

SOUTHWEST

Green Line LRT Extension



Kenilworth Station Art and Landscape Committee (KSALC)

May 19, 2015



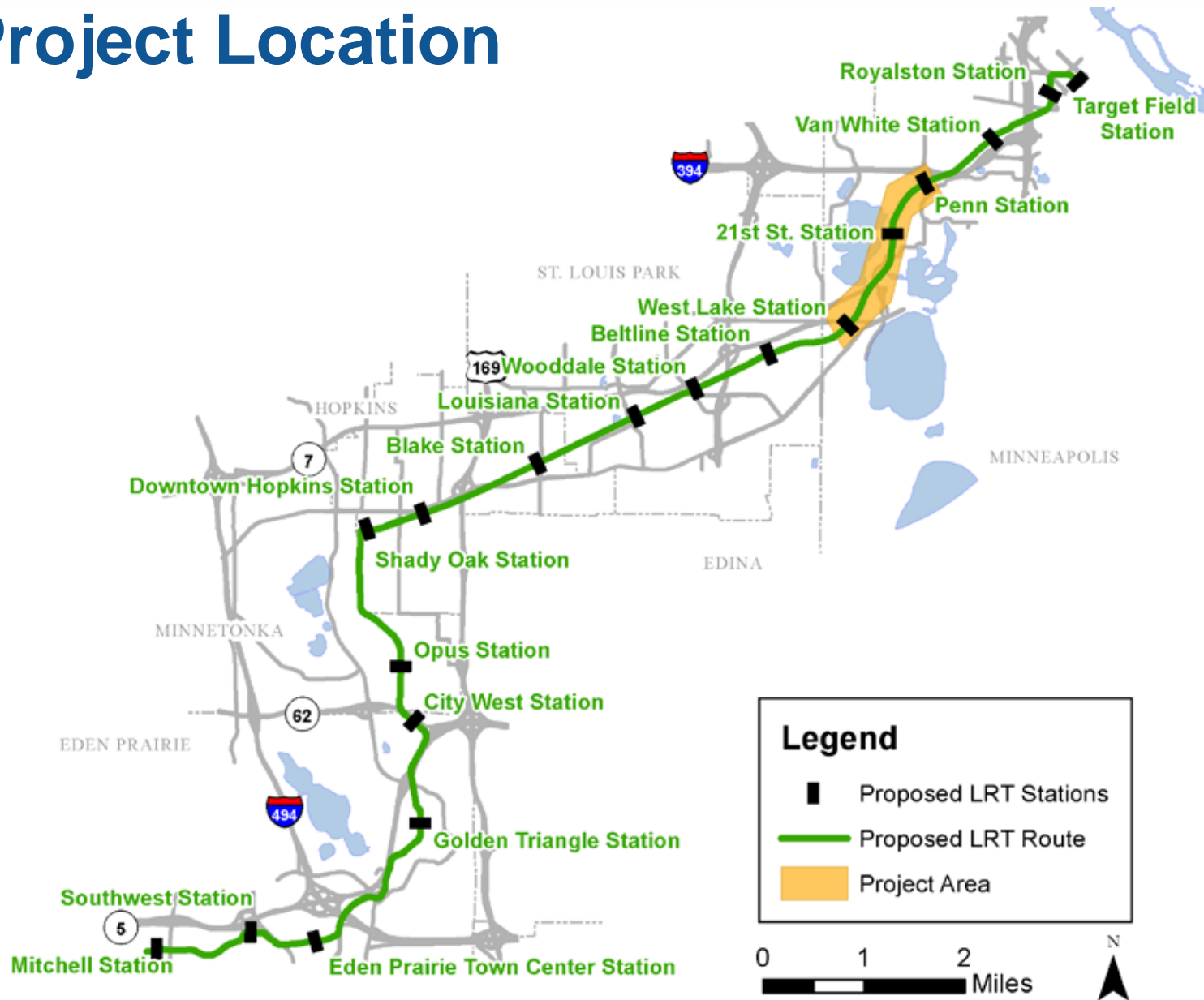
Today's Topics

- Welcome and Introductions
- Kenilworth Landscape Design Project Background
- Design Team Overview
- KSALC Roles and Responsibilities
- Draft Kenilworth Design Principles
- Kenilworth Corridor Area Inventory and Analysis
- Community Engagement Process and Schedule
- Community Workshop
- Questions/Open Discussion

Welcome and Introductions

Kenilworth Landscape Design Project Background

Project Location



Project Description

- Design of the landscape to restore the natural setting while incorporating the regional trail system, light rail, and freight rail
- Physical limits defined by the Kenilworth Corridor from West Lake Station to Penn Station
- Agreed to as part of a Memorandum of Understanding between the City of Minneapolis and the Metropolitan Council

Project Purpose

- Facilitate a transparent and inclusive design process
- Develop designs that support the Kenilworth Corridor area as a natural setting, so that the corridor continues to be a regional asset
- Generate designs that integrate and visually minimize LRT-related infrastructure in the Kenilworth Corridor area

Project Scope

- Design of the environment and aesthetic, including landscape elements, re-establishment of the trail system, access, and other urban design elements including:
 - § Vegetation (trees, plantings, and ground covers)
 - § Trails and other hardscape elements
 - § Landforms and retaining wall finishes
 - § Fencing or barriers
 - § Screening
 - § Station sites
 - § Lighting at station sites
 - § Site furnishings

Project Scope

- May influence the design of other elements in the corridor:
 - § North Cedar Lake Trail bridge
 - § Cedar Lake Parkway crossing
 - § Stormwater management
- Coordinate design aesthetic with:
 - § LRT and freight rail infrastructure
 - § Kenilworth channel bridges
 - § Station platforms and canopies
 - § Vertical circulation buildings
 - § Integrated Public Art

Design Team Overview: Perkins+Will (P+W)/ Community Design Group (CDG)

Team Partnership

Perkins+Will (P+W) Community Design Group (CDG)



