

## Hiawatha Corridor LRT Yards and Shops Mitigation Study

need to impact the function of the facility, attention to design details will determine whether this facility will be a detriment or a catalyst for development in the area. A number of significant efforts are underway to optimize the potential for transit-oriented development from narrowing Franklin Avenue to gain more space, revising traffic intersections to be more pedestrian friendly, pre-development planning for air-rights development over the maintenance yard, and master planning efforts for the Franklin and Cedar-Riverside Station areas to name a few. The momentum and energy is strong and the maintenance building has a responsibility to be a good, respectful neighbor, and participant in these efforts.

The previous sections have outlined recommended perimeter screening ideas to filter the views of the yards and the buildings, but it is almost impossible to entirely hide this large structure in this neighborhood. No one is expecting to see lavish materials to mimic a 'Class A' office building, but simple, artful detailing of the industrial materials normally found on maintenance facilities can present a dignified, economical building to the neighborhood and one that development interests would not mind being next to.

The current concept for this building (dated August 18, 2000) requires significant revision and design attention to meet this basic requirement. The original concept building, part of the PE package, even though it needed refinements, presented a more acceptable building for this prominent site. We understand that the masonry materials and the roof forms could not be achieved in the given budget. However, the current proposal has stripped the building to the lowest level of design and offers an unrefined, extremely austere mass of precast concrete panels.

This building presents an east elevation to the Cedar Avenue frontage that is 284 feet long and 32 feet high that is one solid unbroken wall. The west elevation facing Hiawatha Avenue is 640 feet long and 32 feet high and is largely unbroken except for some access doors. Some articulation of the buildings is necessary to make this building acceptable in the neighborhood. Some suggestions to consider and that are commonly included on other transit maintenance facilities should include clerestory lighting to light the work bays; introduce other materials to accentuate massing changes or to articulate the large walls; detail and accentuate the panel connections; industrial details; forms; and use color as an accent (see the following photos).

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Ruby Junction; Gresham, Oregon



Ruby Junction; Gresham, Oregon

*Prepared for: City of Minneapolis*

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Elmonica; Beaverton, Oregon



Elmonica; Beaverton, Oregon

*Prepared for: City of Minneapolis*

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