

SOUTHWEST

Green Line LRT Extension



Kenilworth Station Art and Landscape Committee (KSALC)

July 16, 2015



Today's Topics

- Welcome and Introductions
- Review Proposed Concepts in Development
- Upcoming Events/Next Steps
- Questions and Open Discussion



Welcome and Introductions

Review Proposed Concepts in Development

Project Scope

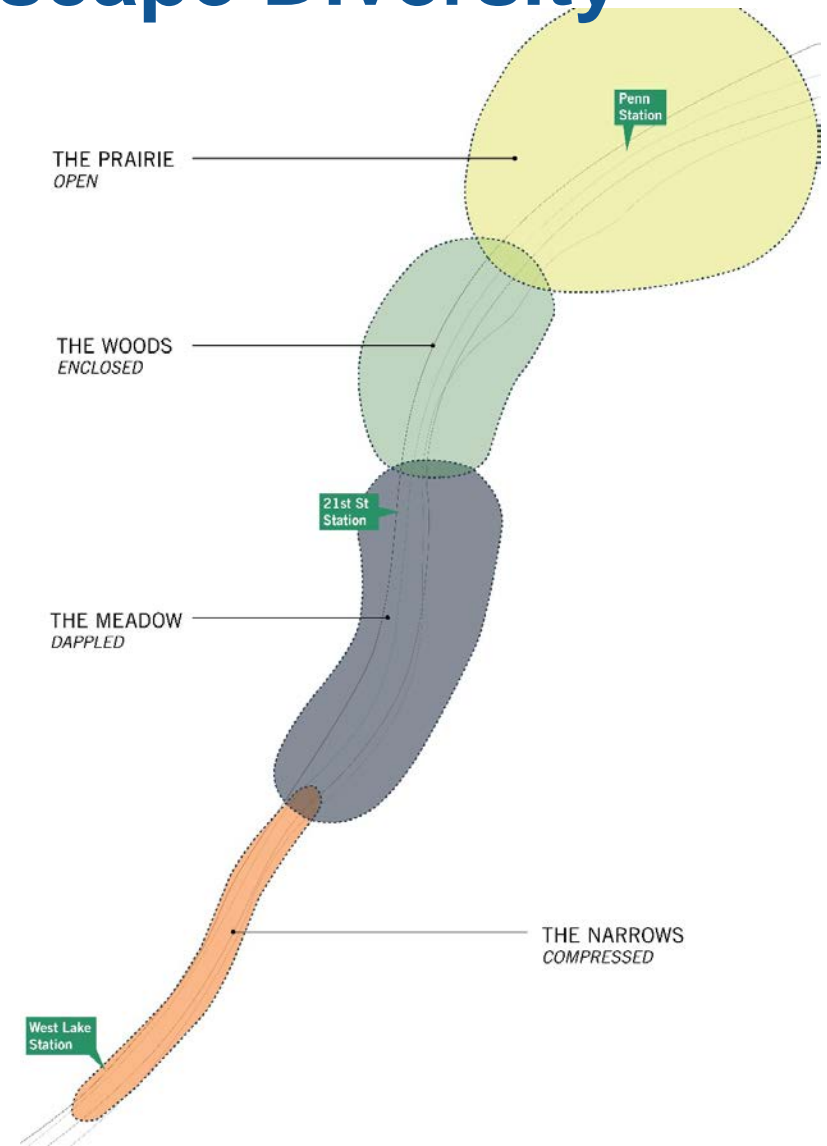
- Design of the environment and aesthetic, including landscape elements, re-establishment of the trail system, access, and other urban design elements including:
 - Vegetation: trees, plantings, and ground covers
 - Trails and other hardscape elements
 - Landforms and retaining wall finishes
 - Fencing or barriers
 - Screening
 - Station sites
 - Lighting at station sites
 - Site furnishings

What have we heard?

- Desire to reinforce the positive existing landscape characteristic of the corridor
- Desire to utilize a native plant material palette within the project area
- Desire to locate bike and pedestrian trails further away from LRT tracks to provide more separation
- Desire to create informal gathering/seating areas
- Desire for a long-term strategy for maintenance

Design Synthesis: Landscape Diversity

- Landscape experience
- Landscape ecology and typologies
- Landscape interpretation
- Landscape scale



