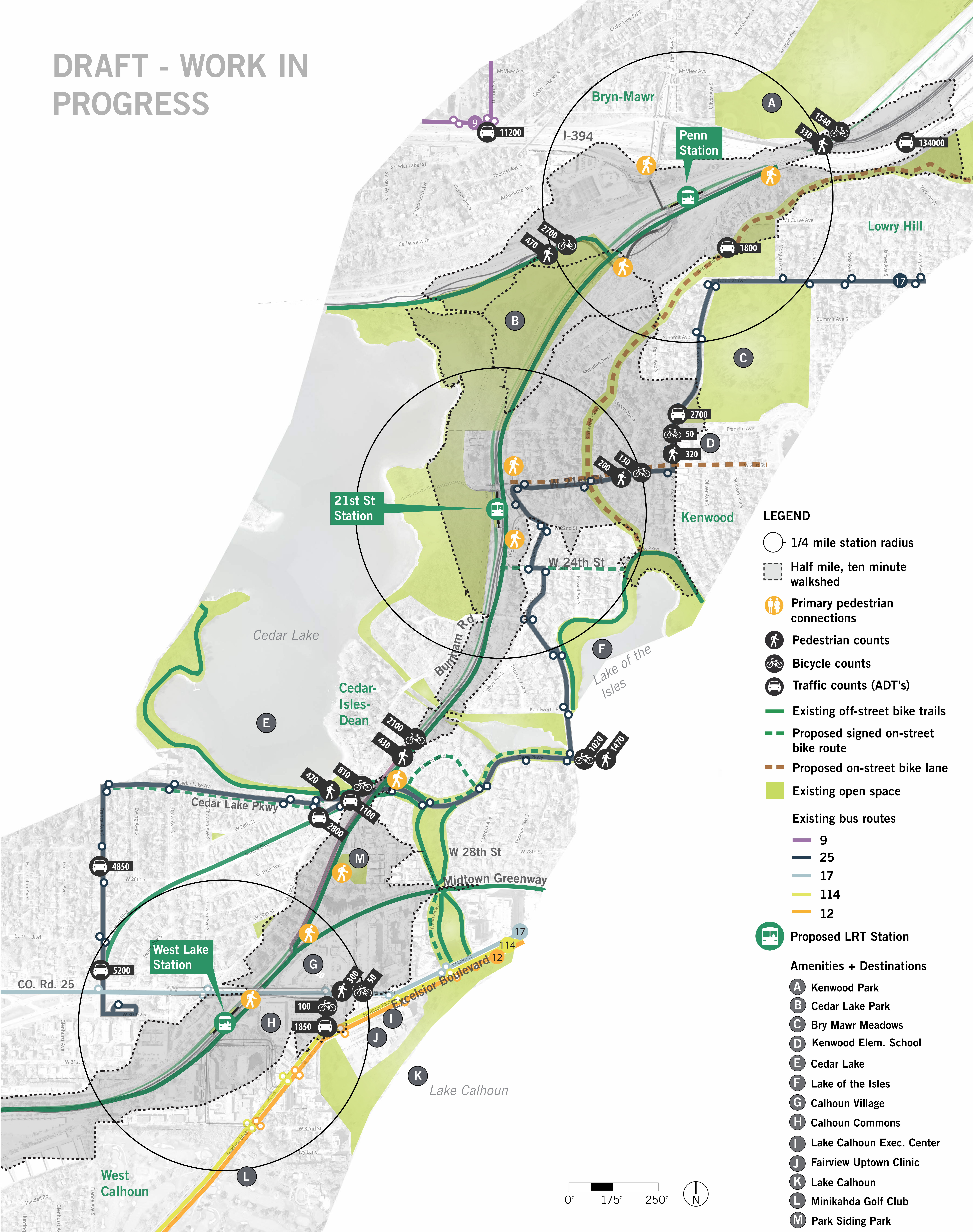
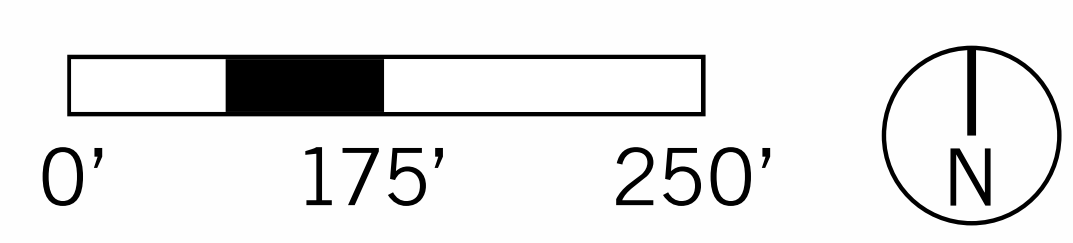