John Slack
Project Manager / Senior Landscape
Architect - Urban Designer



Dave Dimond
Principal Architect



Antonio Rosell
Public Engagement / Multi-Modal

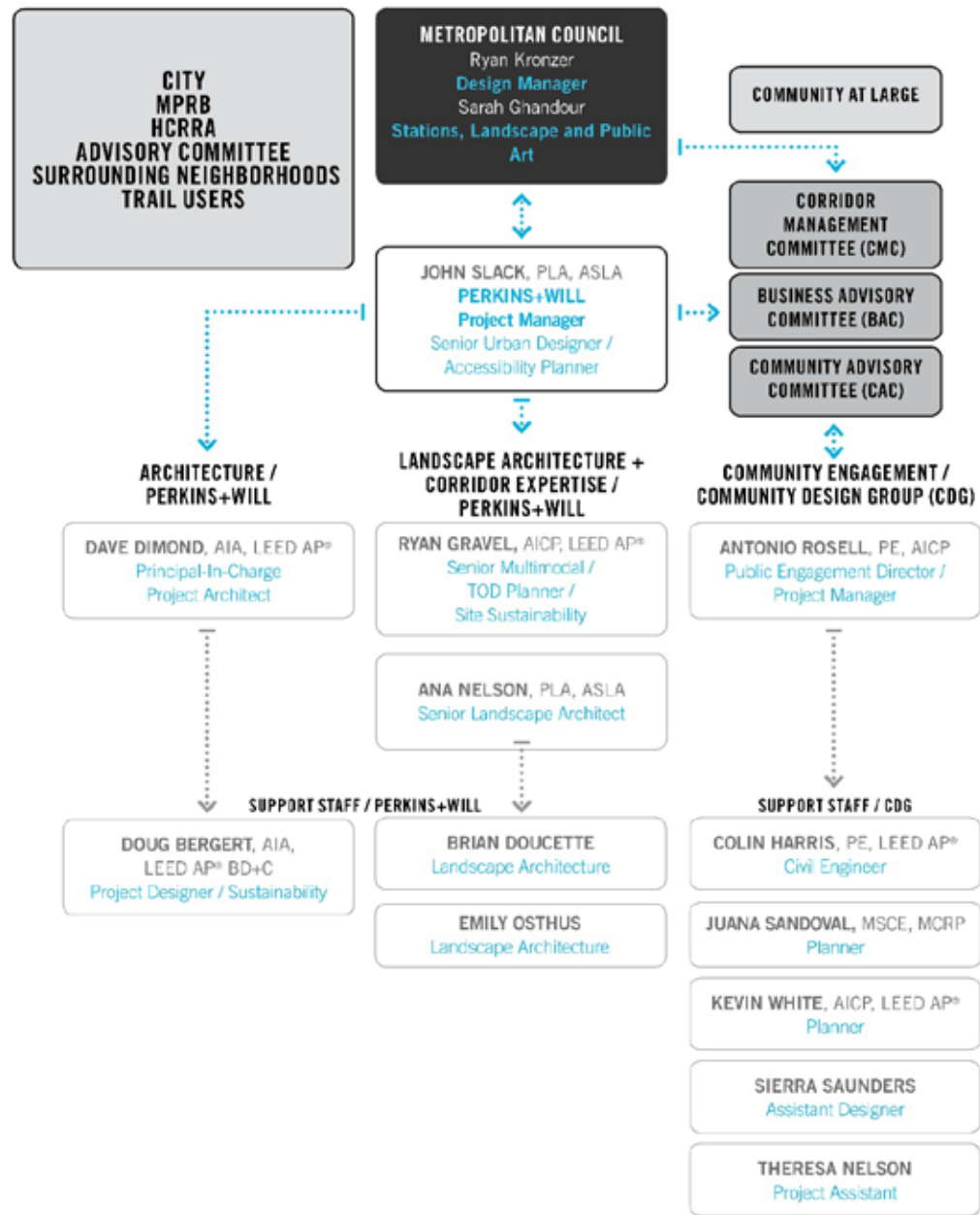


Ana Nelson
Senior Landscape Architect



Ryan Gravel
Senior Multi-Modal / TOD Planner + Site
Sustainability

Team Partnership

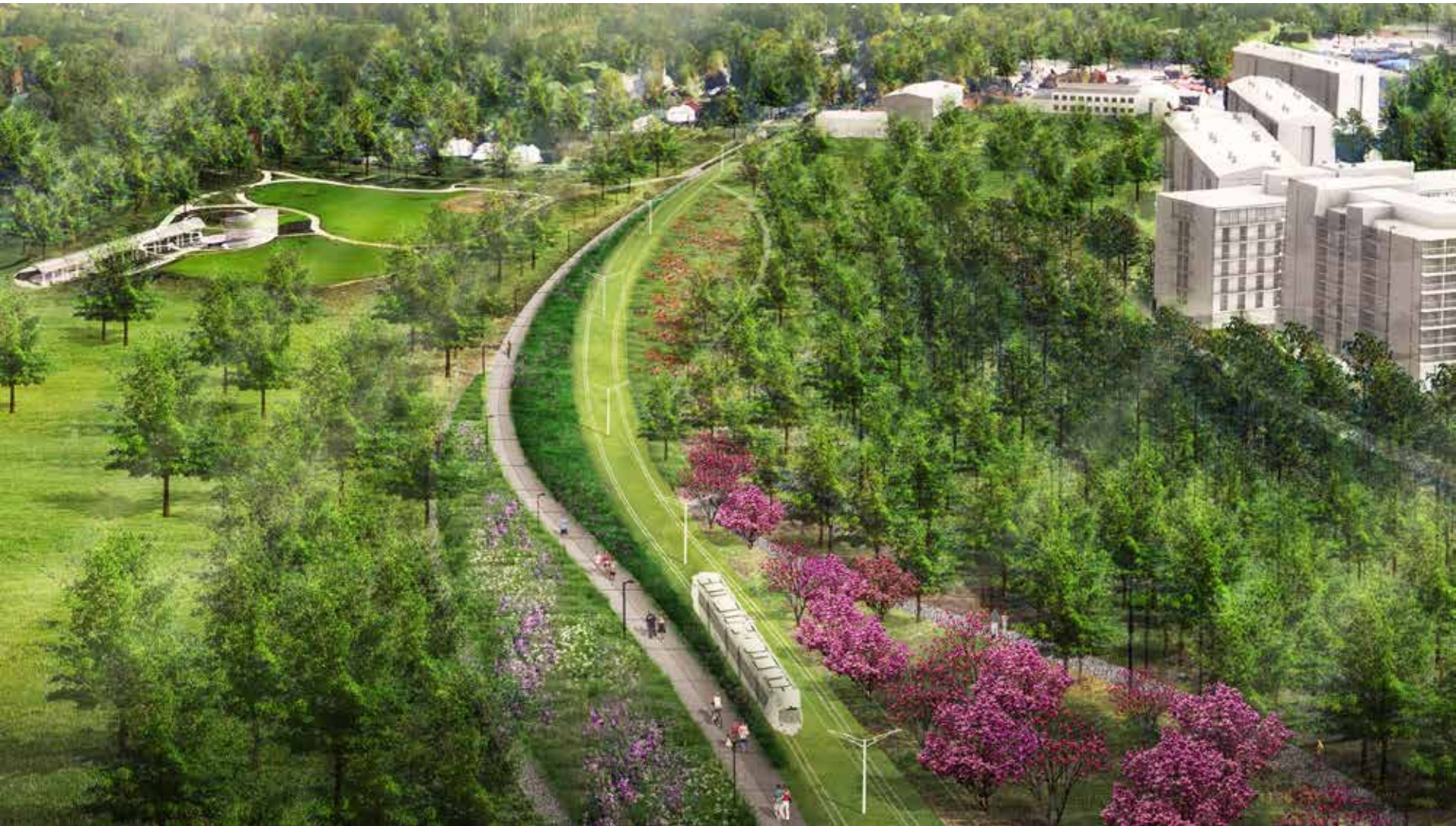




BUILT EXPERIENCE



Atlanta Beltline



Atlanta Beltline



Atlanta Beltline



Southwest LRT Development Timeline

2013

- Project Development

2014

- Municipal Consent

2015

- SDEIS

2016

- Final EIS, Full Funding Grant Agreement

2017-19

- Heavy Construction

2020

- Passenger Operations

Kenilworth Landscape Design Schedule

Phase 1: Design	April 2015 – November 2015
Site Analysis, Information Gathering, Establishing Design Principles	April 2015 – June 2015
Conceptual Design	June 2015 – August 2015
Advanced Design	August 2015 – November 2015
Complete 60% Designs	November 2015
Phase 2: Design Review and Support	November 2015 – Spring 2016
Complete 90% Designs	January 2016
Complete 100% Designs	March 2016
Phase 3: Design Support during Construction	2017 – 2019

KSALC Roles and Responsibilities

KSALC Roles and Responsibilities

- Adopt Committee Charter (see handout)

Draft Kenilworth Design Principles – Open Discussion / Brainstorm (see handout)

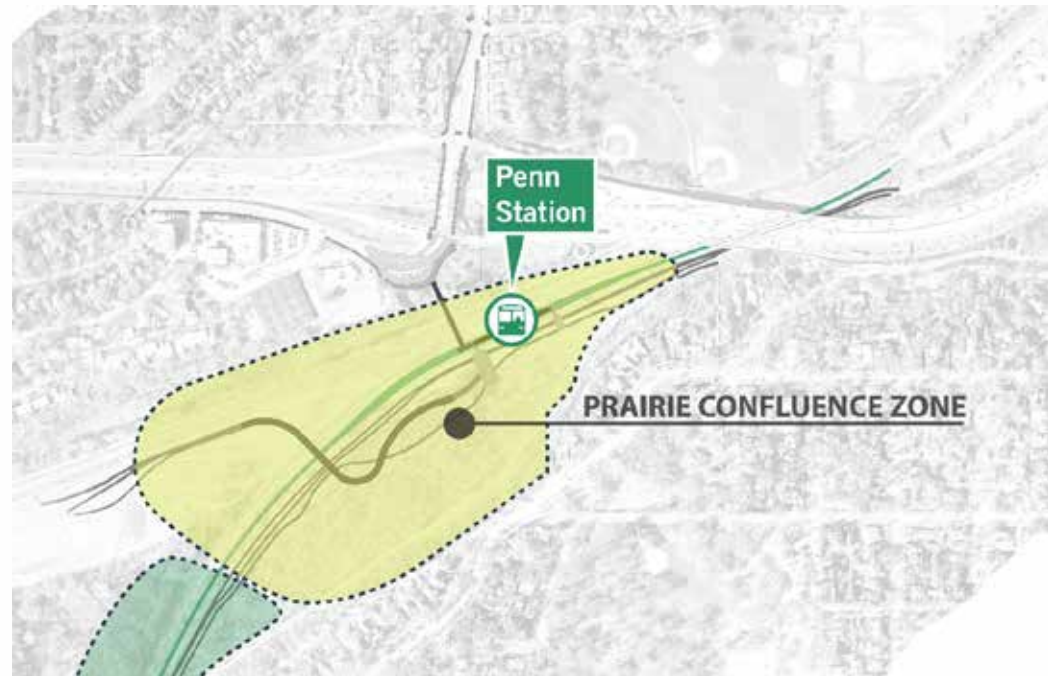
Preliminary Corridor Analysis

Preliminary Corridor Analysis

- Corridor Context
 - § ¼ Mile distance, 5 Minute walk-shed, bike and bus routes
- Nodes and Areas of Opportunities
- Existing Land Use
- Corridor Character
 - § Existing visual character, landscape typologies
- Corridor Infrastructure and Historic Context
 - § In Process
- Character Zones
 - § Prairie Confluence Zone, Valley Edge Zone, 21st Street Station Zone, Burnham Link Zone, Cedar Lake Parkway Zone, Urban Edge Zone

