

SOUTHWEST

Green Line LRT Extension



Kenilworth Station Art and Landscape Committee (KSALC)

August 24, 2015



Today's Topics

- Welcome and Introductions
- Summary of Community Workshop #2 and Pop-Up Events
- Noise Mitigation Information
- Review Design Concept Refinements
- Next Steps
- Questions and Open Discussion



Welcome and Introductions

Summary of Community Workshop #2 and Pop-Up Events

Community Workshop #2



Pop-Up Events



What We Heard

- Focus landscape investments near residential uses
- Like existing wood fencing in the corridor
- Appreciate focus on trees and groundcover
- Provide enough space between seating areas and trail so that trail does not become blocked
- Area around Penn should be prairie and less trees (like Concept B)
- Prefer the more naturalistic placement of trees
- Concerned about noise in the corridor and questioned whether landscaping can aid in noise mitigation

Noise Mitigation Information

How is Noise Assessed?

- Compares existing noise levels with predicted noise levels due to project
- Considers source, pathway and receiver
- Takes into account noise sensitivity of receiver by land use category, including:
 - Category 1: Quiet is an essential element for intended purpose. Includes outdoor amphitheaters, recording studios and concert halls.
 - Category 2: Residences and other places where people normally sleep. Includes homes, hospitals and hotels.
 - Category 3: Institutional land uses with primary daytime and evening use. Includes schools, churches & other places with daytime use.

FTA Noise Mitigation Policy

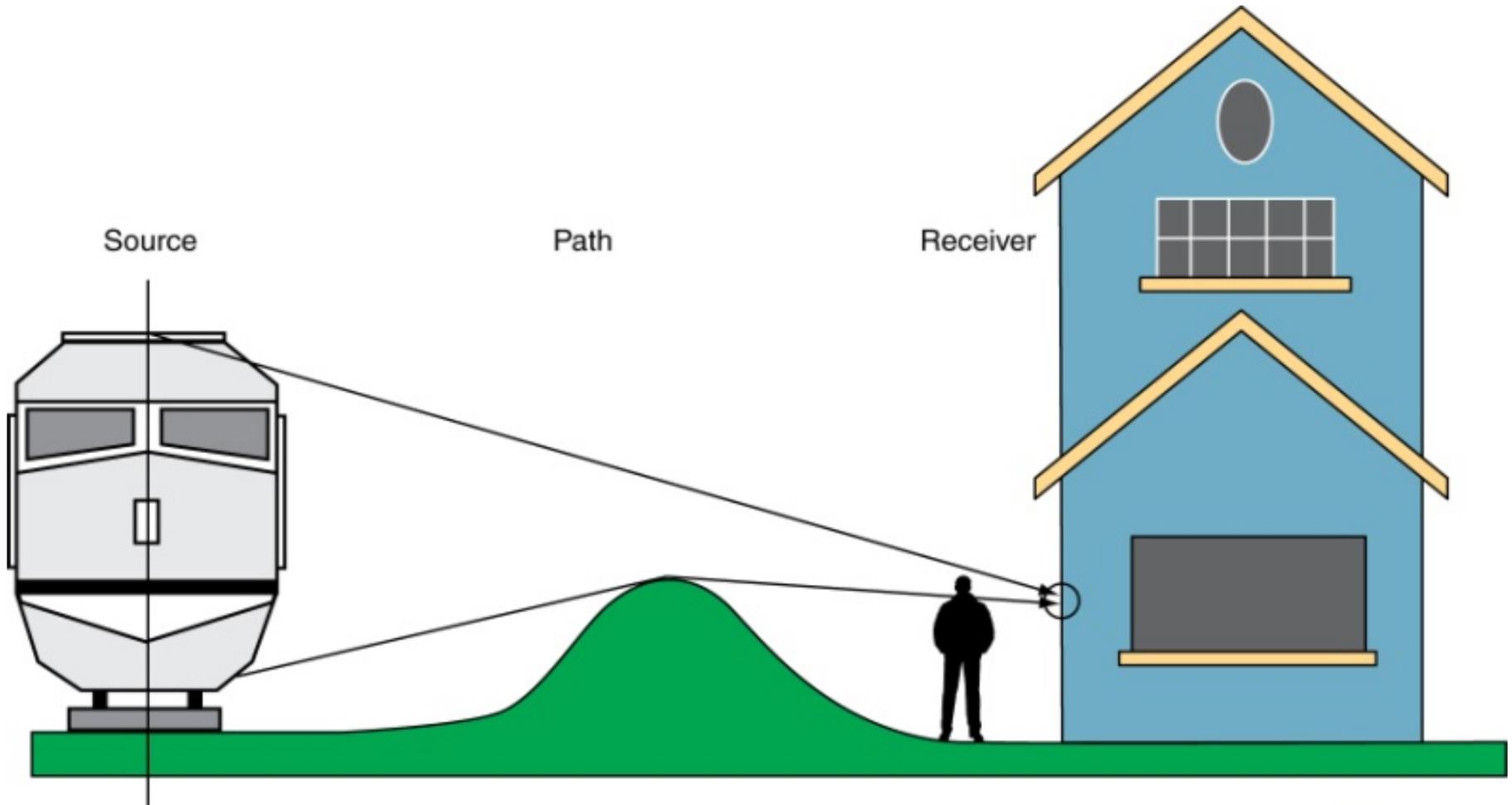
- No Impact
 - Mitigation generally not required
- Moderate Impact
 - Mitigation to be considered and adopted, if reasonable
- Severe Impact
 - Seek alternatives to avoid impacts
 - If not practical to avoid, mitigation must be considered

