



PRELIMINARY DESIGN

Community Design Process

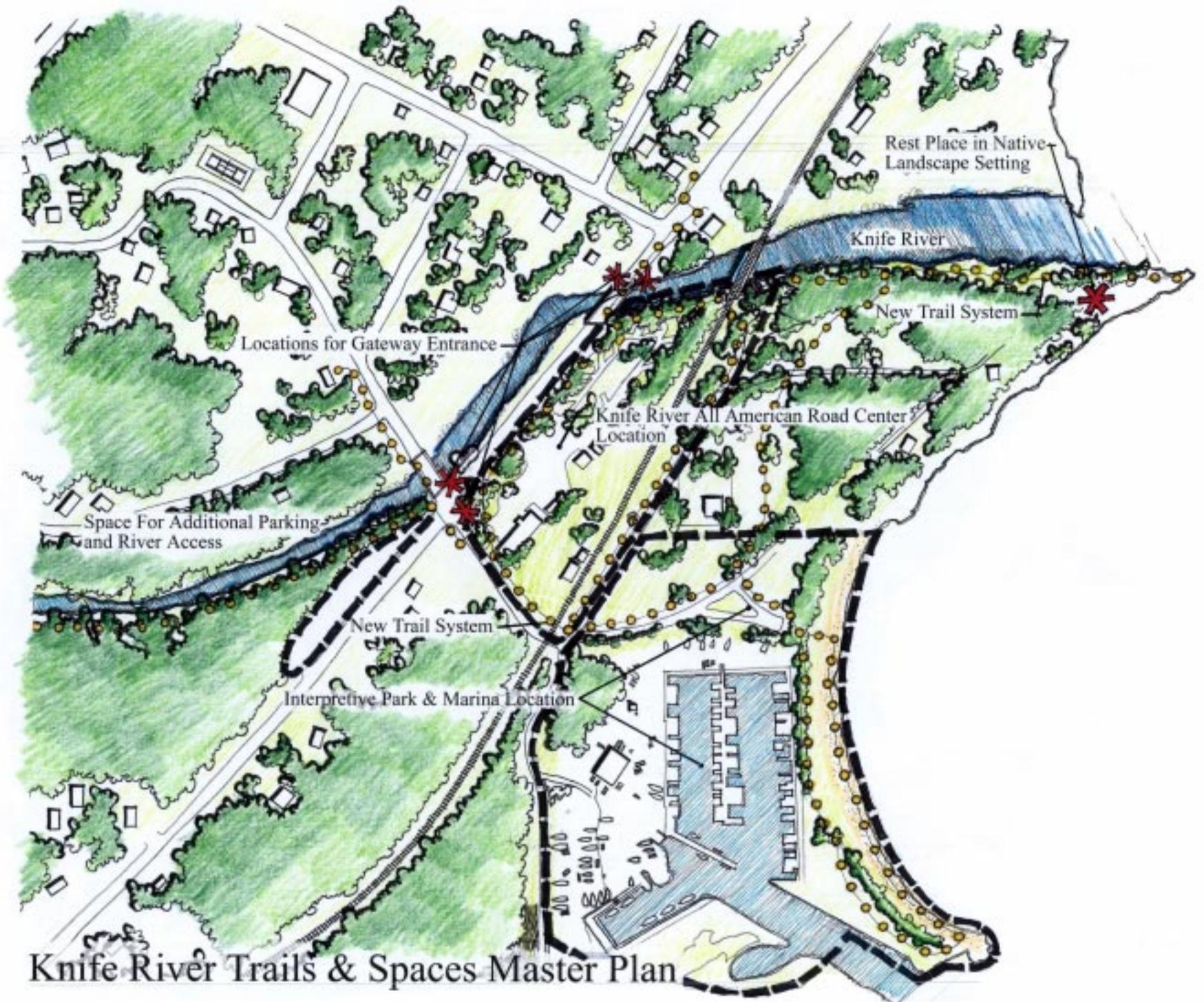
The community design process is one of the most important steps in the progress of a community outreach project. It is a cyclical process in which the designer gathers information about history, context, design opportunities and constraints. The designer then puts some ideas out on the table for discussion and feedback, thereby gaining more information about the project. These initial ideas are often referred to as the preliminary design. The preliminary design is in no way meant to be considered a finalization of the overall process on the contrary it is just a beginning. Community design is a long process that is used to draw out the collective thoughts and ideas of the public and put them into an aesthetic and spatially understood design vocabulary. That design vocabulary can then become more or less specific based on the needs of the public. Flexibility and equality for all ideas is important in order to encourage a strongly supported plan in which all can have a sense of belonging in the process, and ultimately ownership of the project.