Prairie Confluence Zone

- Proposed Penn Station location
- Existing open area of restored prairie vegetation
- Expansive views
- Converging trail systems
- Possible pedestrian/bicycle conflicts
- Wooded edge condition
- Broader regional connectivity

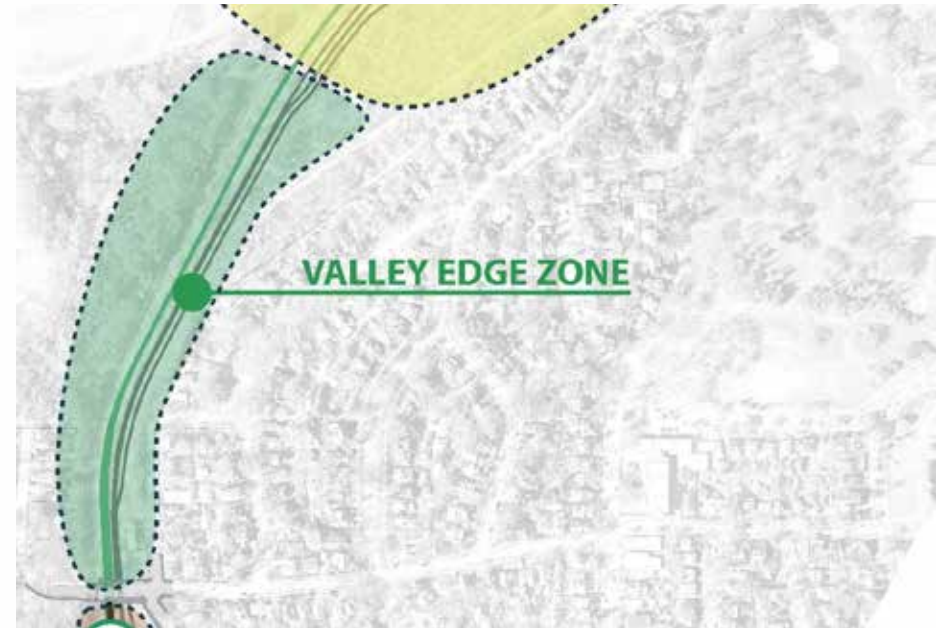


Prairie Confluence Zone: Images



Valley Edge Zone

- Narrow corridor
- Long uninterrupted views thru corridor
- Edges defined by increased topography creating a “valley” effect
- Contiguous stand of trees on east and west edge of zone



Valley Edge Zone: Images



21st Street Station Zone

- Proposed 21st Street Station location
- Corridor narrows from valley edge zone
- Small area of restored prairie vegetation
- Interrupted views along corridor
- 21st Street introduces vehicle access to corridor
- Possible pedestrian/ bicycle conflict zones at station
- Contiguous stand of trees on the east and west edge of the zone



- Broader regional connectivity - bus stop
- Access to beach/ park area
- Access to Kenwood Elementary School/ neighborhood commercial zone

21st Street Station Zone: Images



Burnham Link Zone

- Corridor tapers towards Kenilworth channel bridges
- Interrupted views along corridor
- Wooded edge condition
- Underutilized land under Burnham Road bridge overpass
- Strong sense of enclosure
- Adjacent residential in close proximity to corridor



Burnham Link Zone: Images



Cedar Lake Parkway Zone

- Location of Kenilworth channel bridges
- Long uninterrupted views along corridor
- Wooded edge condition
- Connects to Cedar Lake Parkway
- Possible pedestrian/ bicycle conflicts
- Sense of enclosure
- Adjacent residential in close proximity to corridor



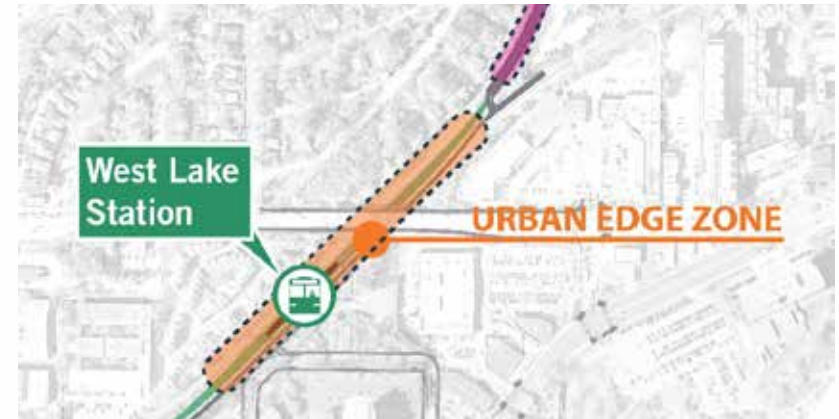
- Broader regional connectivity
- Narrowest portion of the corridor
- Access to park

Cedar Lake Parkway Zone: Images



Urban Edge Zone

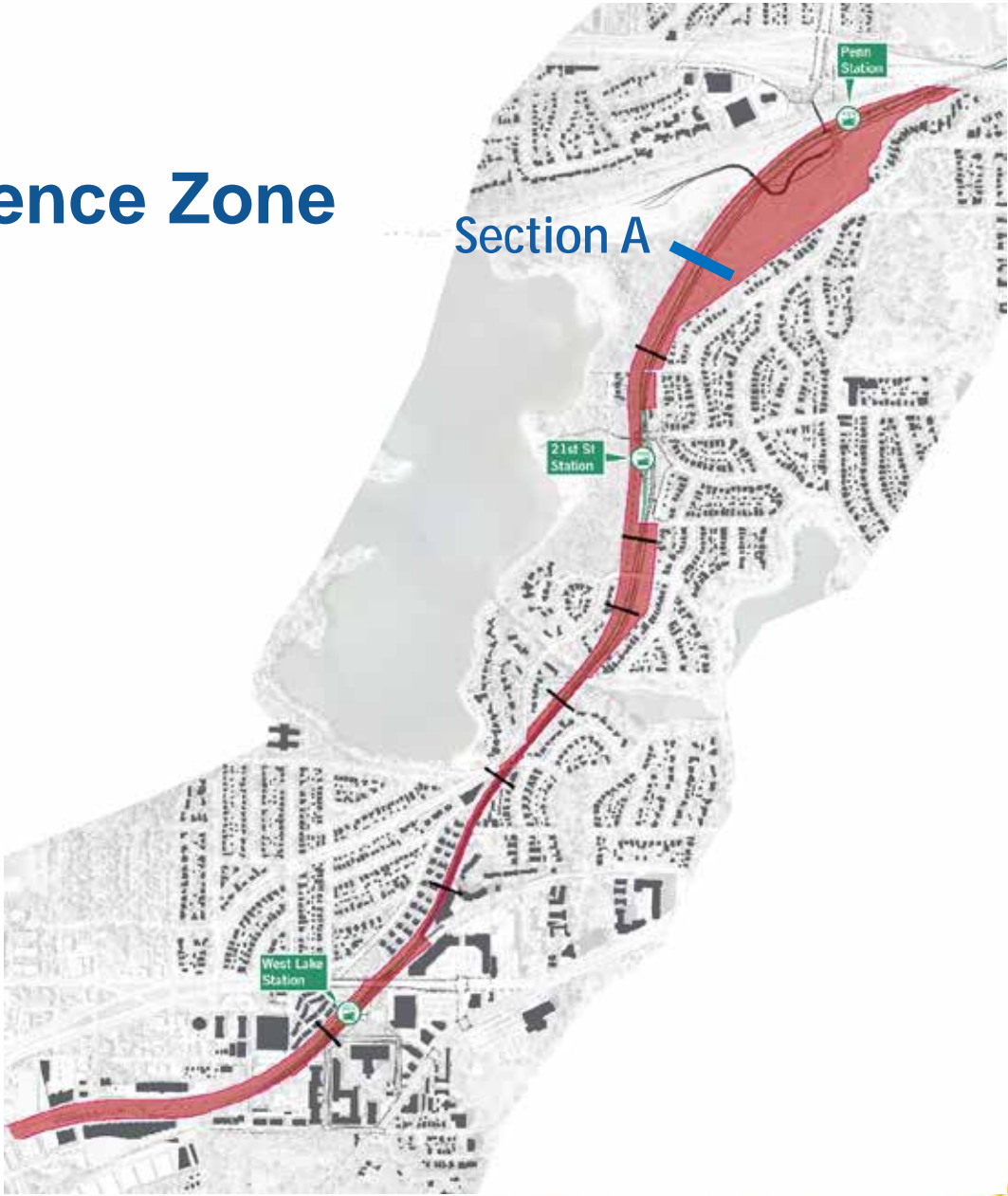
- Proposed West Lake Station location
- Interrupted views along corridor
- Wooded edge condition
- West Lake Street connects to other transportation modes
- Possible pedestrian/ bicycle conflict zones at station
- Sense of enclosure
- Adjacent residential in close proximity to corridor
- Broader regional connectivity - mid town trail and bus stops
- Narrow corridor