Noise Mitigation

- Source
 - Vehicle noise specs
 - Lubrication/friction modification
 - Wheel truing/rail grinding
 - Vehicle body treatments
 - Wheel treatments
 - Crossovers
 - Quiet zones
 - Wayside horns
- Path
 - Barriers
 - Berms
- Receiver
 - Sound insulation



Path Factors for Noise



Common Noise Themes

- Hearing a noise is not necessarily an impact
- Trees and vegetation do not work as noise mitigation
- Speed reductions are not acceptable mitigation
- Noise barriers will not increase noise levels

Noise: Next Steps

- Complete noise and vibration impact analyses based on engineering plans
- Identify measures to avoid, minimize, or mitigate impacts
- Include detailed analyses and committed mitigation measures in Final Environmental Impact Statement
- Coordinate mitigation with landscape plans

Review of Design Concept Refinements

Design Opportunities

- Recommendations for fencing between LRT/Trail and Freight/R.O.W.: Wood post and cable



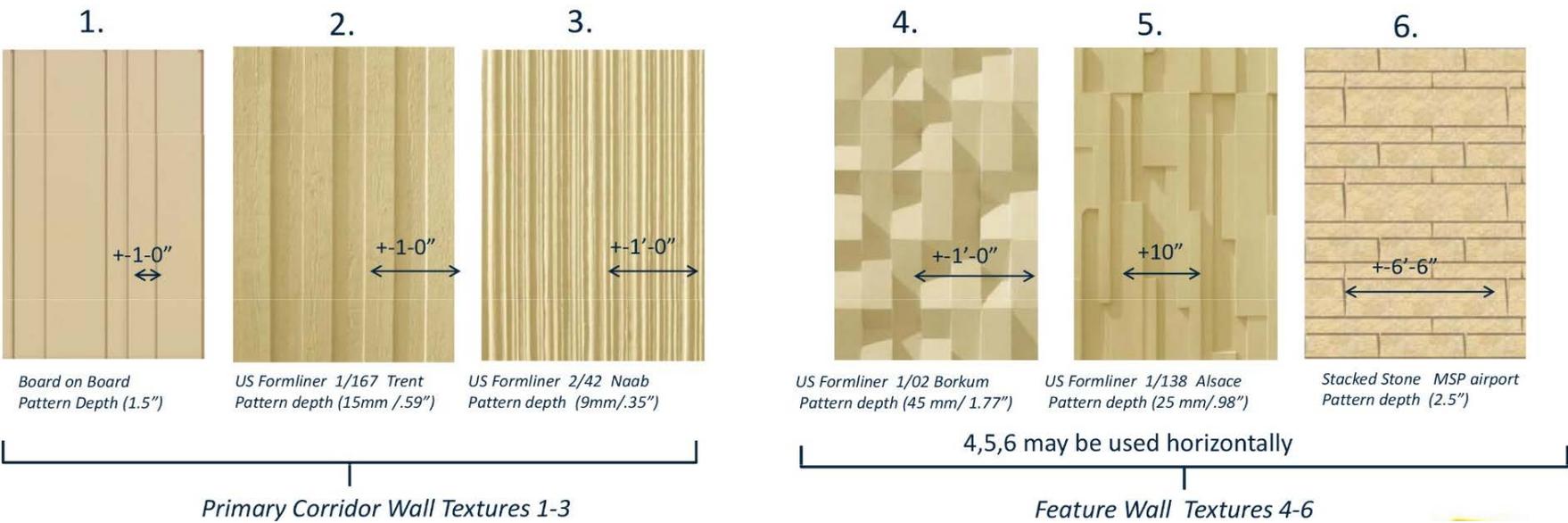
Design Opportunities

- Recommendations for fencing at station: Metal fencing



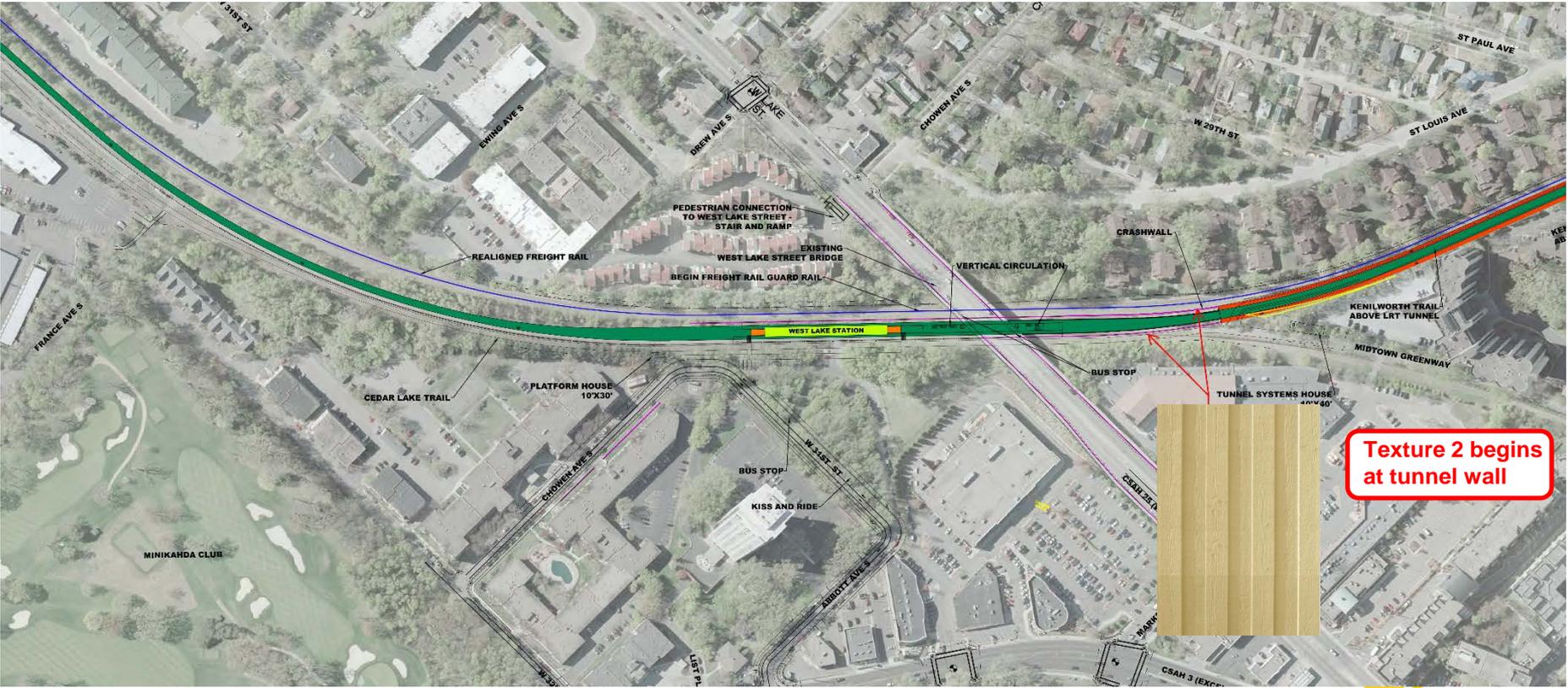
Design Opportunities

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



