

# Hiawatha Corridor LRT Yards and Shops Mitigation Study

The Yards and Shops facility occupies such a large area that it is not practical to attempt to completely screen the view of it. A more effective approach will be to offer 'filtered views' of it as a neutral backdrop. This can be accomplished by calling attention to 'foreground' elements that become more prominent such as fencing, railings, light fixtures, catenary poles, and landscape elements. The concept for the Yards and Shops site edge recognizes that the site is dominated by tracks and ballast, catenary poles, asphalt, a large volume building, and that the most effective aesthetic treatment of the site will be at the perimeter. The site mitigation concept also 'prioritizes' the eastern edge along the trackway as the highest priority since it has the greatest pedestrian orientation and a direct relationship with the future development sites. It has the greatest exposure to Cedar Avenue and the adjoining community.

The southern edge is the next highest priority as it faces Franklin Avenue. The western edge along Hiawatha Avenue will be viewed primarily at vehicle speeds and does not have a direct interface with future development. The lowest priority is the north edge as it faces the I-94 overpass.

The eastern edge requires the most intense design detail and should be designed as a pedestrian-bikeway 'boulevard' from the Franklin Avenue Station to the Cedar-Riverside Station. This treatment would focus the design detail and attention to the east side of the trackway and allow the interior Yards and Shops area to be very utilitarian. The east side of the tracks would be 'urban' in design and contribute to preparing attractive adjacent development sites. The necessary elements in this 'boulevard' treatment are identified on the attached 'Concept Yards and Shops Edge' sketch and are further defined as follows:

## ***Fencing***

The trackway and the Yards and Shops area is required to be fenced for safety and security reasons. The baseline fence proposed calls for 'galvanized chain link' fencing. Since the Yards and Shops is in a more 'urban development' area we recommend that a 'black vinyl coated chain link' fencing be used to enclosed the Yards and Shops and along the trackway from Franklin Station to the Cedar-Riverside Station. This fence type will offer a more 'tailored' appearance and is more appropriate in an urban setting.

## ***Cost Implication***

6'-0" galvanized chain link at \$8.00 to \$10.00 per linear foot.

6'-0" black vinyl coated chain link at \$10.00 to \$12.00 per linear foot.

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## ***Bike Trail***

A bituminous bike trail approximately 10 to 12 feet wide will be constructed along the entire rail corridor. In the section from Franklin Station to Cedar-Riverside Station, we recommend a combined 15-foot minimum width 'scored concrete' pedestrian boulevard/bikeway be constructed. The 'boulevard' will serve as an urban edge for development to 'front' on and help connect the two neighborhoods that are bisected by the I-94 overpass. The 'boulevard' will encourage more 'eyes on the street' for safety and security along the corridor.

## ***Cost Implication***

10- to 12-foot wide bituminous bike trail at \$2.00 to \$300 per square foot.

15-foot wide concrete boulevard at \$5.00 to \$6.00 per linear foot.

## ***Catenary Poles***

Center pole OCS with standard galvanized steel components are called for along this line section. At Yards and Shops facilities there is a maze of catenary poles to serve the storage tracks, the shop functions, and an increased density because of the tight curve radii. Where aesthetics are important, such as in urban areas or in development areas, side-mounted, tapered tubular steel poles painted black, dark blue, or dark green should be used. Since this is an urban neighborhood where we are trying to define an 'edge' between the Yards and Shops and the potential development sites, we recommend using two types of poles. Catenary Type 'A' would be the side-mounted, tapered tubular steel poles along the edge of the pedestrian boulevard. The poles typically range from 9 to 17 inches in diameter. The poles can have light fixtures attached and/or brackets to hang banners to enliven the pedestrian way. These poles should be used from the Franklin Station to the Cedar-Riverside Station to strengthen this pedestrian corridor. Catenary Type 'B' poles would be galvanized, wide-flanged H-beams mounted between tracks as typically found at Yards and Shops facilities.

## ***Cost Implication***

Catenary Type 'A' at approximately \$1,500 premium per pole.