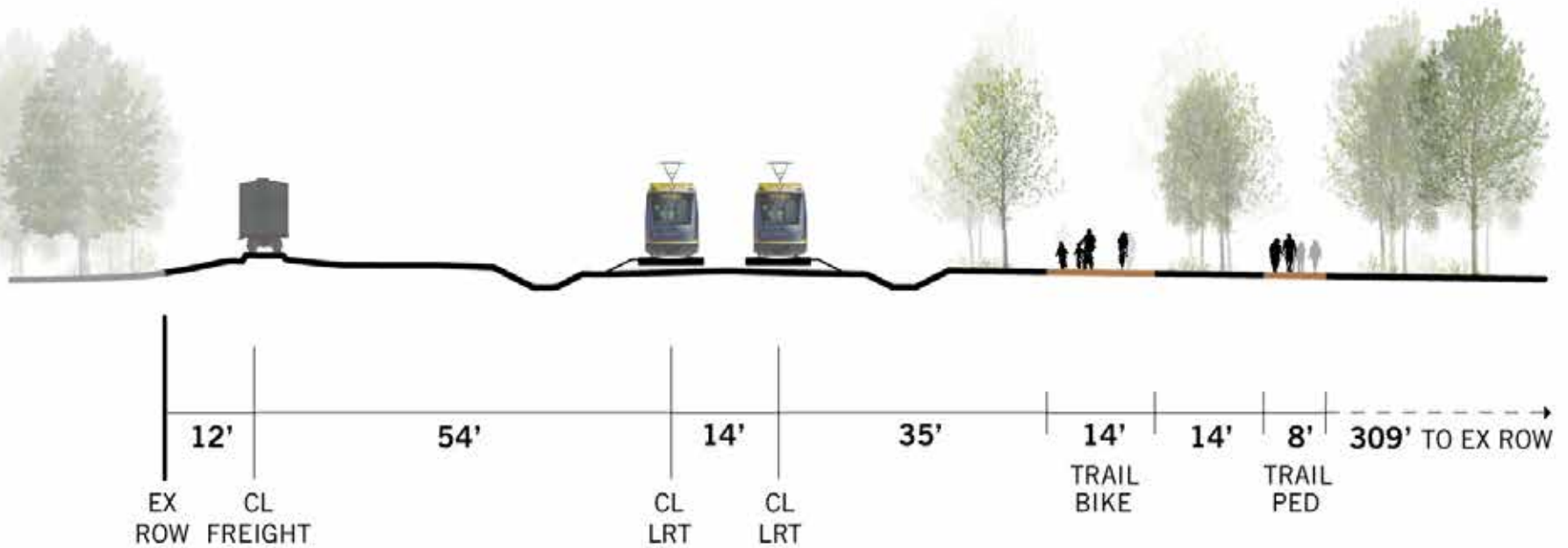
Urban Edge Zone: Images



Section A: Prairie Confluence Zone

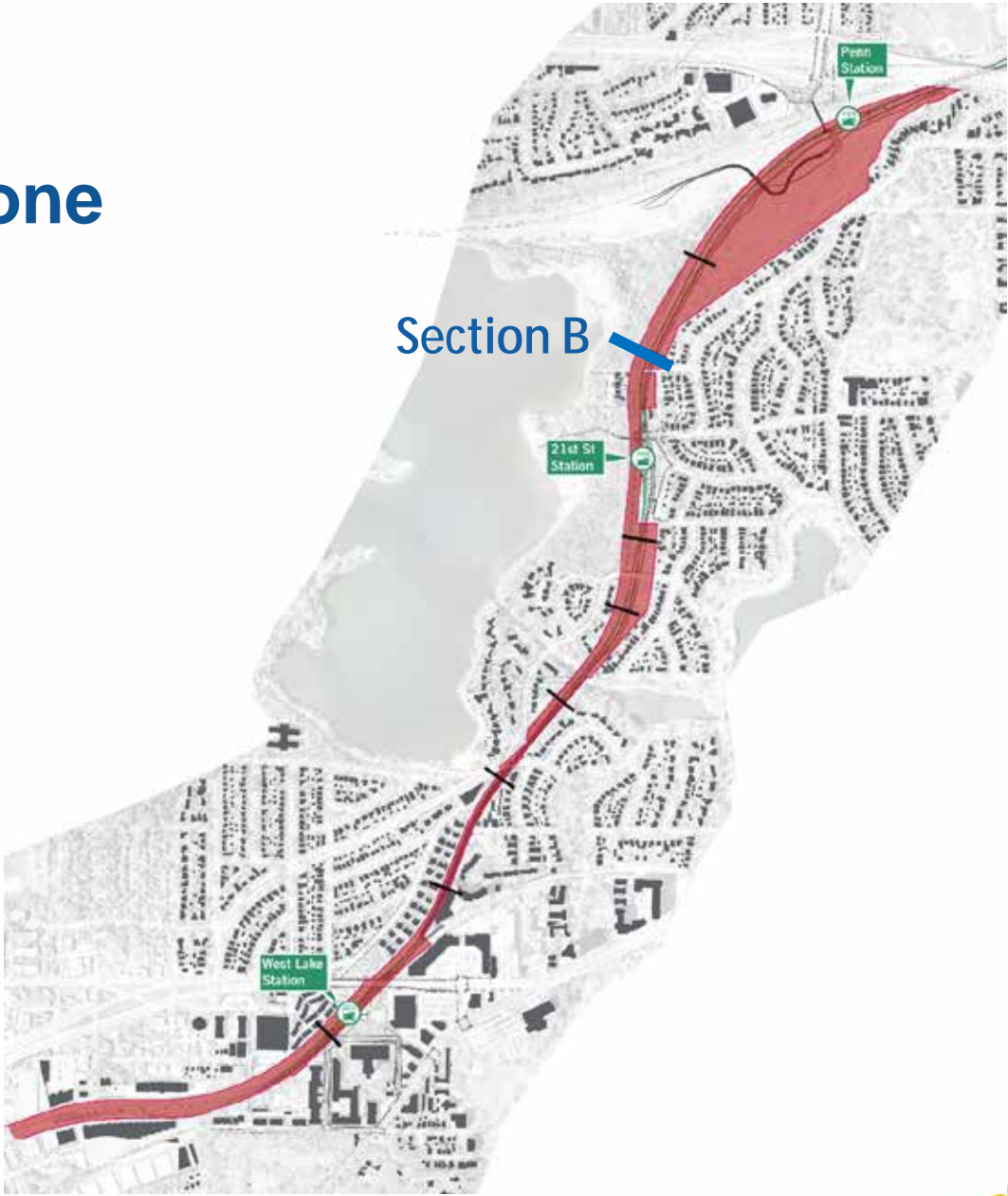


Section A: Prairie Confluence Zone

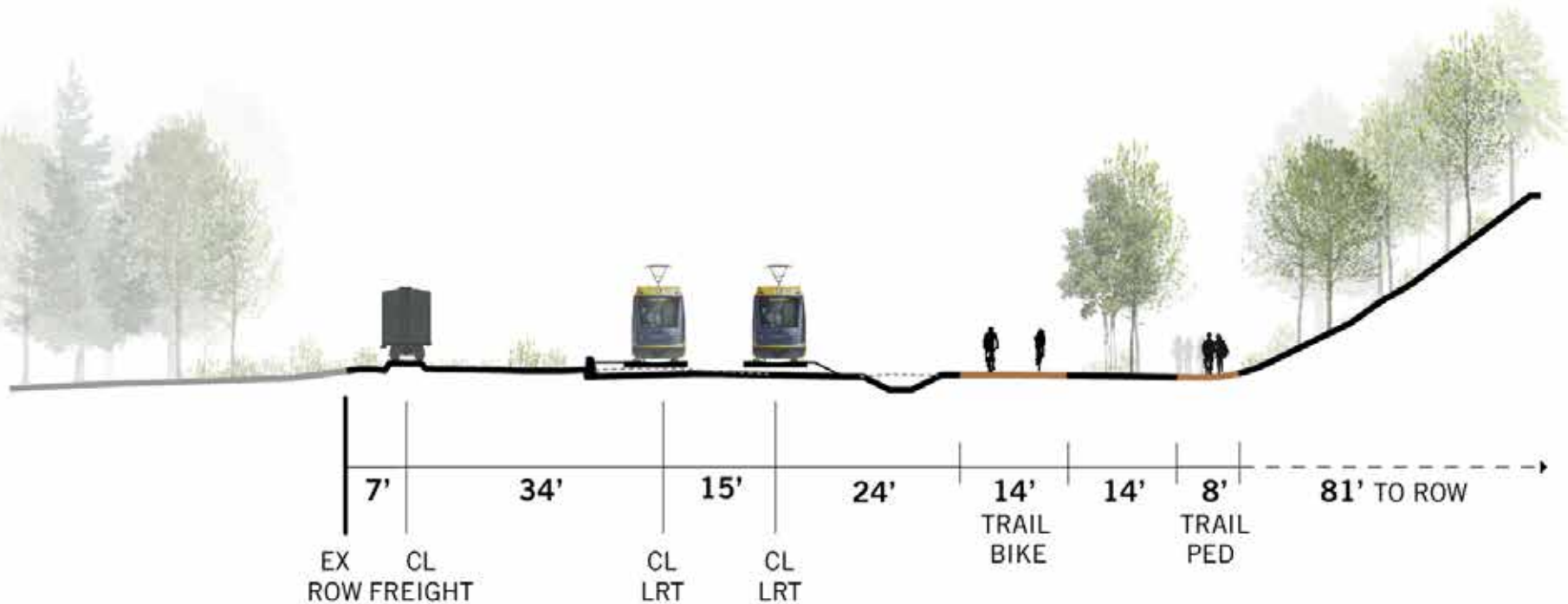