Design Opportunities

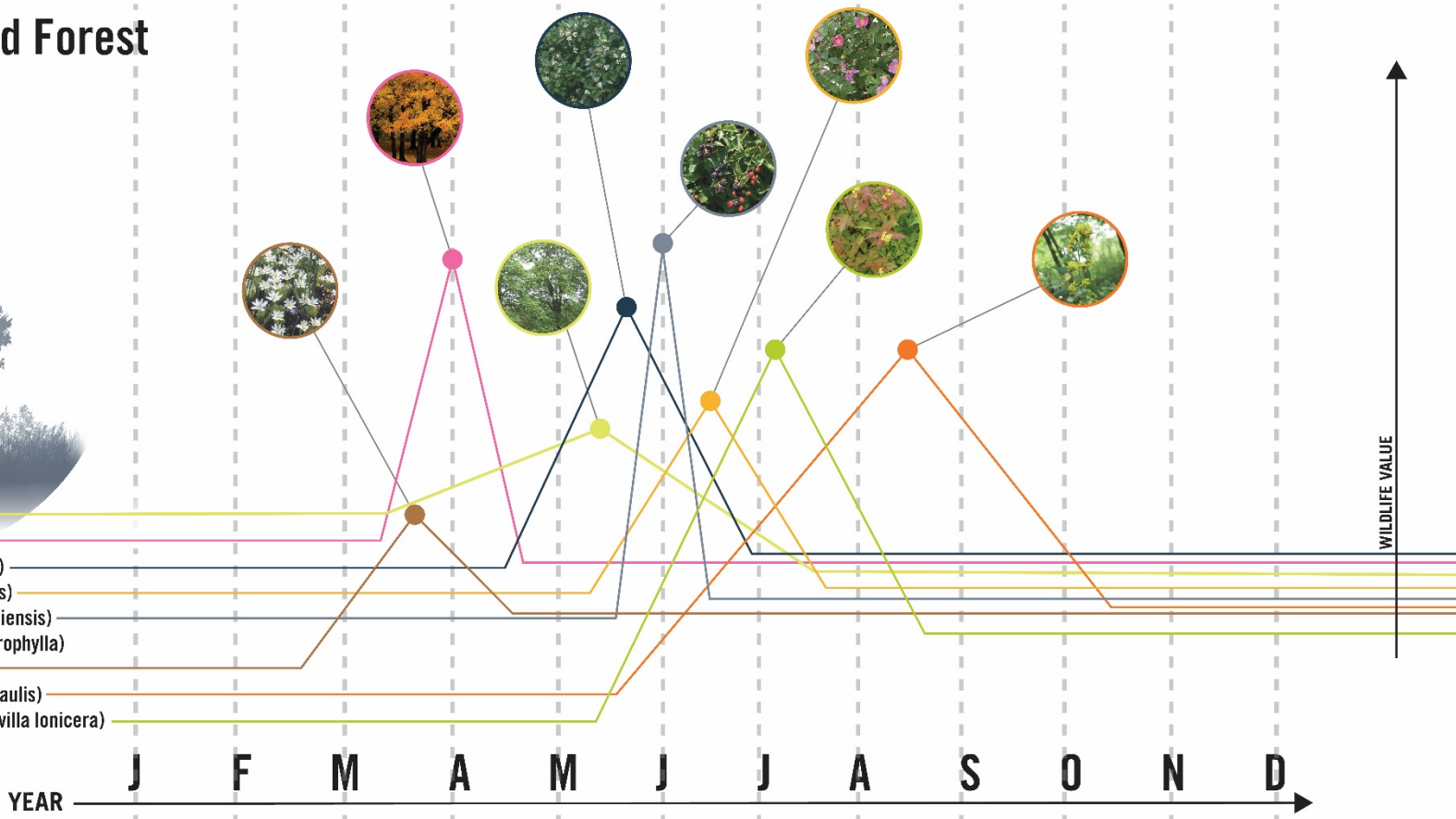
- Vegetation: trees, plantings, and ground covers
 - What ecotypes or plant communities should serve as design inspiration?
 - Oak Savannah
 - Mesic Hardwood Forest System
 - Maple Basswood Forest – “Big Woods”
 - Prairie/Meadow
 - What are the focus areas for landscaping?
 - Restoration of “Limits of Disturbance” (LOD) areas
 - Construction easements
 - Other areas with unique characteristics