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- LEGEND**
- 1/4 mile station radius
 - Half mile, ten minute walkshed
 - Primary pedestrian connections
 - Pedestrian counts
 - Bicycle counts
 - Traffic counts (ADT's)
 - Existing off-street bike trails
 - Proposed signed on-street bike route
 - Proposed on-street bike lane
 - Existing open space
- Existing bus routes**
- 9
 - 25
 - 17
 - 114
 - 12
- Proposed LRT Station**
- Amenities + Destinations**
- A Kenwood Park
 - B Cedar Lake Park
 - C Bry Mawr Meadows
 - D Kenwood Elem. School
 - E Cedar Lake
 - F Lake of the Isles
 - G Calhoun Village
 - H Calhoun Commons
 - I Lake Calhoun Exec. Center
 - J Fairview Uptown Clinic
 - K Lake Calhoun
 - L Minikahda Golf Club
 - M Park Siding Park

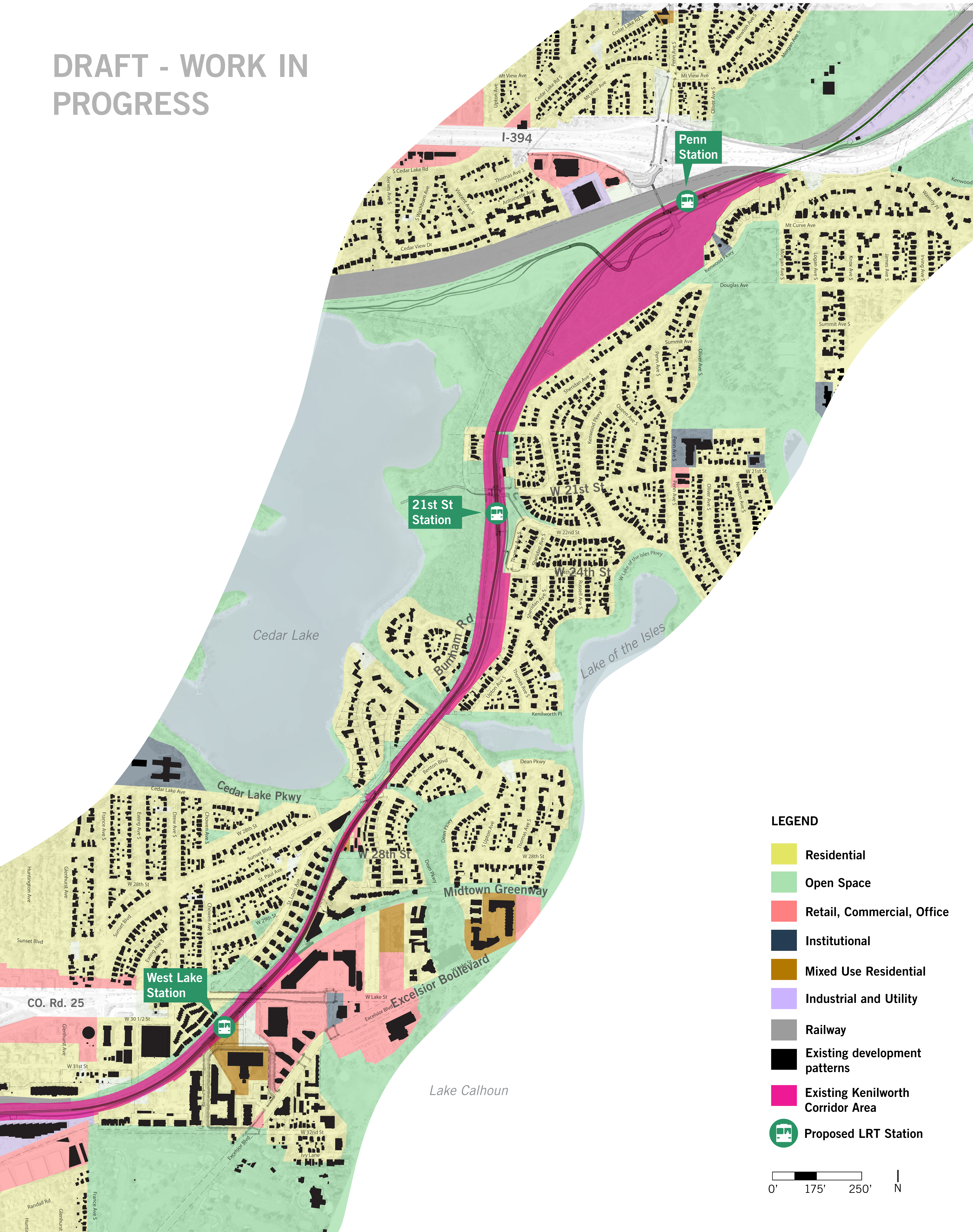


CORRIDOR CONTEXT

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EXISTING LAND USE

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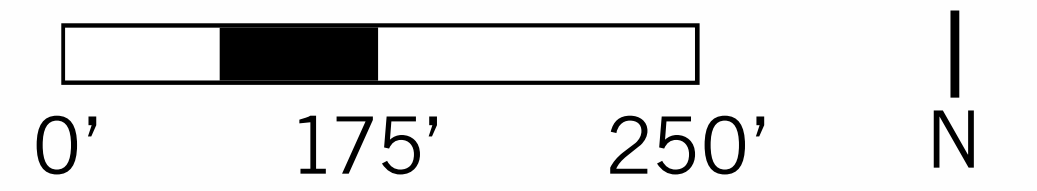


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LEGEND

- Existing wooded area
- Existing wooded edge
- Existing prairie vegetation/restoration
- Building footprints
- Character zones
- Visual condition of existing landscape: High
- Visual condition of existing landscape: Medium
- Visual condition of existing landscape: Low
- Potential focus areas for landscape design
- Proposed LRT Station