Dimensions are approximate – DRAFT – Work in Progress

Section B: Valley Edge Zone



Section B: Valley Edge Zone

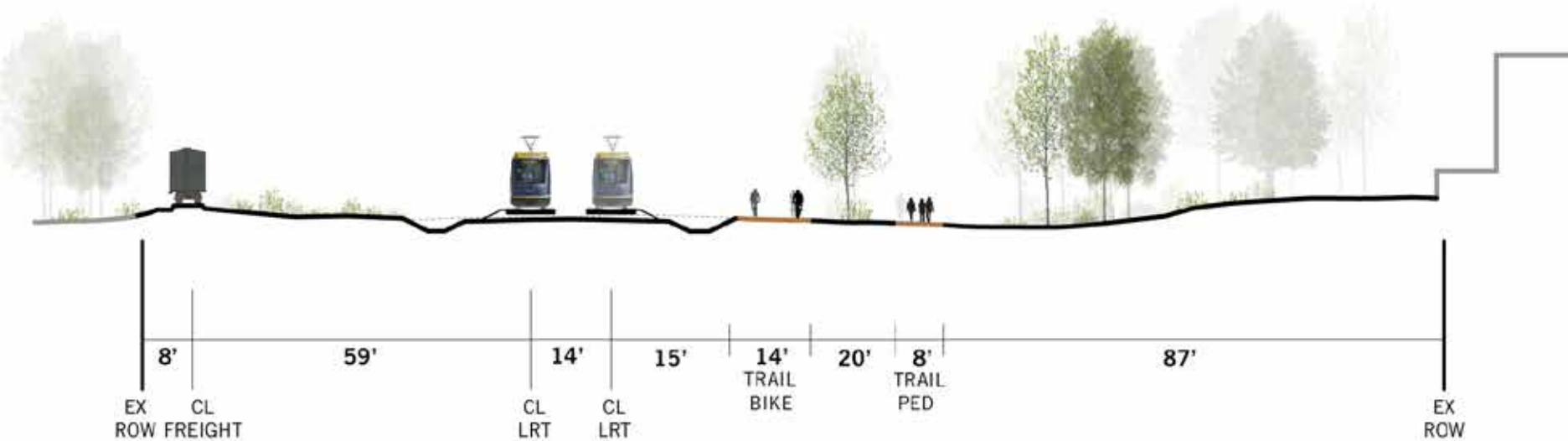


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Section C: 21st Street Station Zone

