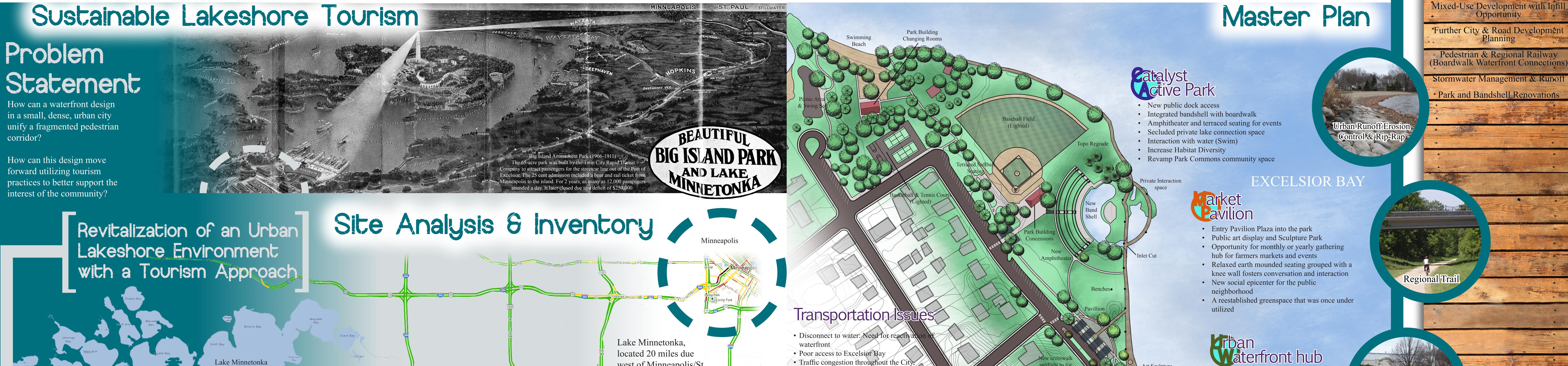


Adam Bishop | LA 572 DesignThesis | Dominic Fischer | Adobe CS3, Sketchup 10, AutoCAD 2012, Maxwell Render



Site Location (Park Commons & Lake Street)

Lake Minnetonka

People are the benefactors of any park development, however some designs are evaluated by their successfulness in how well they meet the demands of machines and equipment.

To the right are two renderings showing possible seasonal activity. It is a very engineered amphitheater that



located 20 miles due west of Minneapolis/St. Paul is a collection of 16 interconnecting lakes with about 23 named bays and areas. The lake was formed by glacial melting during the last Ice Age. At 14,500 acres (22.6 sq. Miles) it is the 10th largest lake in

Minnesota.

Schematic Plan

Vacant Lot on Lake & Water St. This property can potentially serve as a staple to the community due to its prominent location at a major node right n the corner of Lake and Water St. Being the first feature when boats dock at the pier, it should serve that greater purpose of an inviting focal landmark to excelsior.

EXCELSIOR BAY

62 62

GREE

 Poor access to Excelsior Bay • Traffic congestion throughout the City Downtown in particular • No clearly defined waterfront destination except park beach • There is a need for sidewalk trail linkages and connections • Traffic speed • Pedestrian/bicycle crossings on Water Street and throughout the community. • Appearance of private/public parking lots • Streetscape improvements Downtown • Public dock space on Lake Minnetonka

Land Use Issues

• Disconnection from downtown to waterfront and Munici Charter docks • Lack of waterfront trails and connection to existing trails • Under utilized historic districts • Lack of available boat and Park Commons PARKING (Parking ramp) • Lost sense of place or identity. Need for preserving historic character of city • Maximization of the amount of green space in development/ redevelopment • Control of mass, scale, and building height of structures

-xcelsior

Opportunities

• Plaza • Pergola with harboring shade trees • Terraced Patio with material studies • Public event seating for lake charters Informational Kiosk

• Interpretive waterfront boardwalk Connection to Regional Trail • Pedestrian friendly median mplementation

 Streetscape redevelopment • Mix-use Infrastructure (Hotel & Retail) New public docks

Comercial Transit

Municipal Docks

0 50' 100' 200'

Much of the Activity has sh from the port and charter line area to the Bay area east of downtown. This is mainly due to the popular shoreline restaurants Maynard's and Bayside Tavern: • They are a short 0.3 miles away from Water St. and should be reconnected to movement toward the park.



Co co

would require weekly maintenance due to the shallow holding pond. The bandshell would again bring in large crowds during events like the 4th of July.



The key word to focus on is the 'establishment' of ideal relationships, which essentially is the only purpose of design in order to meet the public's needs. The rendering to the left simulates an entrance pavilion into the heart of the Park Commons. Not only does it provide an articulately chosen pallet of materials and textures meshed cohesively together, but it is a natural destination point to house smaller day trip visitor events such as Farmer's Markets or Socials.