Landscape Typologies

Mesic Hardwood Forest

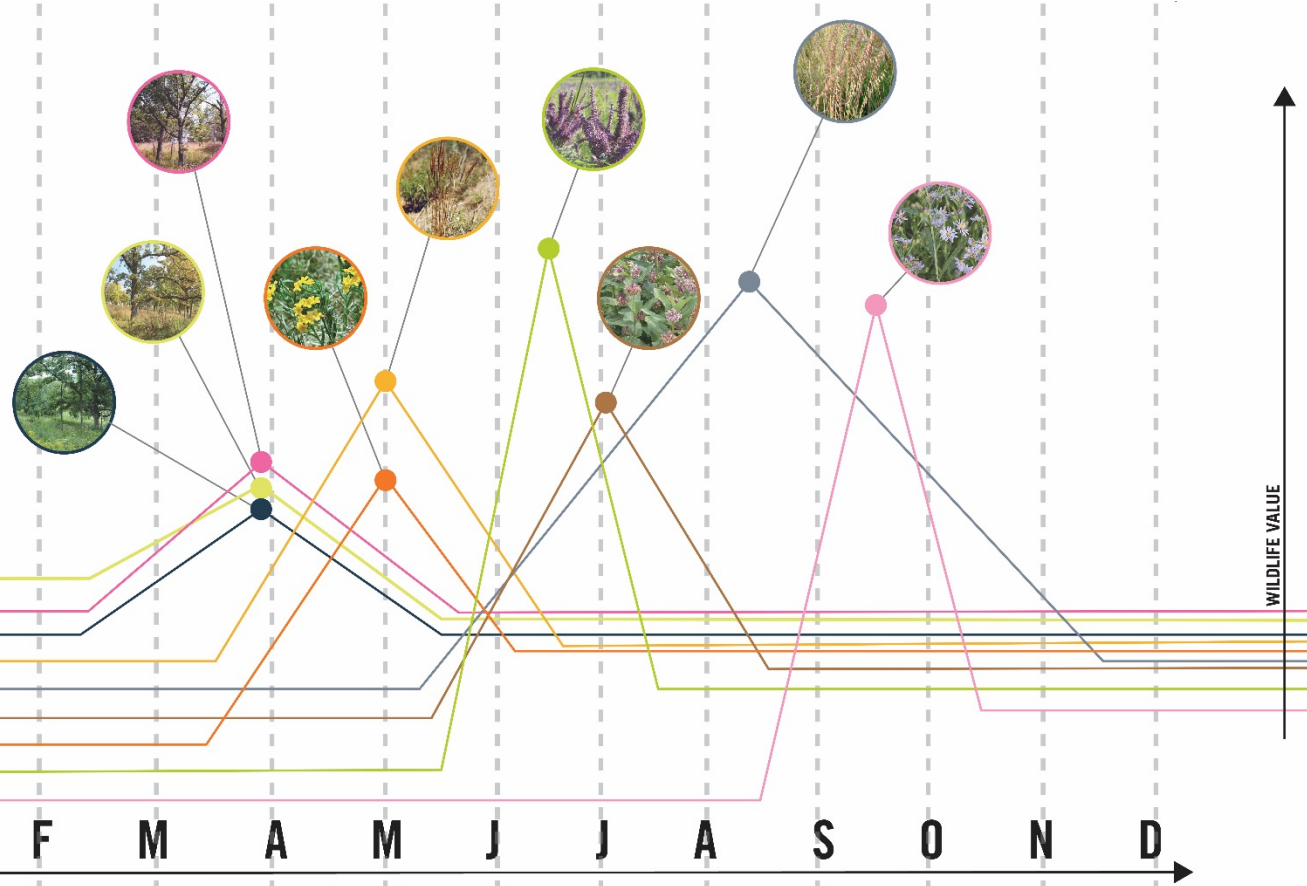


- Basswood (*Tilia americana*)
- Sugar Maple (*Acer saccharum*)
- Grey Dogwood (*Cornus racemosa*)
- Prickly Wild Rose (*Rosa acicularis*)
- Tall Blackberries (*Rubus allegheniensis*)
- Large Leaved Aster (*Eurybia macrophylla*)
- Bloodroot (*Sanguinaria*)
- Zigzag Goldenrod (*Solidago flexicaulis*)
- Northern Bush Honeysuckle (*Diervilla lonicera*)



Landscape Typologies

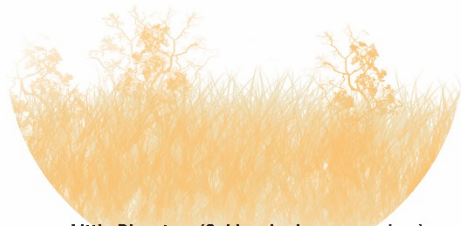
Oak Savannah



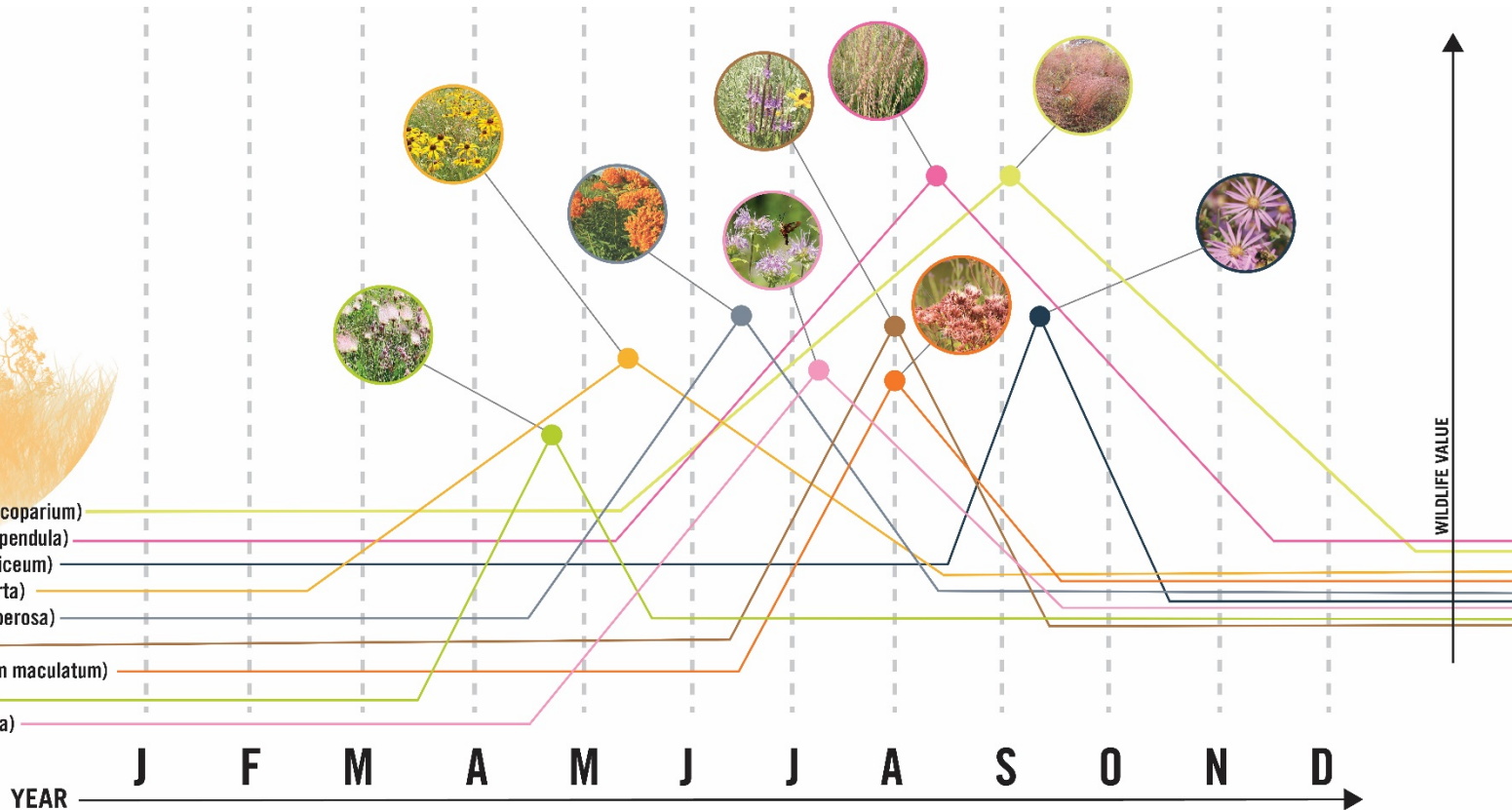
- Bur Oak (*Quercus macrocarpa*)
- Black Oak (*Quercus velutina*)
- White Oak (*Quercus alba*)
- Prairie Junegrass (*Koeleria macrantha*)
- Sideoats Grama (*Bouteloua curtipendula*)
- Common Milkweed (*Asclepias syriaca*)
- Hoary Puccoon (*Lithospermum canescens*)
- Leadplant (*Amorpha canescens*)
- Azure Aster (*Symphyotrichum oolentangiense*)