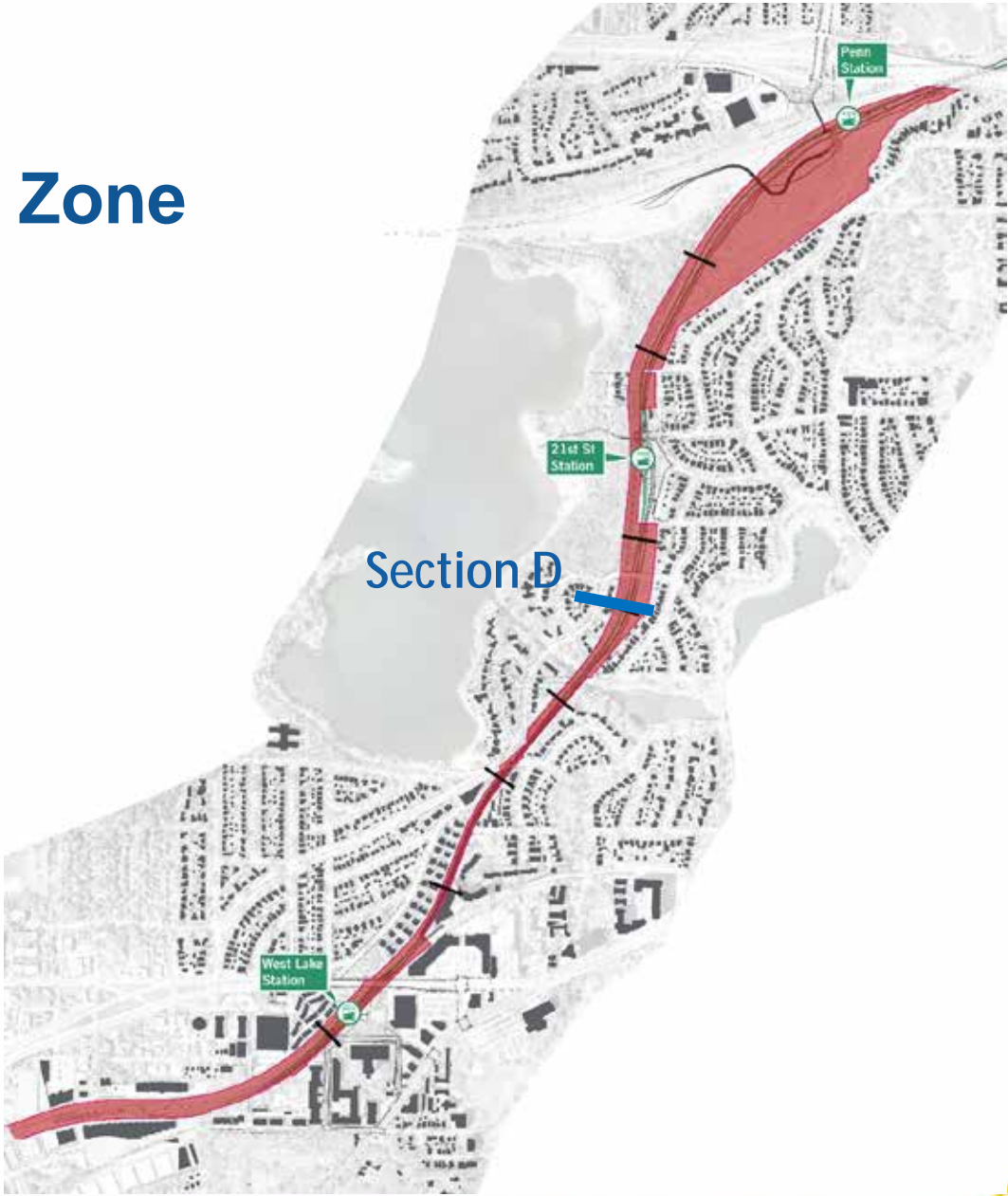


Section C: 21st Street Station Zone

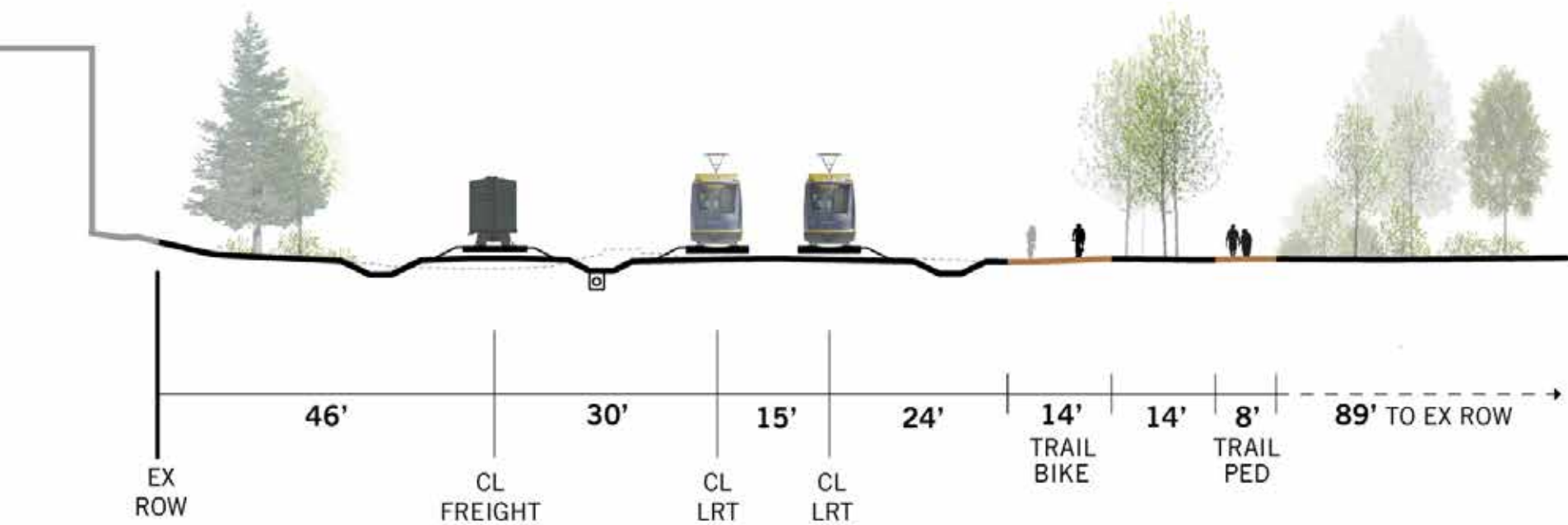


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Section D: Burnham Link Zone



Section D: Burnham Link Zone

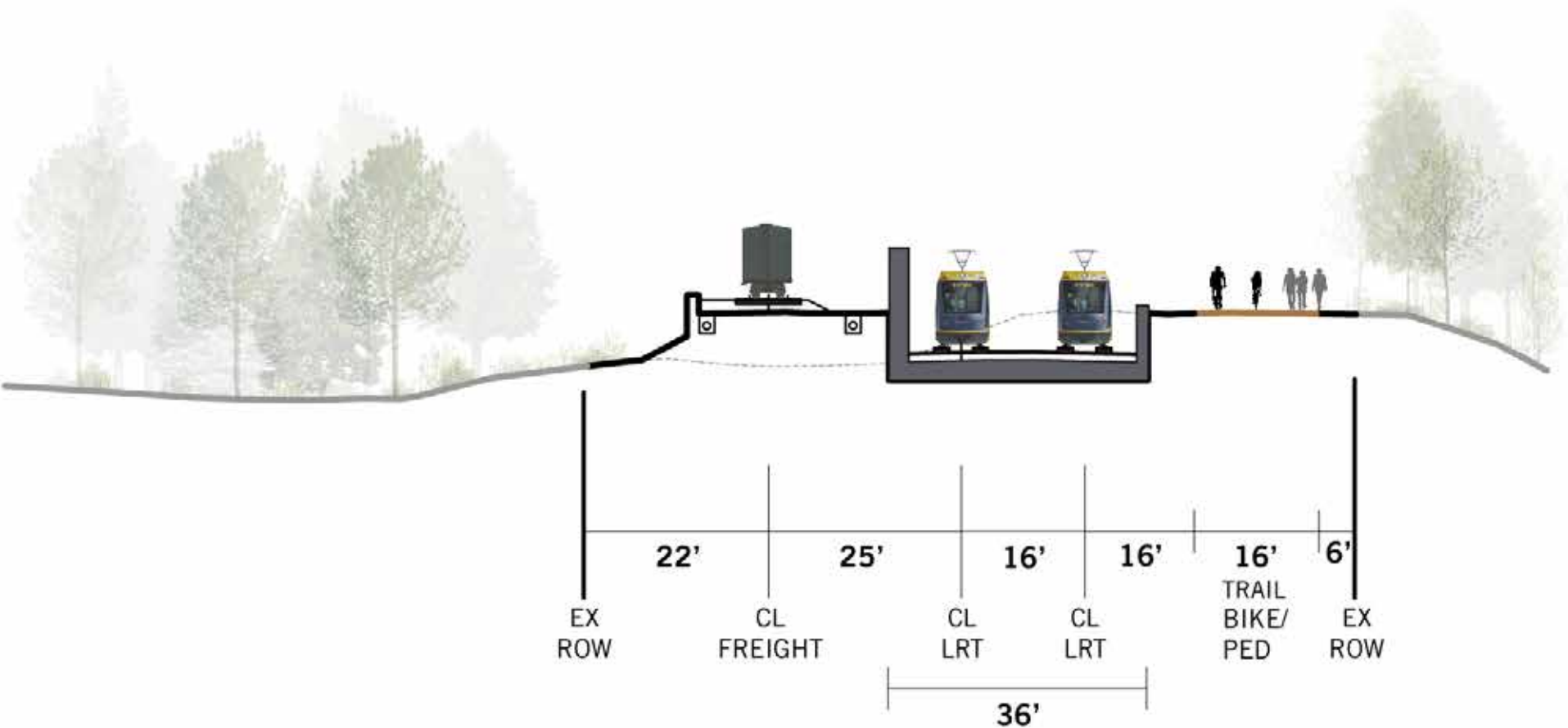


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Section E: Cedar Lake Parkway Zone