Residential District

Commercial & Retail

Condos & High-Density

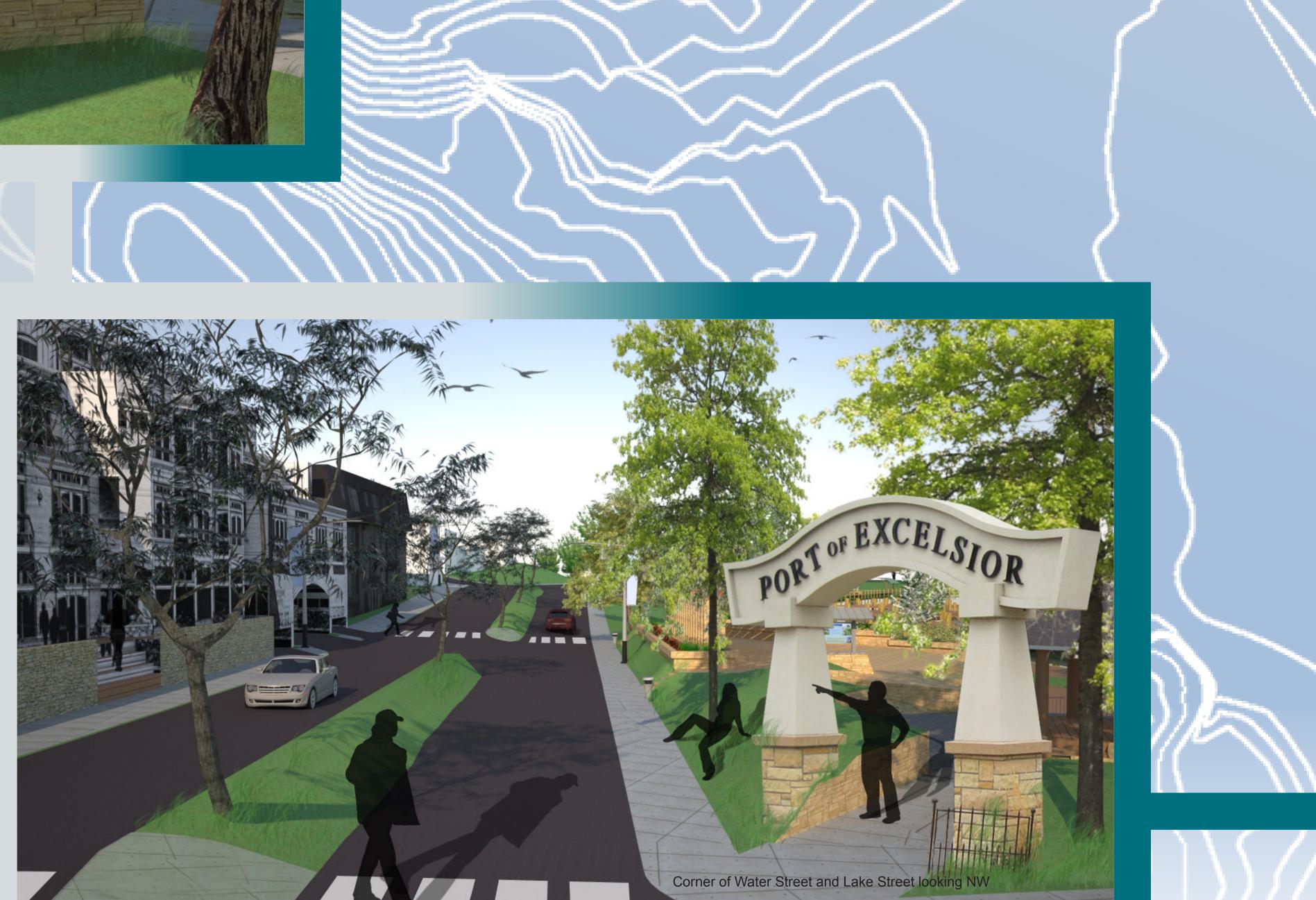
Downtown Commercial District



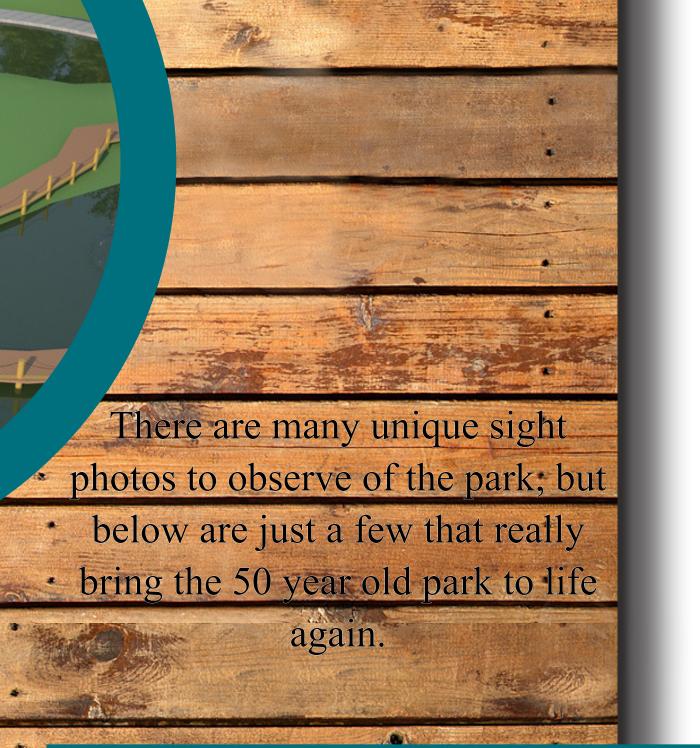


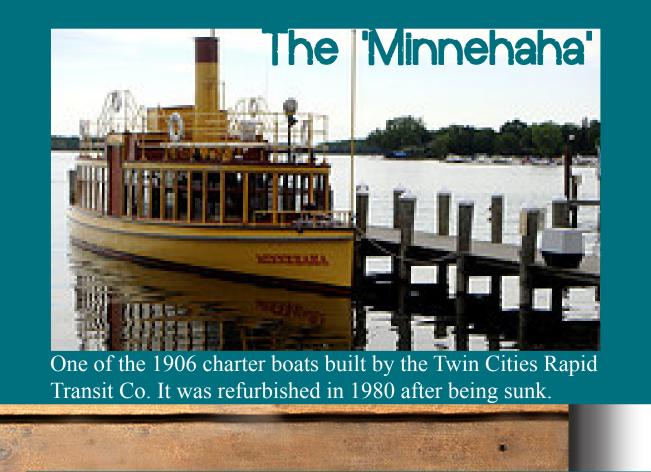
The design focus must extend beyond the park's boundaries and that is why a site analysis is necessary to be done before any design considerations are put into place. A few questions that one could ask are, will the proposed park development cause flooding? Will it cause traffic to back up into residential collector streets? Will the arrangement of new facilities (like the rundown bandshell) replace the pleasant view of undeveloped land?

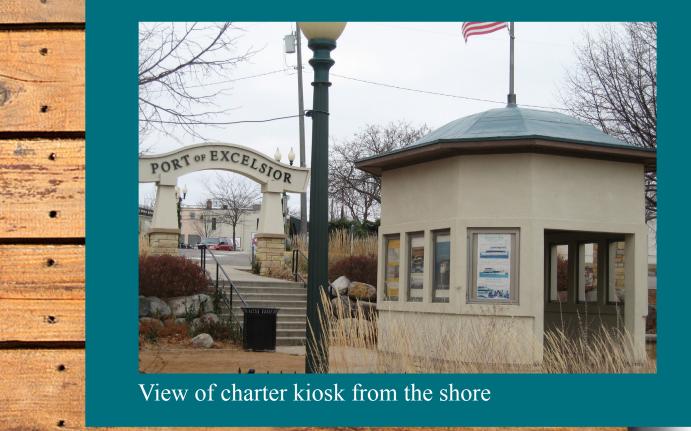
People need visual refreshment and mental exercise when biking or driving, and the Park Commons is just that place that would catch anybody's attention. There are framing trees along the pavilion that create a natural line out towards the lake along with rolling bluffs or mounds that semi-mimic waves. The grassy protrusions provide the ideal place to grab a bite to eat and catch some rays before heading to the beach on the north side.











This is where I ran into an instance that there was a large vacant lot in the works to be made into a possible hotel by the City of Excelsior. That being said, this changes the entire dynamic of the docks and port area. The rendering to the right shows the new development of the hotel along with green streets and a newly renovated patio and pergola waiting area for the charters. It is now a natural hub and this design should alleviate some of the poor traffic flow paired with some obvious downtown parking issues stated earlier.

Downtown Water Street looking NW towards pier

This Rendering simply shows the in fill possibility present if the elevated parking structure is built on the vacant lot. The two red buildings are currently parking lots but could eventually close up the fragmented block.

- Urban Plaza Section

Lake Street should be redesigned to allow for a more pedestrian friendly access path along the lake. It will further allow for the possibility of a widened boardwalk connecting to some multi-use, high-density living along with a necessary hotel. This could parallel the historic hotel that once existed there known as the Excelsior Bayfront hotel which burned down in 1945.

There has always been an issue with local dock parking. Recently Excelsior installed dock meters to alleviate this issue however there is still a limited amount of space for yachts 30 feet or longer.

Section Cut Detail