Landscape Typologies

Prairie

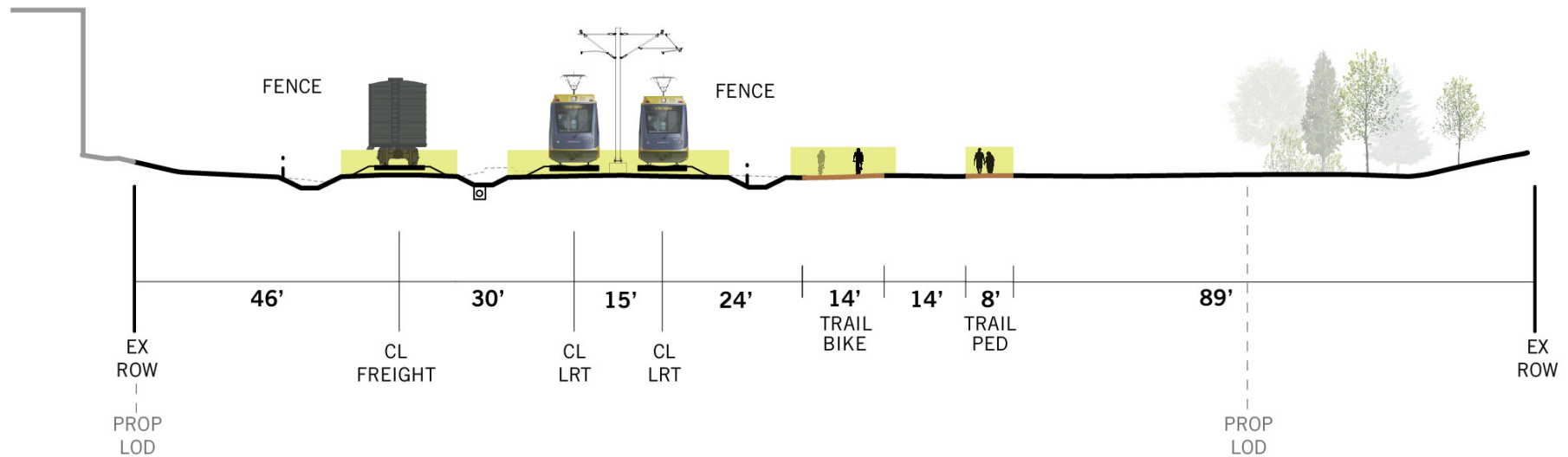


- Little Bluestem (*Schizachyrium scoparium*)
- Sideoats Grama (*Bouteloua curtipendula*)
- Silky Aster (*Symphotrichum sericeum*)
- Black Eyed Susan (*Rudbeckia hirta*)
- Butterfly Milkweed (*Asclepias tuberosa*)
- Hoary Vervain (*Verbena stricta*)
- Spotted Joy Pye Weed (*Eutochium maculatum*)
- Prairie Smoke (*Geum triflorum*)
- Wild Bergamot (*Monarda fistulosa*)



Design Opportunities

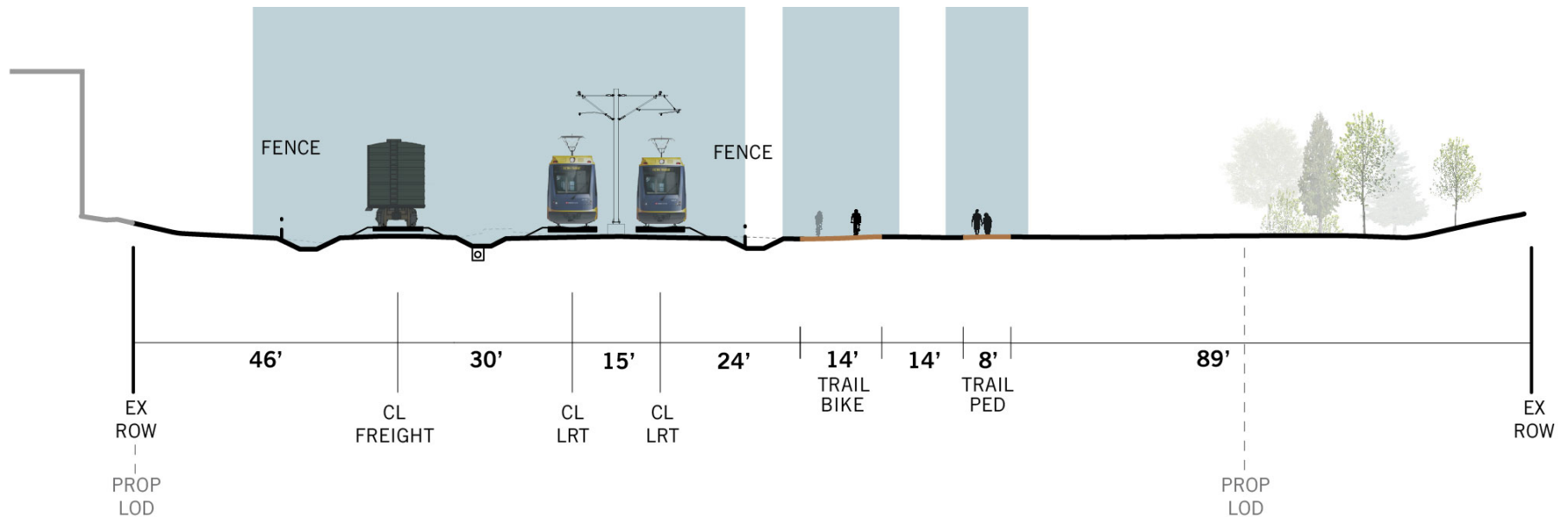
- Areas where we can't plant groundcover in yellow



Note: This is one location along the corridor & does not represent landscape planting conditions throughout the corridor.