Section E: Cedar Lake Parkway Zone

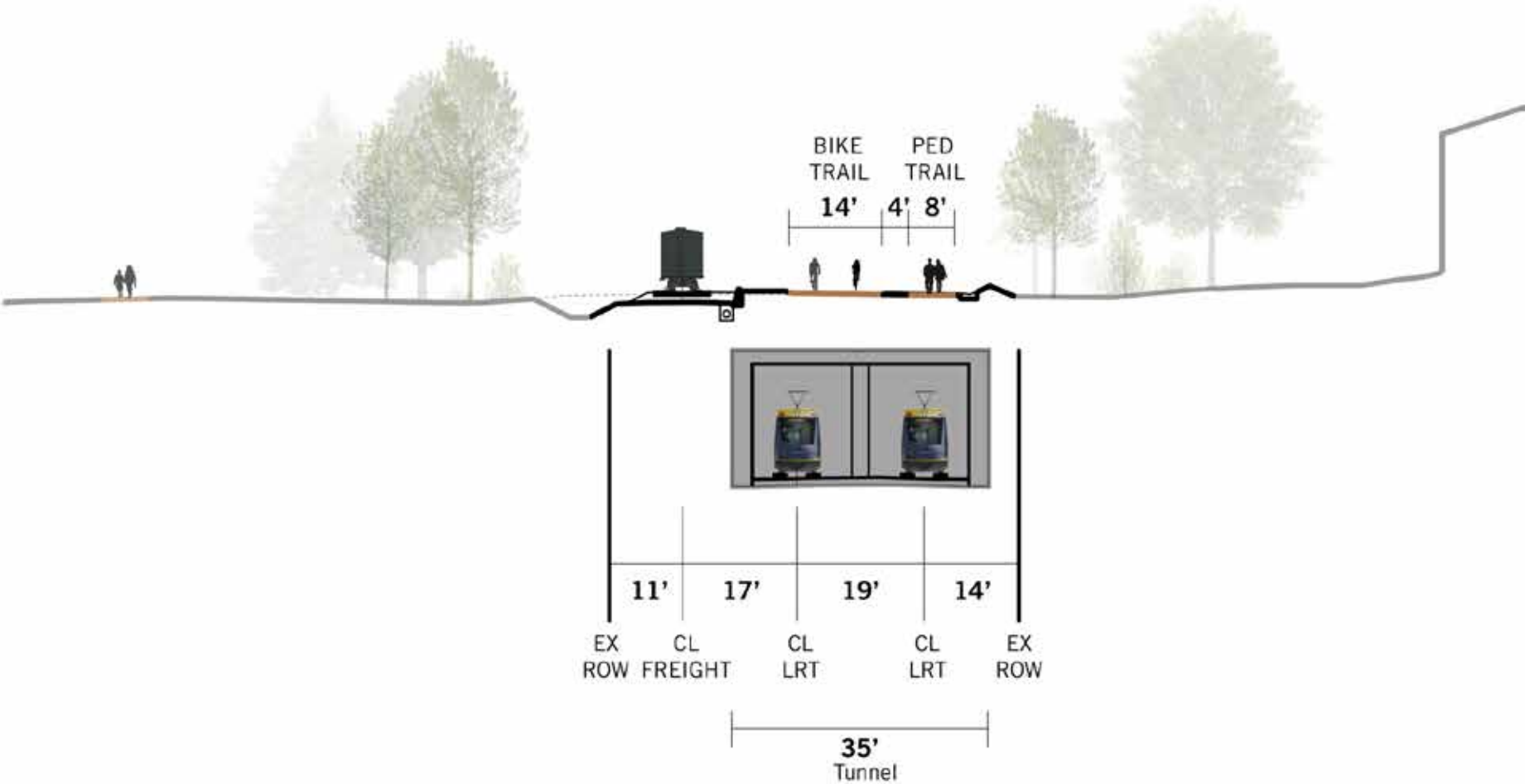


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Section F: Cedar Lake Parkway Zone



Section F: Cedar Lake Parkway Zone

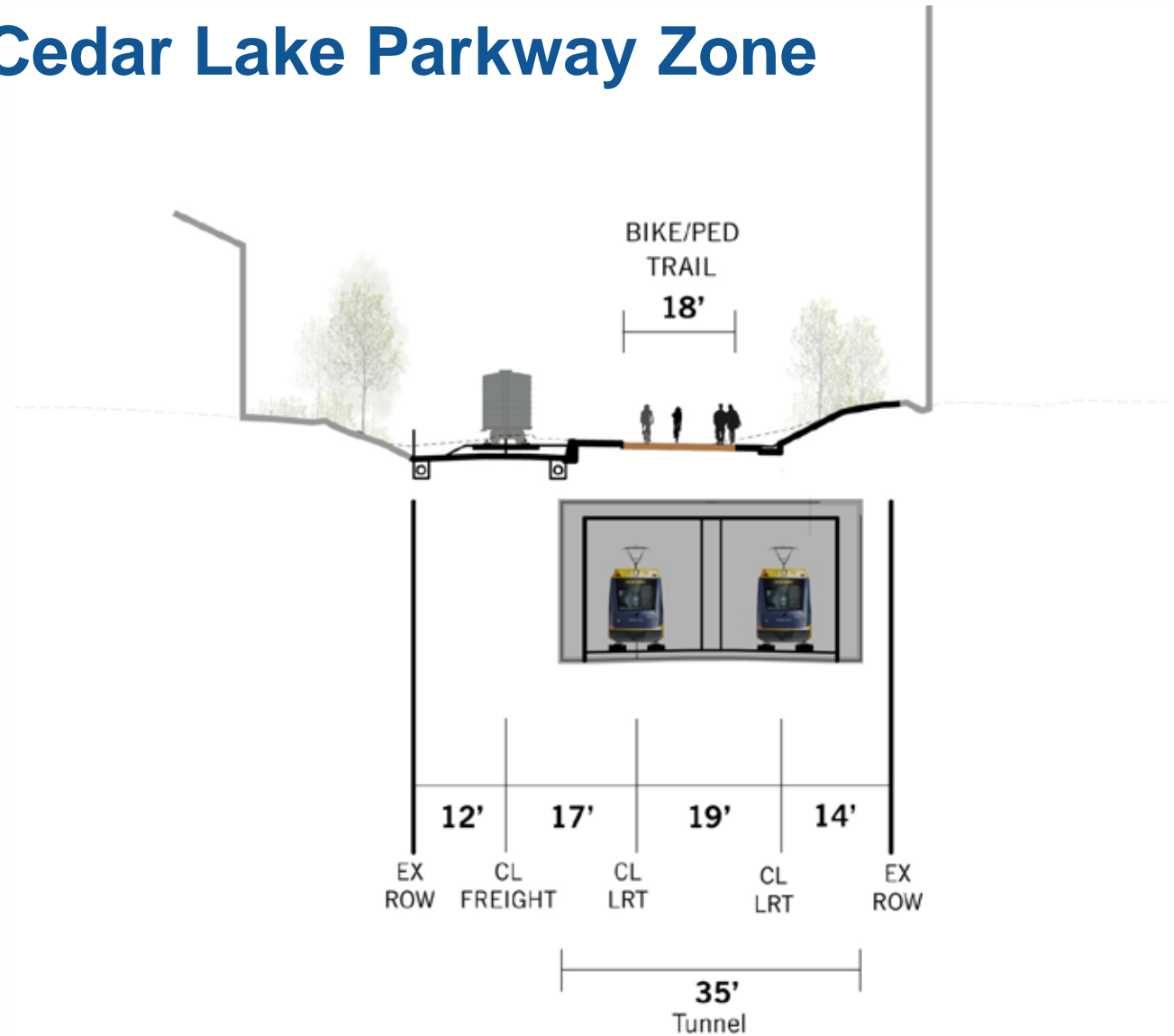


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Section G: Cedar Lake Parkway Zone