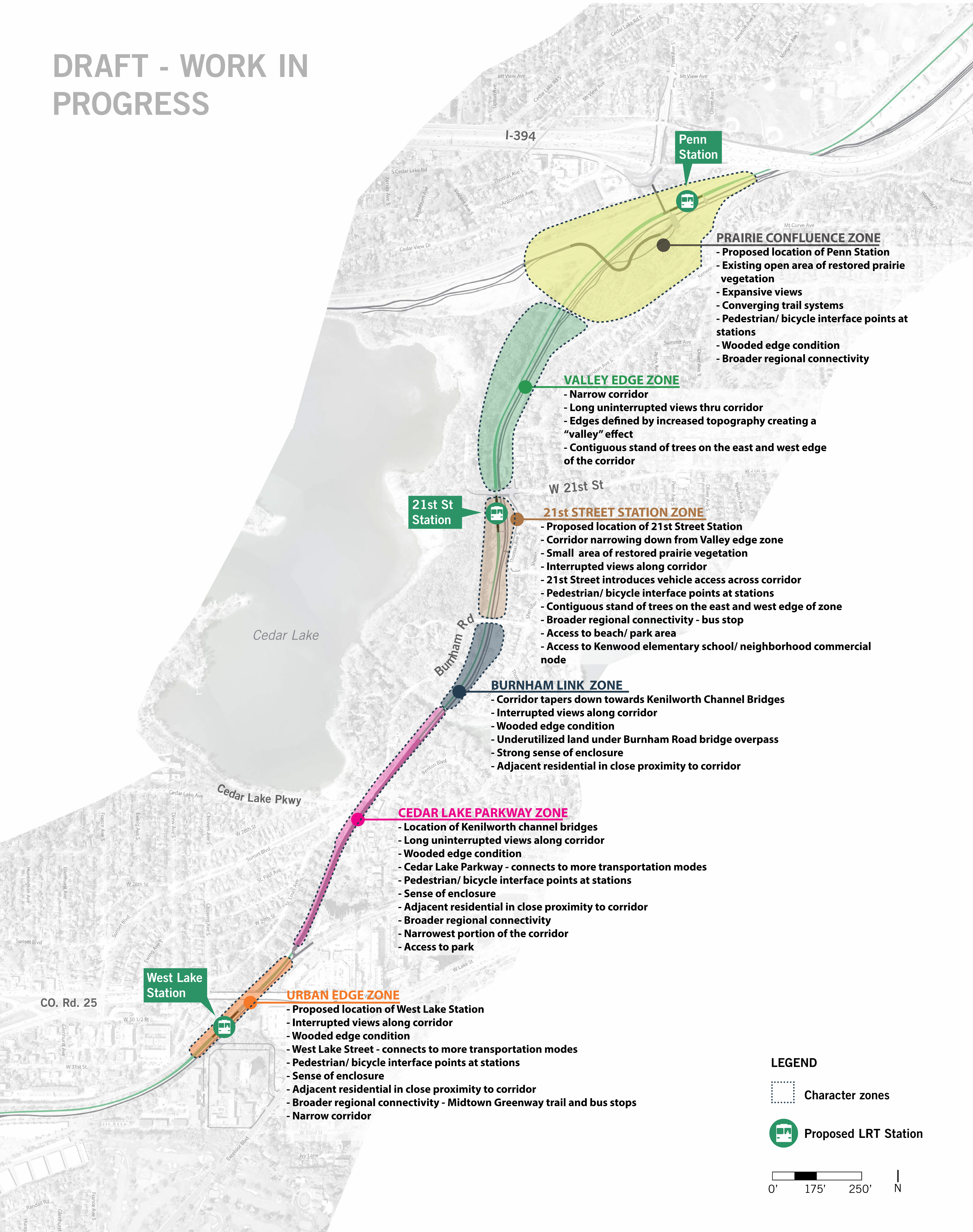


CORRIDOR CHARACTER

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PRAIRIE CONFLUENCE ZONE

- Proposed location of Penn Station
- Existing open area of restored prairie vegetation
- Expansive views
- Converging trail systems
- Pedestrian/ bicycle interface points at stations
- Wooded edge condition
- Broader regional connectivity

VALLEY EDGE ZONE

- Narrow corridor
- Long uninterrupted views thru corridor
- Edges defined by increased topography creating a "valley" effect
- Contiguous stand of trees on the east and west edge of the corridor

21st St Station

21st STREET STATION ZONE

- Proposed location of 21st Street Station
- Corridor narrowing down from Valley edge zone
- Small area of restored prairie vegetation
- Interrupted views along corridor
- 21st Street introduces vehicle access across corridor
- Pedestrian/ bicycle interface points at stations
- Contiguous stand of trees on the east and west edge of zone
- Broader regional connectivity - bus stop
- Access to beach/ park area
- Access to Kenwood elementary school/ neighborhood commercial node

BURNHAM LINK ZONE

- Corridor tapers down towards Kenilworth Channel Bridges
- Interrupted views along corridor
- Wooded edge condition
- Underutilized land under Burnham Road bridge overpass
- Strong sense of enclosure
- Adjacent residential in close proximity to corridor

CEDAR LAKE PARKWAY ZONE

- Location of Kenilworth channel bridges
- Long uninterrupted views along corridor
- Wooded edge condition
- Cedar Lake Parkway - connects to more transportation modes
- Pedestrian/ bicycle interface points at stations
- Sense of enclosure
- Adjacent residential in close proximity to corridor
- Broader regional connectivity
- Narrowest portion of the corridor
- Access to park

West Lake Station

URBAN EDGE ZONE

- Proposed location of West Lake Station
- Interrupted views along corridor
- Wooded edge condition
- West Lake Street - connects to more transportation modes
- Pedestrian/ bicycle interface points at stations
- Sense of enclosure
- Adjacent residential in close proximity to corridor
- Broader regional connectivity - Midtown Greenway trail and bus stops
- Narrow corridor