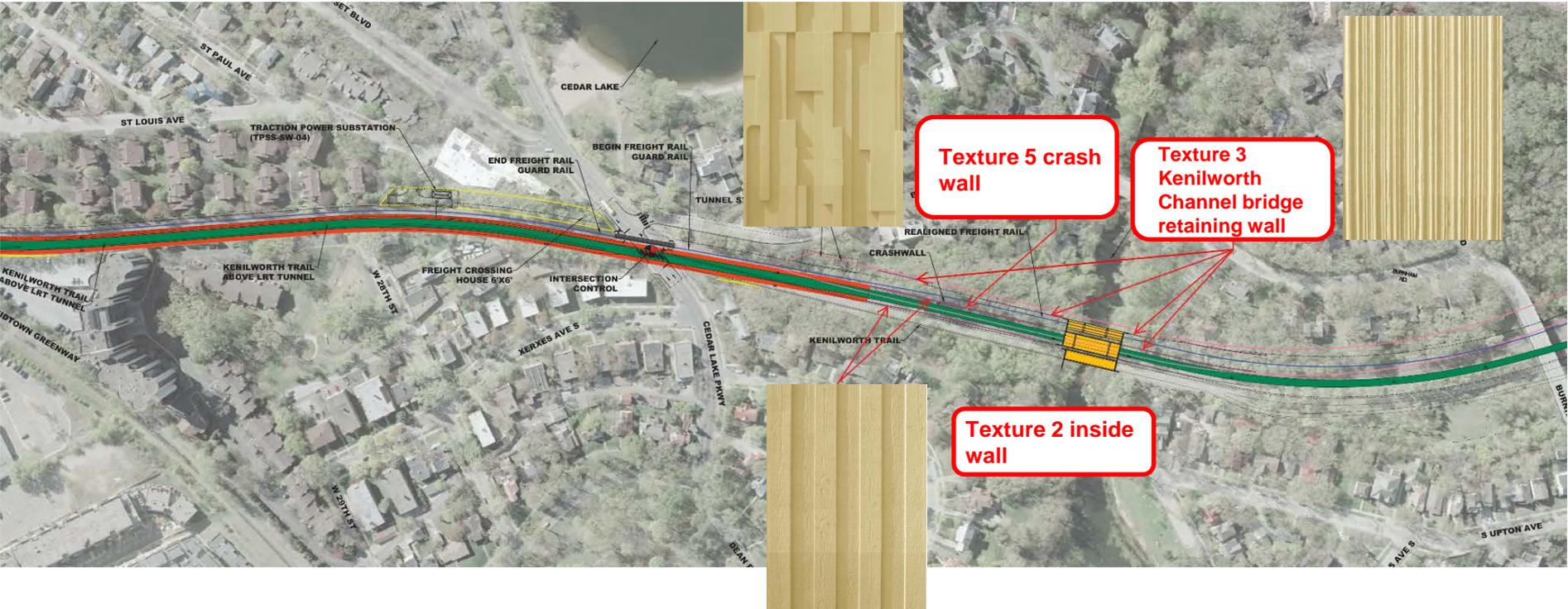
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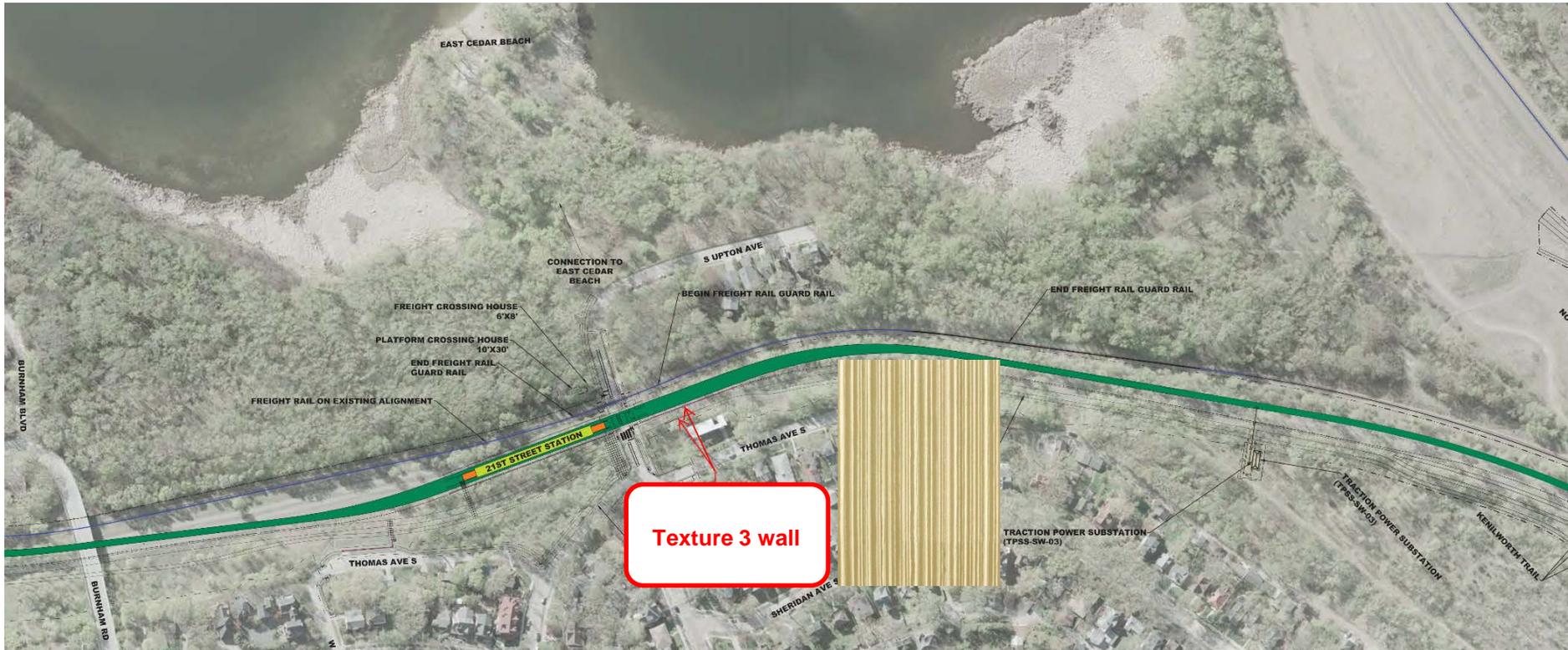
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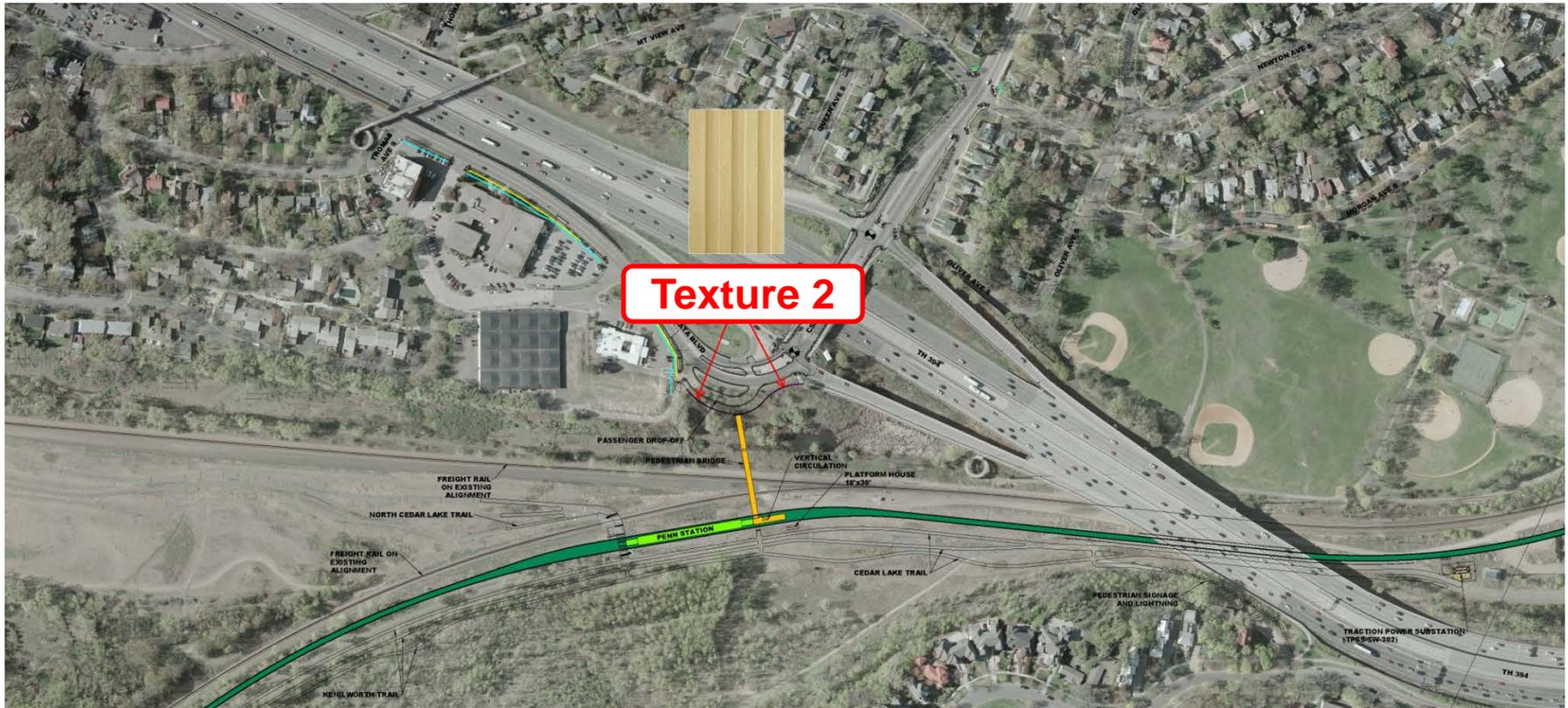
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- Recommendations for retaining wall, abutment & crash wall textures (single color only)



Next Steps

Community Engagement Schedule

	Topic	Date
Pop-up Events	Present Concept Designs and Seek Input	August 11/13/15, 2015
KSALC	Seek Consensus on Preferred Concept Design	August 24, 2015
KSALC	Present Preferred Concept for Input	September 30, 2015
Community Workshop	Present Preferred Concept Design	October 2015

Questions/Open Discussion

More Information

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