Design Opportunities

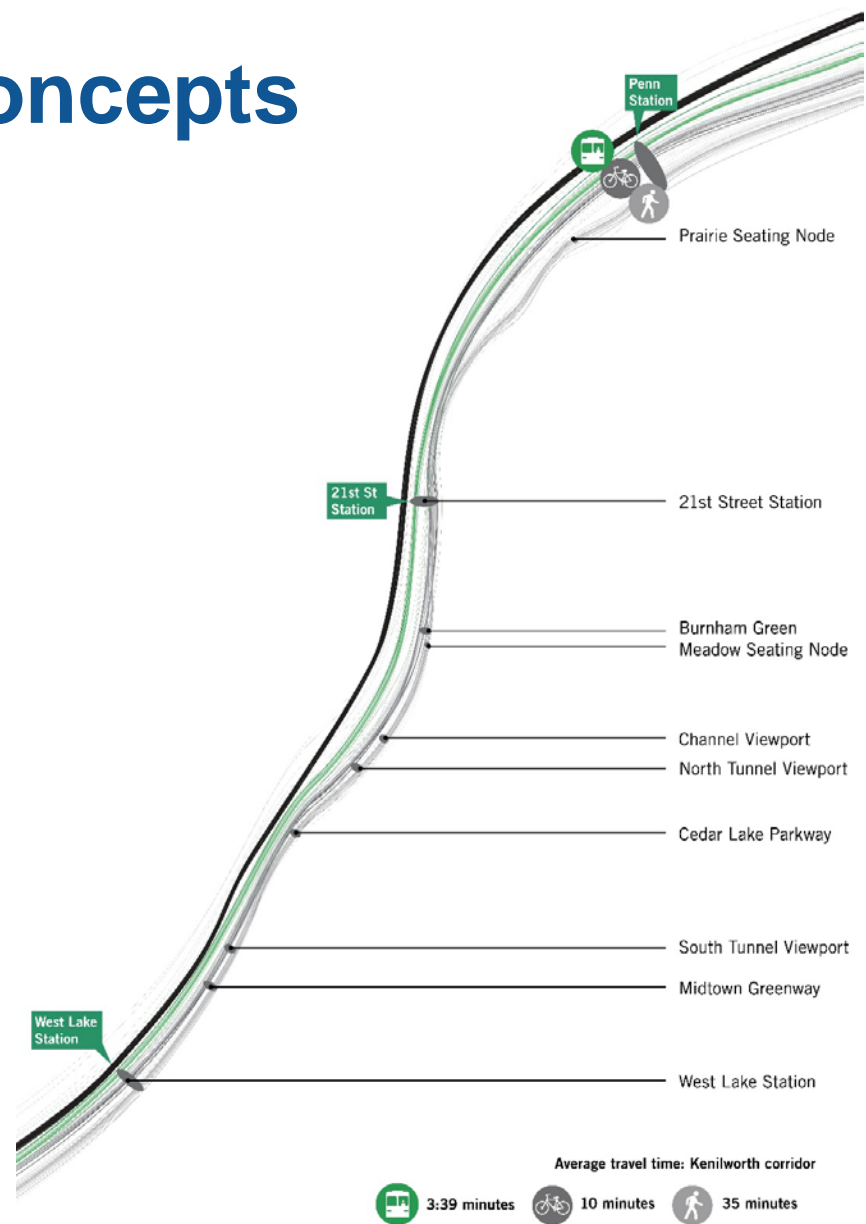
- Areas where we can't plant trees in blue



Note: This is one location along the corridor & does not represent landscape planting conditions throughout the corridor.

Proposed Design Concepts

- Concept A:
“Landscape Passage”



Proposed Design Concepts

- Concept A: “Landscape Passage”
 - Concept reinforces fact that this is a transportation corridor with landscape improvements that highlight movement to create experiences
 - Location of trees and plants reinforce landscape experience
 - Landscape used to recall historic railroad history of the corridor

Concept A: “Landscape Passage”

- Pros:

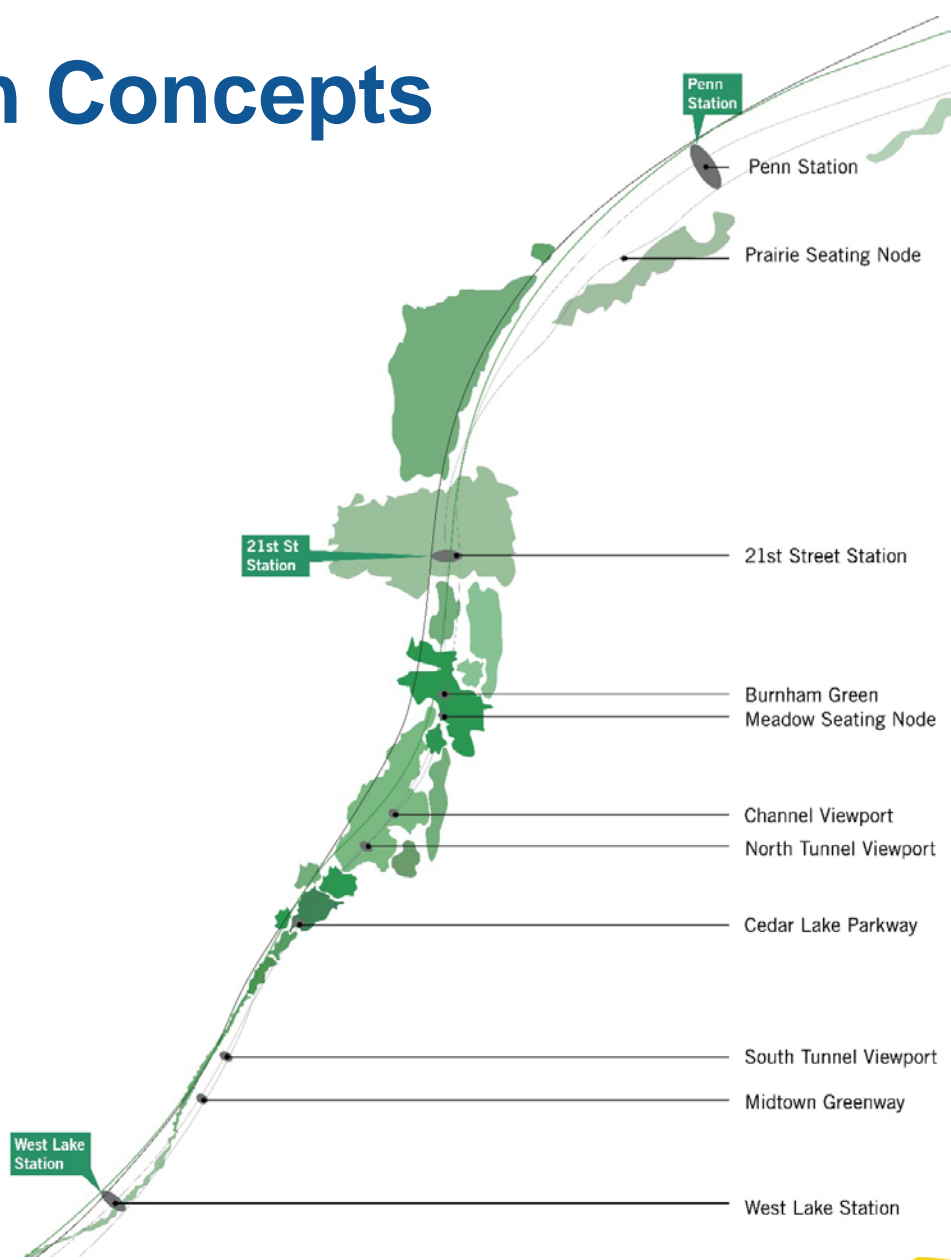
- Utilizes native plant palette
- Creates a series of distinct landscape experiences for all users
- Provides new opportunities to engage with the natural environment
- Opportunity to incorporate historic cultural and landscape interpretation
- Provides for removal of invasive plant species in the corridor