LEGEND

Character zones

Proposed LRT Station

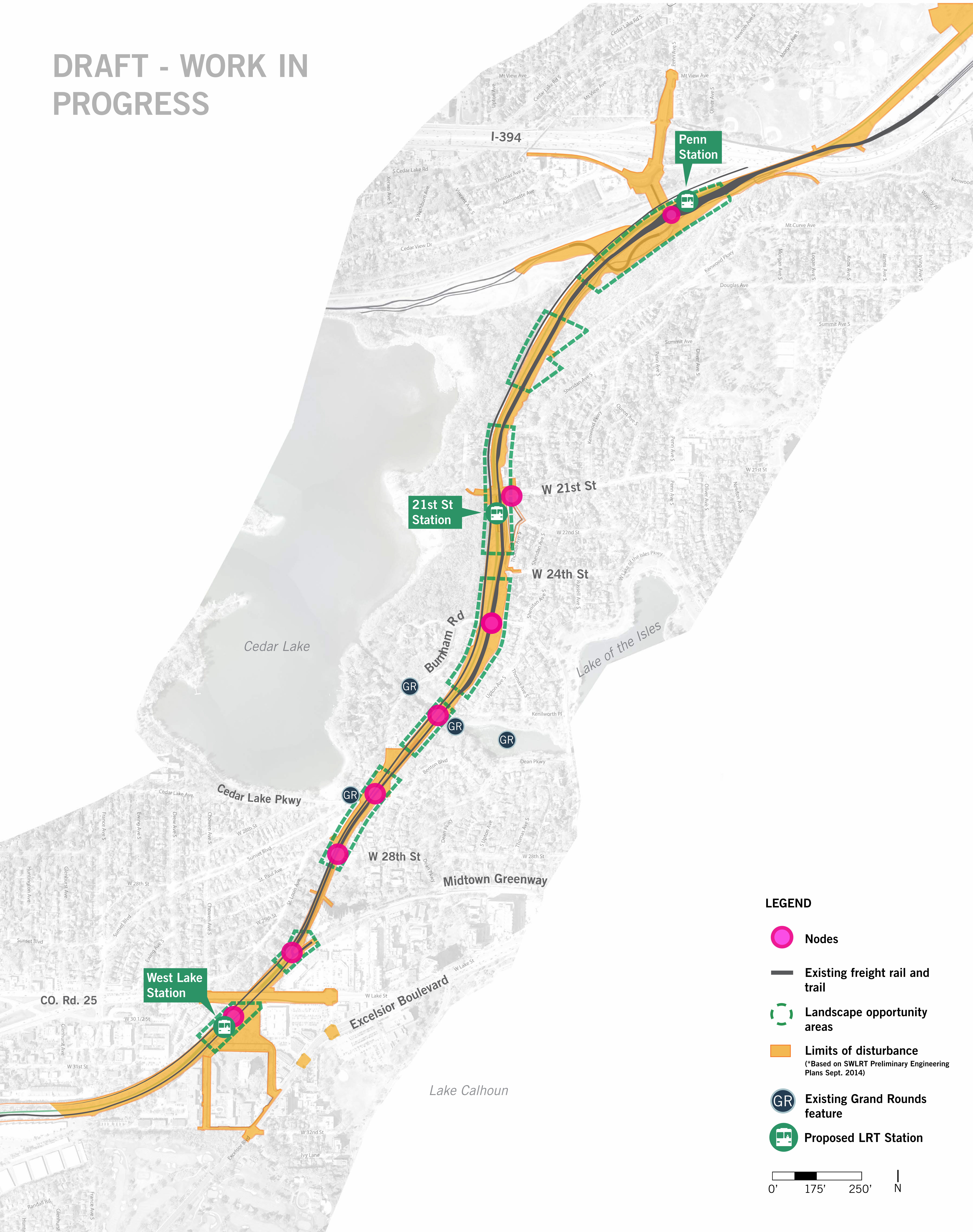
0' 175' 250' N

CHARACTER ZONES







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LEGEND

-  Nodes
-  Existing freight rail and trail
-  Landscape opportunity areas
-  Limits of disturbance
(*Based on SWLRT Preliminary Engineering Plans Sept. 2014)
-  Existing Grand Rounds feature
-  Proposed LRT Station