Preliminary Design Considerations

Based on a set of objectives that were developed from the analysis and early public input, a basic set of preliminary designs were created. These were organized into the following categories based on overall scale and scope. These categories were Knife River Trails & Spaces (Master Plan & Plan Details), Knife River All American Road Center, and the Knife River Interpretive Park & Marina.

KNIFE RIVER TRAILS & SPACES MASTER PLAN

The master plan describes how Knife River can create better connections from town to natural amenities while accessing existing commercial areas and new land for development. The areas for gateway signage help orientate visitors to the town. Trails connect all key areas of the town for visitor activities and visual and trail access is established to the lake front area. Access to the River is improved by formalizing existing trails and provides access to the native landscape experience. The trail system is designed as an interpretive loop providing a variety of experiences that speak of the culture and character of Knife River. Support facilities, such as areas for parking, restrooms, gathering spaces and recreation, are shown as developed in the existing campground and area adjacent to the Marina. The campground site is designed in conjunction with the Rail Road Authority land to achieve the anticipated program and produces a successful and functional design scheme. The Lake Front area combines lands from the DNR, county and Knife River to provide the land base for good trail connections, public access to the marina, security for the private marina areas, adequate parking and an interpretive park for recreation.

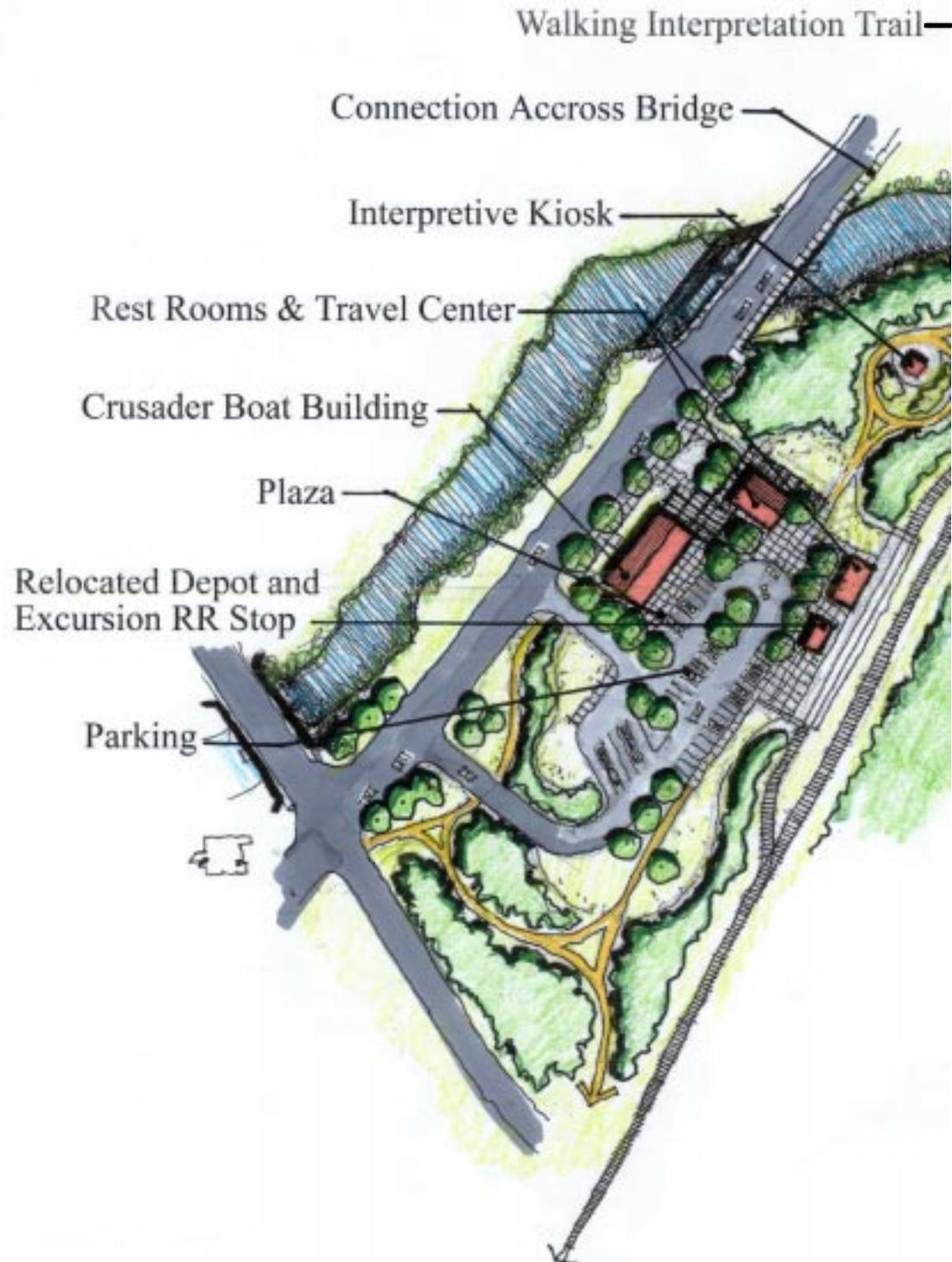


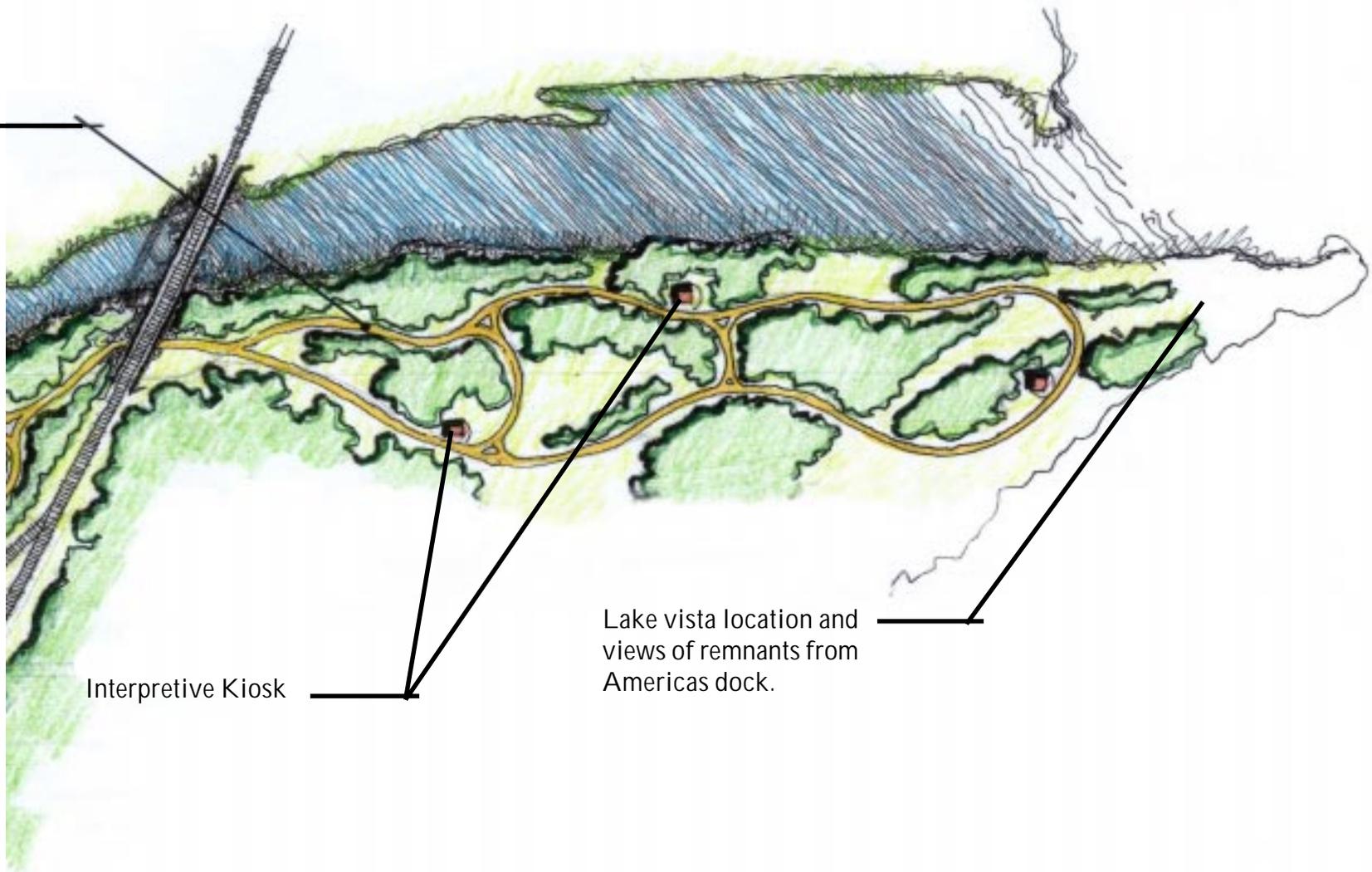


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KNIFE RIVER ALL AMERICAN ROAD CENTER