- Cons:

- Removal of most existing landscape and reduction of overall tree canopy
- Creates an immature landscape and tree canopy
- Will require plant establishment and long term maintenance
- Provides less budget flexibility to improve barriers, pavements and other

Proposed Design Concepts

- Concept B:
“Landscape Flux”



Proposed Design Concepts

- Concept B: “Landscape Flux”
 - Concept looks to reinforce and build-upon existing landscape typologies to create new experiences
 - Creates enhanced landscape ecosystems along the corridor

Concept B: “Landscape Flux”

- Pros:

- Utilizes native plant palette
- Reinforces existing character to create new landscape experiences
- Provides new opportunities to engage with the natural environment
- Provides for removal of invasive plant species in the corridor
- Provides more flexible green space
- Provides more budget flexibility to improve barriers, pavements and other

- Cons:

- Removal of most existing landscape and reduction of overall tree canopy
- Creates an immature landscape and tree canopy
- Will require plant establishment and long term maintenance

Proposed Design Concepts: Budget & Cost

- Kenilworth Corridor area landscape budget = \$1.25 M (in today's construction cost)
- Concept A: “Landscape Passage”
 - Estimated cost of landscape improvements = approximately \$1.21 M (97% of budget)
- Concept B: “Landscape Flux”
 - Estimated cost of landscape improvements = approximately \$1.17 M (94% of budget)

Proposed Design Concepts: Budget & Cost

- Costs include trees, plantings, ground cover, (5) seating nodes and (2) tunnel overlooks
- Costs do not include:
 - Enhanced pavements
 - Upgrades to walls, fences and barriers
 - Wayfinding or signage
 - Screening of TPSS, signal bungalows, platform or crossing houses
 - Long-term maintenance

Design Opportunities

- Fencing/barriers

- Types of fencing/barriers

- Approx. 11,950 linear feet (LF) of railing between LRT and trail: Low cost range in budget
- 2,670 LF of railing between freight rail and LRT: Low cost range in budget
- 2,750 LF of railing between freight rail and right-of-way (ROW): Low cost range in budget
- Decorative railing at station sites: Mid to high cost range in budget
- 1,980 LF of retaining wall, abutment and crash walls: Low cost range in budget

Design Opportunities



Low Cost Range (\$35-\$55 LF)

Design Opportunities



Mid Cost Range (\$70-\$110 LF)

Design Opportunities



High Cost Range (\$130-\$180 LF)


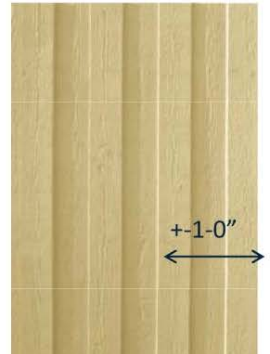

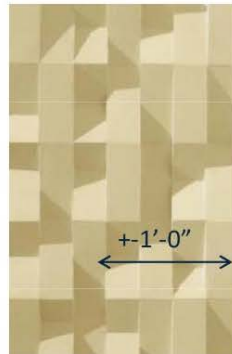
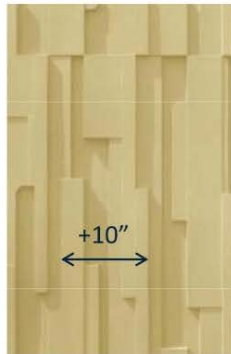
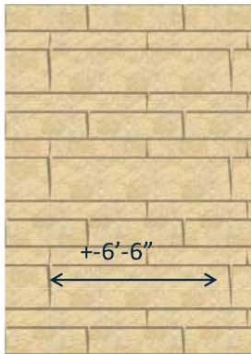
Design Opportunities