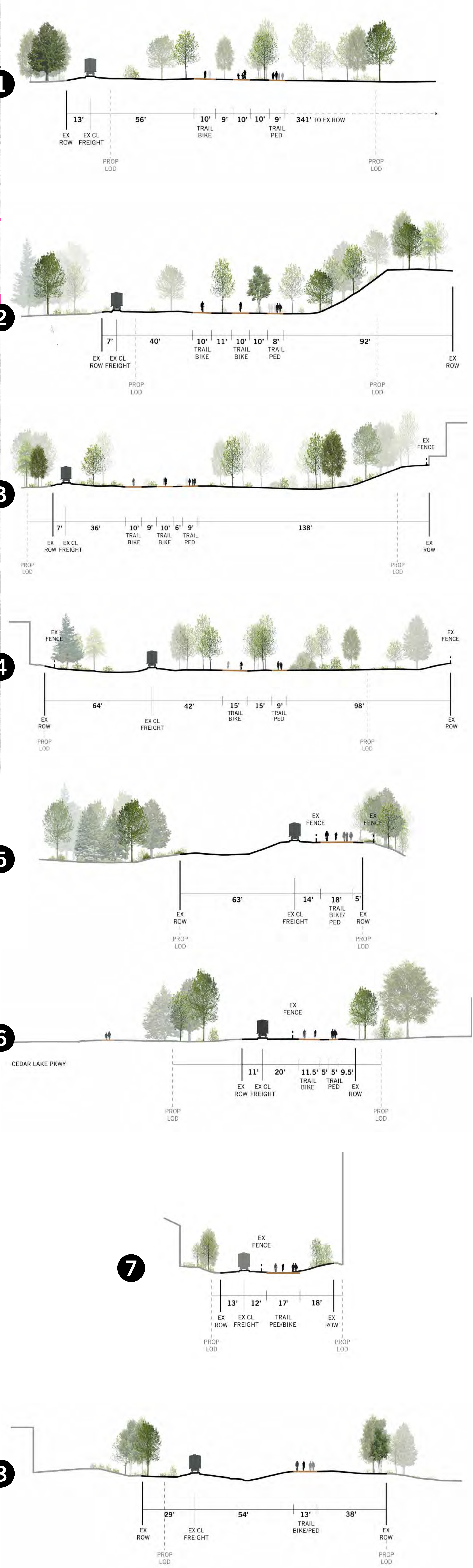


NODES AND AREAS OF OPPORTUNITY

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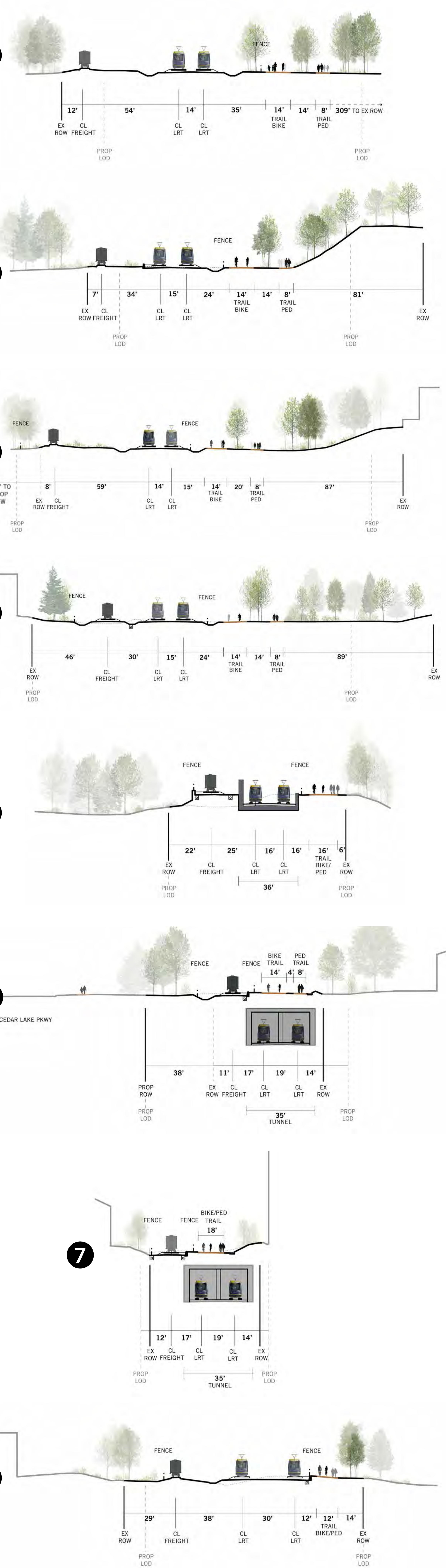


SECTIONS: EXISTING CORRIDOR

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Notes:
 All dimensions on sections are approximate.
 Proposed limits of disturbance are identified as Prop. LOD in sections.
 *LOD based on SWLRT Preliminary Engineering Plans Sept. 2014)

SECTIONS: PROPOSED CORRIDOR

June 13, 2015

