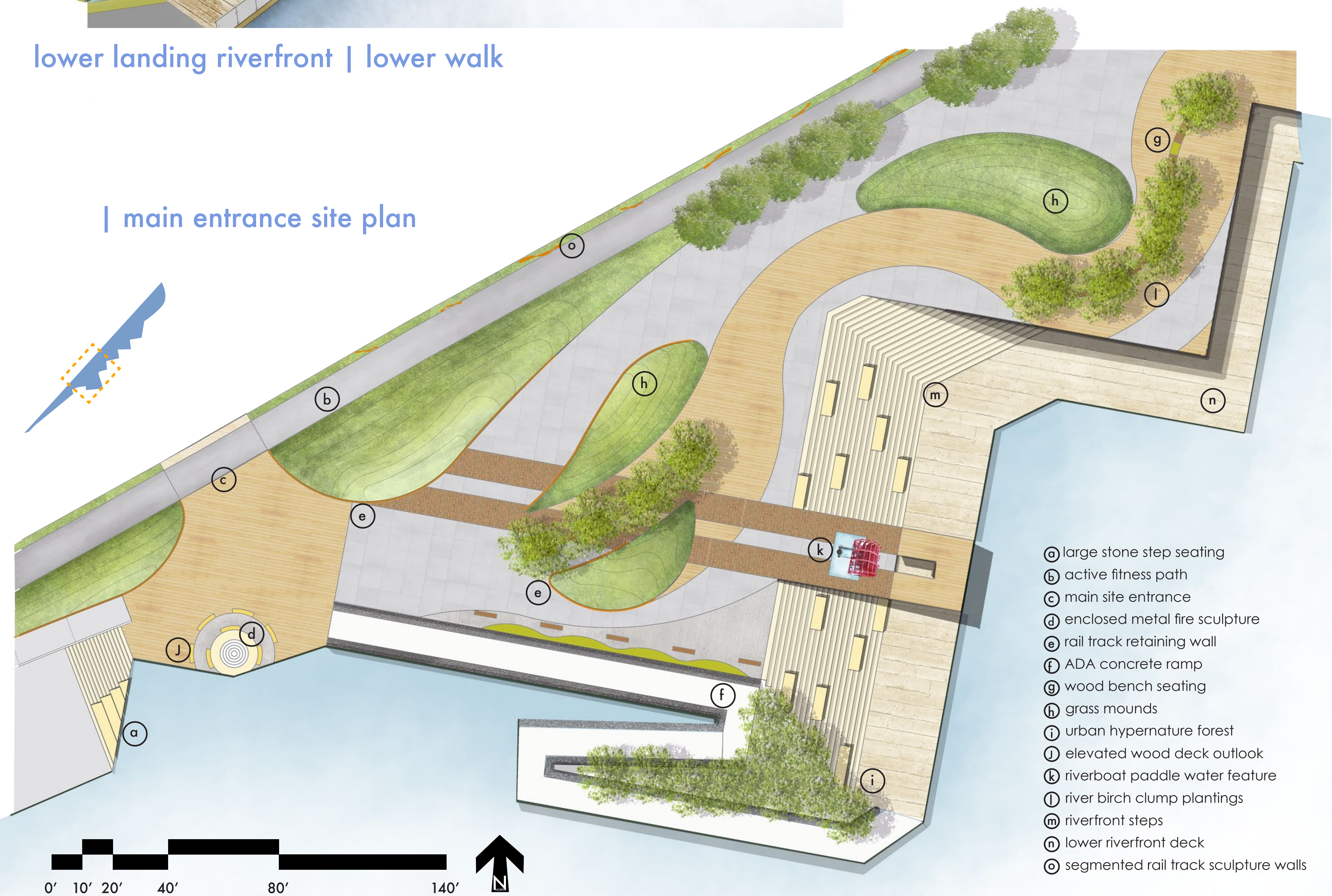
section a - a' |



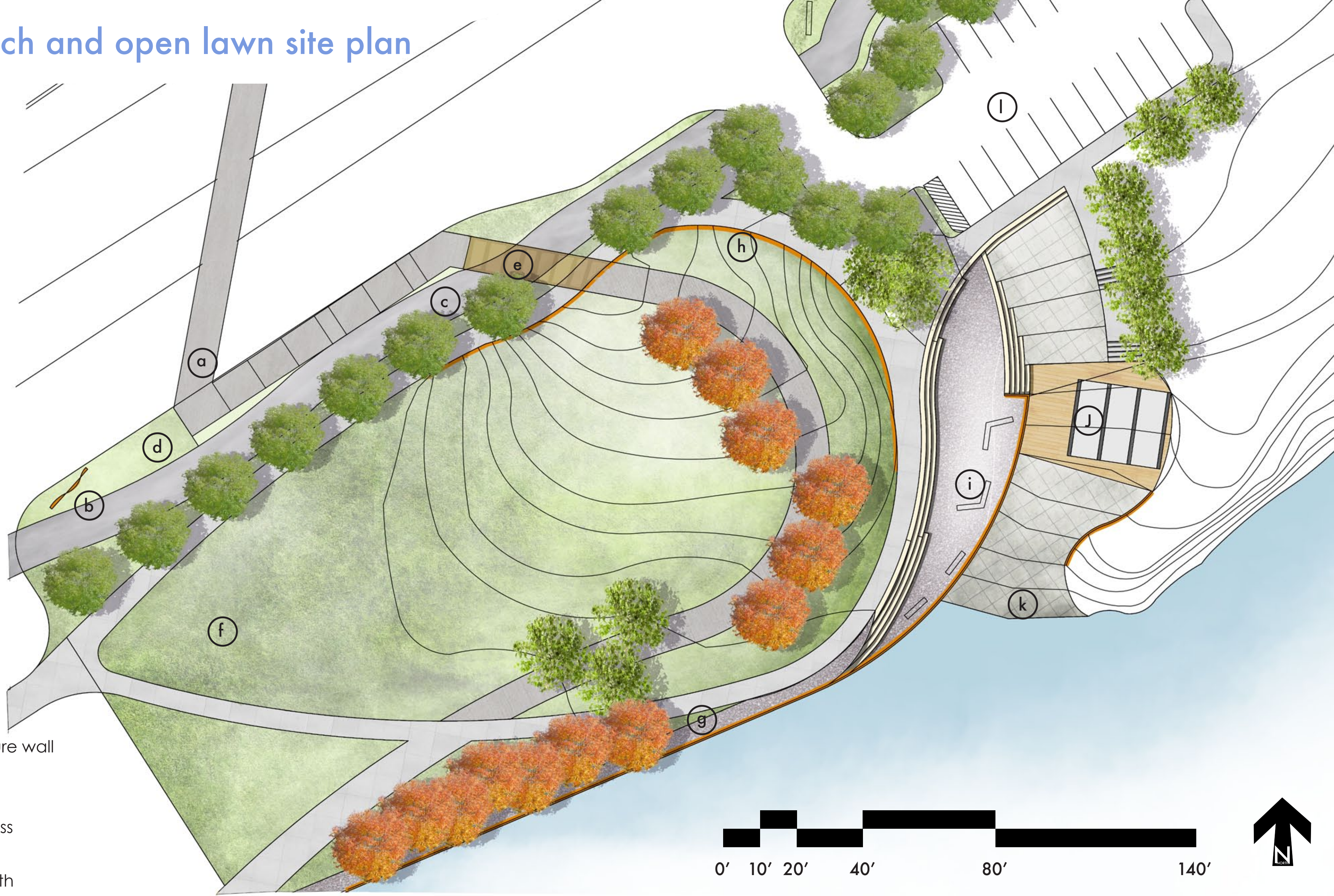
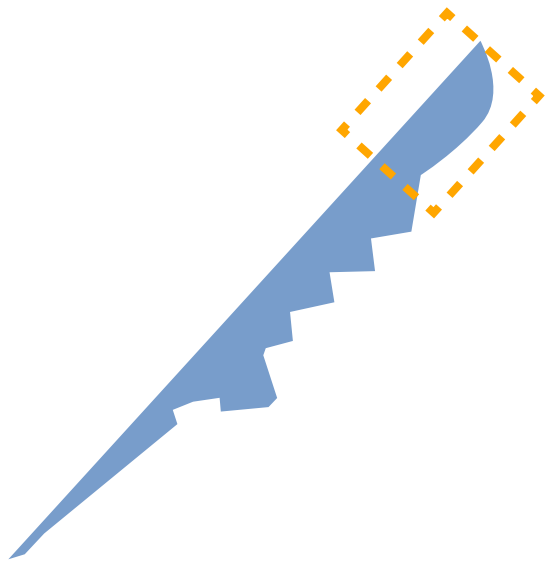
| riverboat paddle water feature

lower landing riverfront | lower walk

| main entrance site plan



| kayak launch and open lawn site plan



- Ⓐ pedestrian bridge
- Ⓑ segmented rail track sculpture wall
- Ⓒ active fitness path
- Ⓓ bicycle pump/lock station
- Ⓔ wooden truss bridge overpass
- Ⓕ open green
- Ⓖ crushed trap rock gravel path
- Ⓗ corten steel retaining walls
- Ⓘ crushed gravel plaza
- ⓵ kayak storage structure
- ⓷ public kayak/canoe launch
- ⓸ public parking lot



lower landing riverfront | kayak launch