The Center's buildings will include a historic commercial fishing boat display (the Crusader), and Boat Building Center, Travel Center and Rest rooms, as well as a relocated railroad depot with a five car platform for the Excursion Railroad. The parking area includes six to ten trailer stalls, 25 to 30 regular stalls, and a turn around and drop off. The trails on this site have been designed as an interpretive loop and provide a connection to the Superior Hiking Trail Spur. In addition, the trails access the Lake Front and Beach area and include a connection across the bridge to the Commercial area. Picnic areas, interpretive kiosks, a pavilion, a plaza, and the use of native landscape plants and materials help to tie together this scenic byway interpretive center.





Interpretive Kiosk

Lake vista location and views of remnants from Americas dock.

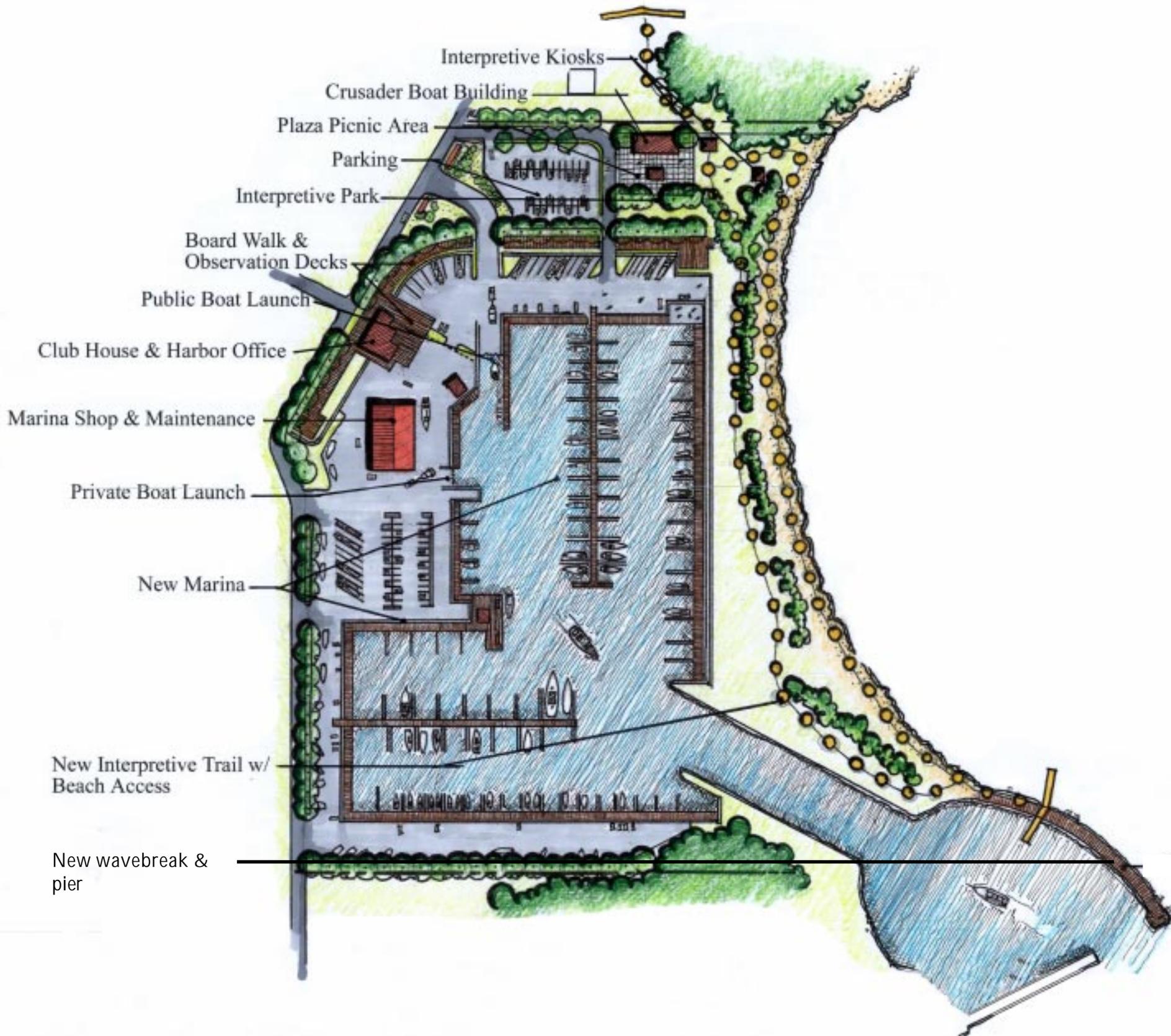
Plan avoids areas around sewage treatment facility and KRRC Lands.