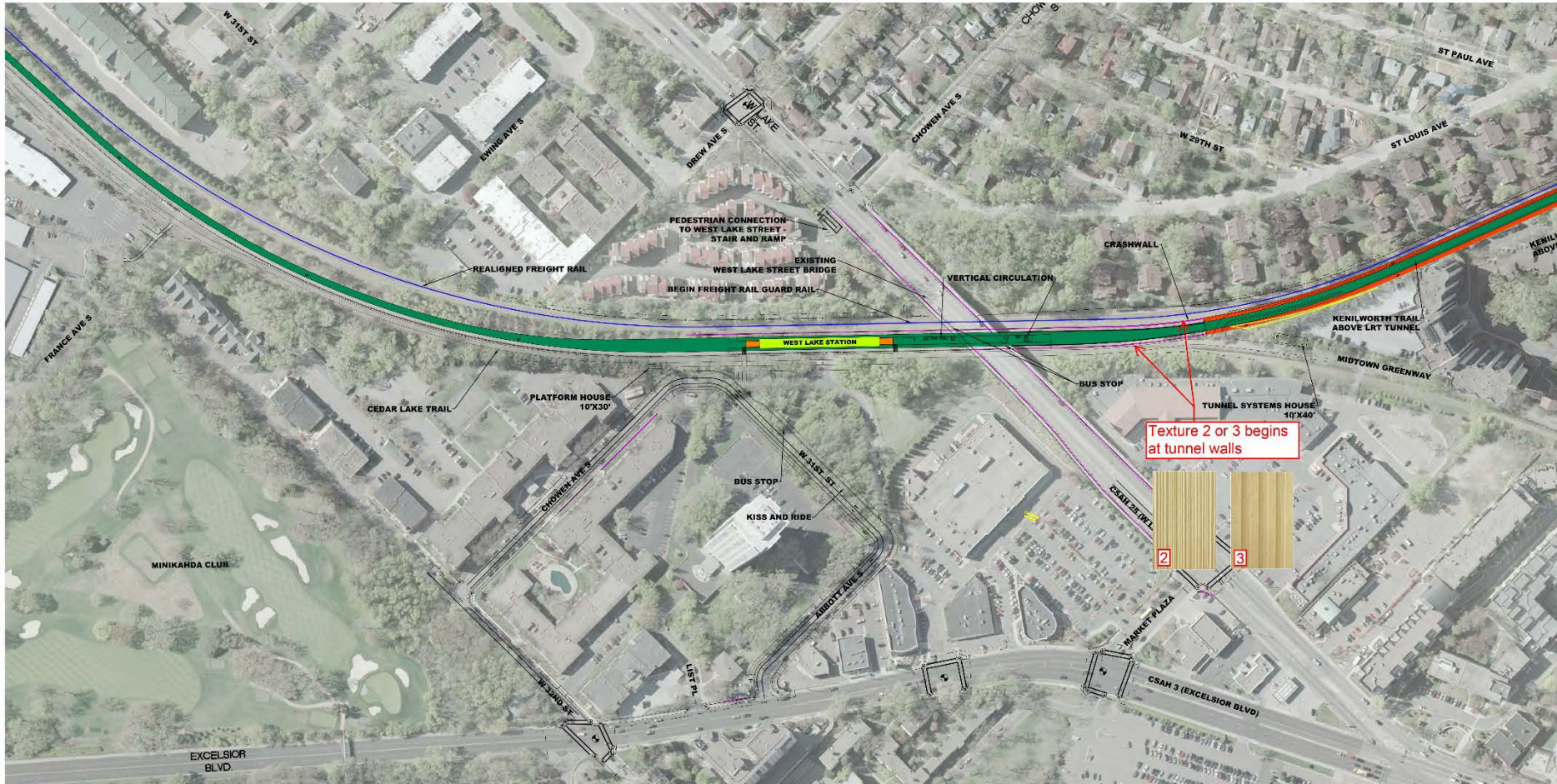
Custom Architectural Elements

Design Opportunities

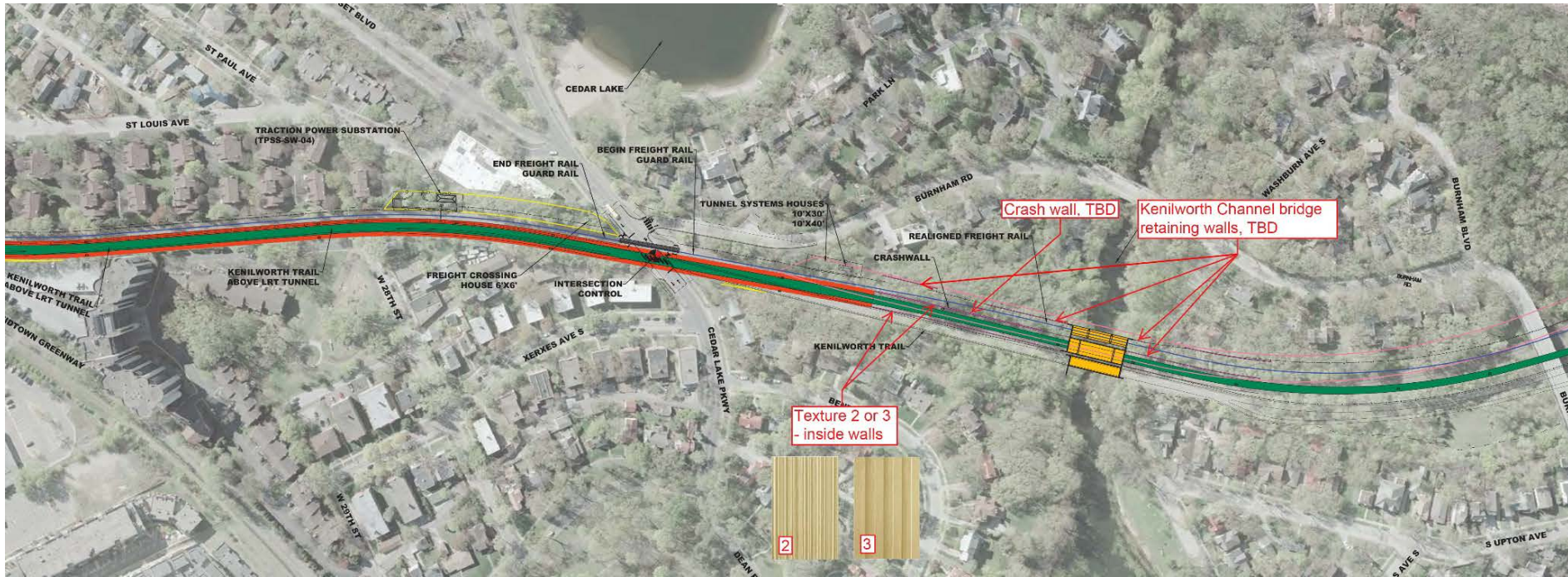
- Base retaining wall, abutment & crash wall textures (single color only)

1.	2.	3.	4.	5.	6.
					
+1'-0" ↔	+1'-0" ↔	+1'-0" ↔	+1'-0" ↔	+10" ↔	+6'-6" ↔
<i>Board on Board</i> Pattern Depth (1.5")	<i>US Formliner 1/167 Trent</i> Pattern depth (15mm/.59")	<i>US Formliner 2/42 Naab</i> Pattern depth (9mm/.35")	<i>US Formliner 1/02 Borkum</i> Pattern depth (45 mm/1.77")	<i>US Formliner 1/138 Alsace</i> Pattern depth (25 mm/.98")	<i>Stacked Stone MSP airport</i> Pattern depth (2.5")
<div style="border-top: 1px solid black; width: 100%; margin-top: 10px;"></div> <p>Primary Corridor Wall Textures 1-3</p>			<div style="border-top: 1px solid black; width: 100%; margin-top: 10px;"></div> <p>4,5,6 may be used horizontally</p> <p>Feature Wall Textures 4-6</p>		

Retaining wall, abutment and crash wall textures



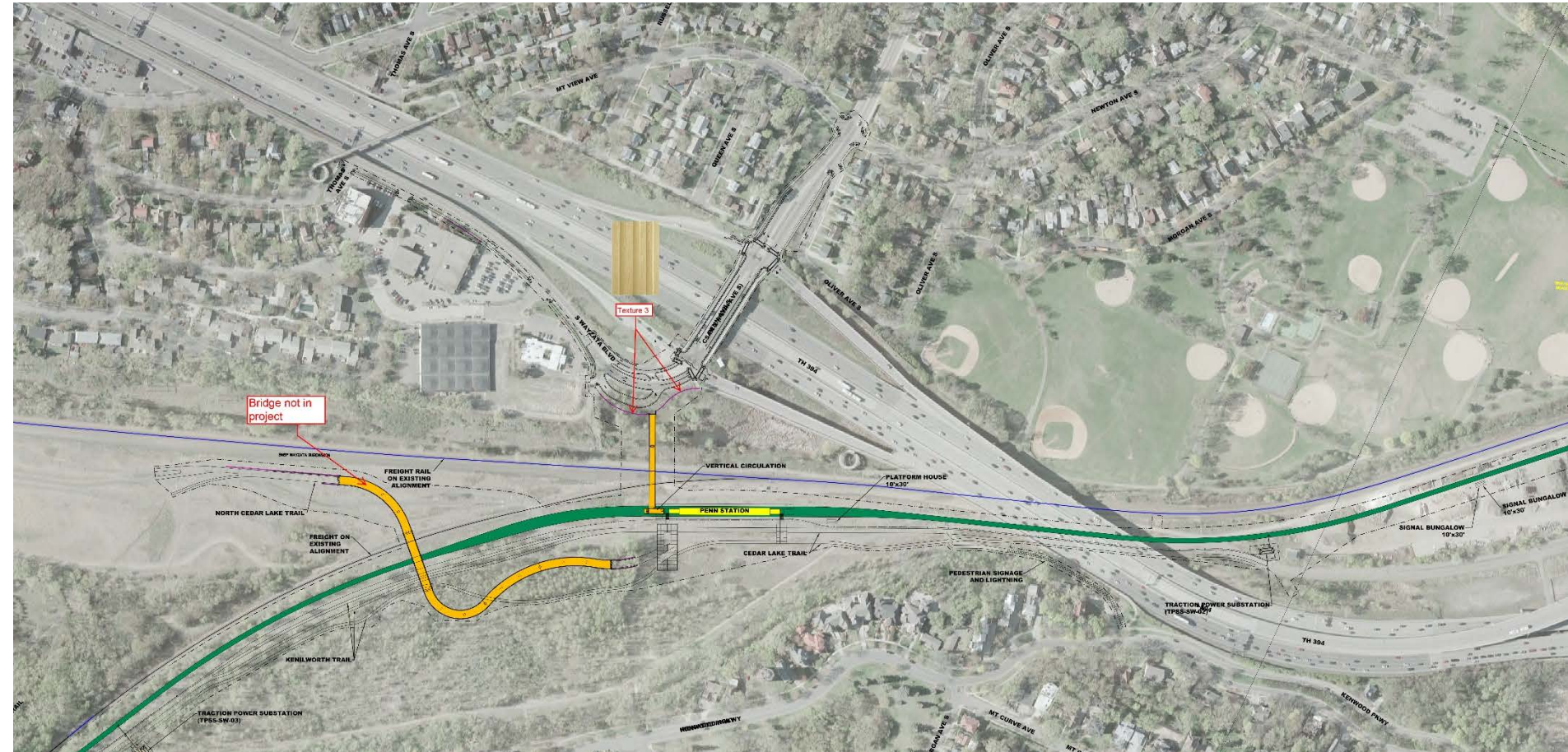
Retaining wall, abutment and crash wall textures



Retaining wall, abutment and crash wall textures



Retaining wall, abutment and crash wall textures



Design Opportunities



Other examples of retaining wall finishes/textures

Upcoming Events/Next Steps

Upcoming Events/Next Steps

	Topic	Date
KSALC	Discuss Draft Concepts	July 16, 2015
KSALC invited (not an official meeting)	Walking Tour	July 22, 2015
Community Workshop	Present Concept Designs and Seek Input	August 8, 2015
Pop-up Events	Present Concept Designs and Seek Input	August 11/13/15, 2015
KSALC	Seek Consensus on Concept Designs	August 24, 2015
KSALC	Discuss Advanced Design	September 2015
Community Workshop	Present Advanced Design	October 2015

Questions/Open Discussion

More Information

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