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KNIFE RIVER INTERPRETIVE PARK & MARINA

This area contains a Marina Shop & Maintenance, a Marina Center Club House, Harbor Office and other support facilities. It also includes a historic commercial fishing boat display (the Crusader), and Boat Building Center as well as Rest room facilities. The parking area provides 22-30 trailer stalls at the Public Boat Launch and 36-50 public car stalls. There is also a turn around and drop off. The trails, which provide views of the harbor, include an interpretive Beach and Pier Access Trail as well as a boardwalk to the Marina Center. They also connect to the All American Road, River, and Native Landscape Areas. Issues between public areas and the private areas in the Marina are solved by creating specific gated entrance and exit points. A 4 foot retaining wall along with the boardwalk and fencing create a social barrier between different areas. This plan expands the marina to 175 slips and reserves slips in a key location for the few commercial fisherman who use the marina. The new marina design maximizes slip space while allowing viewing areas from the marina club house, deck, and boardwalk. The new marina building is sited specifically on axis with the access road from the scenic drive. This key feature acts as a que to effectively draw people off the drive into the area where various facilities are located. Key landscape features are picnic areas, interpretive kiosks, a pavilion, a plaza, and the use of native landscape plants and materials to help tie together this park and marina.





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Developing a Design Vocabulary

These three illustrations provide a variety of design vocabulary choices for potential development in Knife River. Establishing a common design vocabulary brings a familiarity between different sites and locations that are using the same design aesthetic. It is this type of visual resource which brings continuity and connection between design and various areas. The designs were developed with the idea that they must respond to the region, the location and reflect the culture of the area. The goal is to bring a “look” truly unique to the North Shore and the North Shore All American Road.

NATURE'S KIOSK

This section drawing describes a kiosk that uses local timber materials along with locally quarried stone. The log/timber structure reflects traditional vernacular architecture of the area. The setting is a native landscape within Knife River. This kiosk shows how interpretive design can address the rich culture of the area by providing photographs and other information about milling in the area.

SCANDINAVIAN KIOSK

This kiosk reflects the heritage of the original European settlers in the area. Through design, construction and signature roof lines, the kiosk reflects architectural styles found throughout Scandinavia. This particular kiosk is used as an interpretation opportunity for the commercial fishermen of Lake Superior's North Shore.

PROTOTYPE FOR THE ALL AMERICAN ROAD MARKER

Continuity through design can be brought to the highway as well as the main stops along its route. This sign represents another style of road marker. It takes its form from a “cairn” or rock piles that have been used by many cultures throughout Europe and North America. Traditionally these piles have been used to mark trails or paths through wild natural areas. In North America, Inuit culture has long used the rock pile sculpture called a “Inuk Shuk.” In the United States the Cairn has been used by such groups as the National Park System.