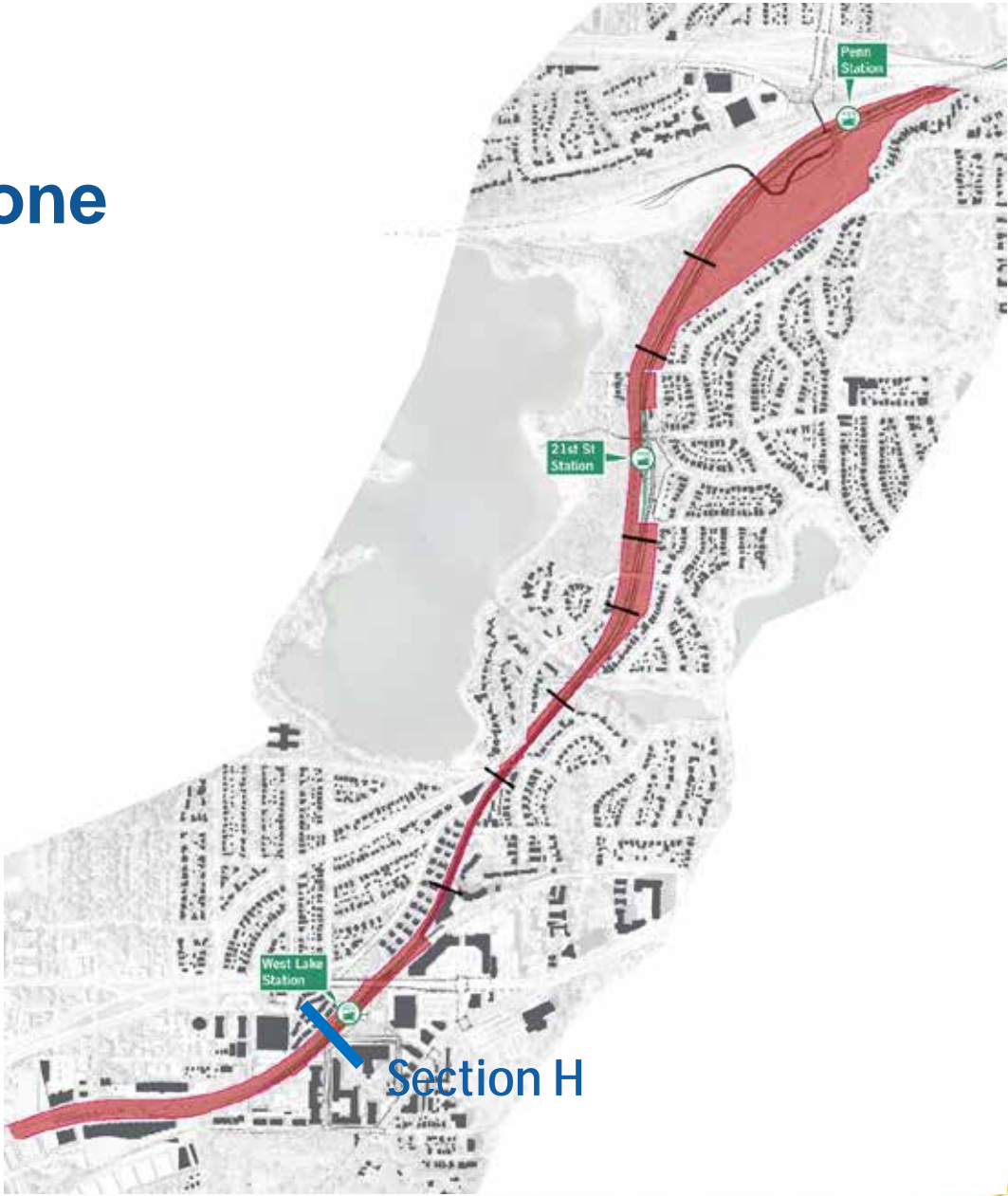


Section G: Cedar Lake Parkway Zone

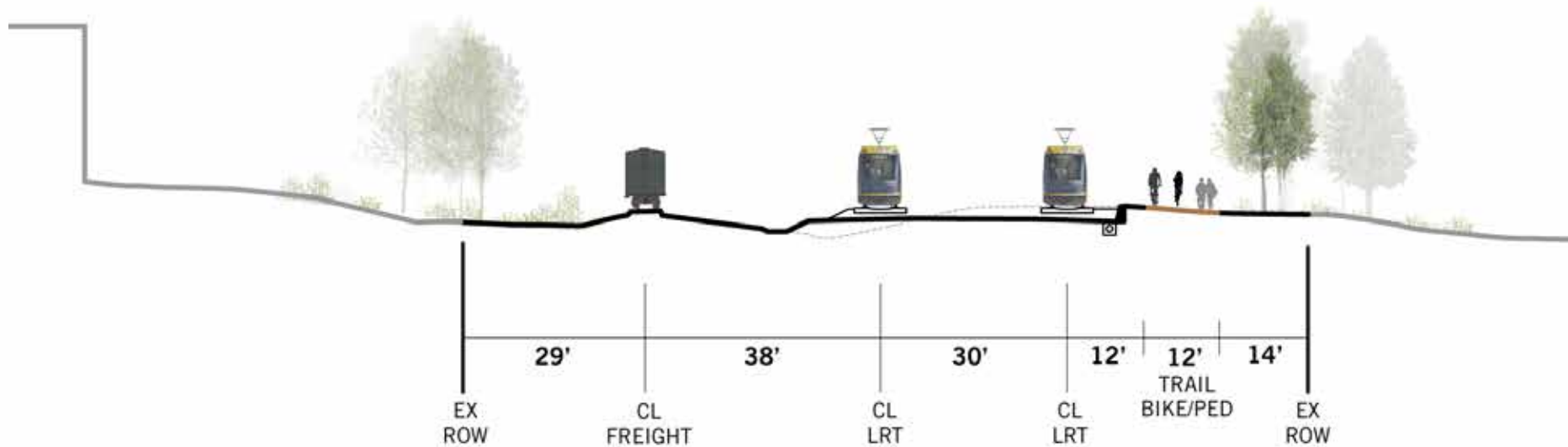


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Section H: Urban Edge Zone



Section H: Urban Edge Zone



Dimensions are approximate – DRAFT – Work in Progress

COMMITTEE BREAK

Community Engagement Process and Schedule

Community Engagement Process

- KSALC provides input on design and community engagement prior to going out to the larger community
- Community workshops are for gaining broader community input on designs
- Focused Small Group Outreach to increase diversity of participants



Community Engagement Process

- Pop-Up events to receive participation from trail users
- Project website for updates and broader community input
- News releases and media alerts



Community Engagement Principles

- Facilitate a transparent, interactive and participatory planning process
- Create a shared vision and a responsive plan
- Develop community consensus and support for implementation
- Build support of advocates to share in implementation
- Take the meeting to the people



Tentative Community Engagement Schedule

	Topic	Date
KSALC	Kick-off Meeting	May 19, 2015
Community Workshop	Listening/Information Gathering	June 13, 2015
KSALC	Public Art Visioning	June 25, 2015
KSALC	Discuss Draft Concepts	July 16, 2015
KSALC	Potential Walking Tour	Late July 2015 - TBD
Community Workshop	Present Concept Designs and Seek Input	August 8, 2015
KSALC	Discuss Advanced Designs	Mid September 2015
Community Workshop	Present Advanced Design	October 2015

Community Open House #1: Planning Discussion / Brainstorm

Purpose and Activities

- Share initial project information and context
- Share initial corridor analysis
- Receive initial comments (facilitated discussion / vision for project)
 - § Mapping, Visioning and Design Preferences
- Artist visioning



Community Open House #1: Outcomes

- Develop clear understanding of corridor issues and opportunities
- Share analysis and background information developed so far
- Verify corridor Design Principles
- Build consensus for Corridor Vision



Questions/Open Discussion

Additional Comments or Questions

- Contact Sophia Ginis: 612-373-3895 or sophia.ginis@metrotransit.org

More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt





Charter of the Southwest LRT Kenilworth Station Art and Landscape Committee (KSALC)

DRAFT

OVERVIEW

The METRO Green Line Extension (Southwest LRT) Kenilworth Station Art and Landscape Committee (KSALC) is established to provide guidance to the Kenilworth Landscape Design Consultants and Public Artist(s). The work of these consultants and artist(s) will be incorporated into designs for the larger Southwest LRT project developed by the advance design consultant. Appointments to the committee will serve for the duration of the landscape design and station art process.

PURPOSE

The purpose of the KSALC is to serve as a voice for the community and provide focused input to the Metropolitan Council and the Public Artist(s) on their designs for artwork at the Penn Station, 21st Street Station, and West Lake Station. The committee will also give input to the Council and the Kenilworth Landscape Design Consultant for their landscape designs from West Lake Station to Penn Station.

RESPONSIBILITIES/ROLES

The KSALC will:

1. Provide input on landscape design principles and concepts.
2. Participate in activities designed to solicit input from boarder community.
3. Provide guidance to the Artist(s) in developing ideas to reflect community values.
4. Comment on art concepts and placement.
5. Advise on communications and outreach strategies related to art and landscaping design.
6. Serve as a liaison to appointing organization.

Each member of the Southwest LRT KSALC agrees to:

1. Attend a majority of meetings and actively participate in discussions by sharing ideas and expertise.
2. Actively participate in discussions; be a voice to advance the broader interests of community.
3. Listen to and respect the viewpoints of others.

The KSALC will nominate co-chairs to help lead the committee through their tasks and identify topic/issues.

Design Principles

Kenilworth Corridor Area Design Principles will be used as a tool for the Southwest Project Office, the community, and project partners to establish shared objectives to guide the design process of the Kenilworth Corridor area. During the initial phase of the design process, Perkins+Will will work with the Southwest Project Office, the Kenilworth Station Art and Landscape Committee, the community, and project partners to more fully articulate and refine the Design Principles.

The following *DRAFT* Design Principles have been developed with input from the earlier community comments and project partners. The *DRAFT* principles will serve as a starting point.

1. Establish a unified composition and an overarching design concept using a consistent design vocabulary.
2. Preserve and build upon the natural character for which the corridor is known today.
3. Subtly direct movement through the landscape and explore opportunities to create places to stop.
4. Consider the corridor user experience and neighbor's views of the corridor in all four seasons and during the day and night.
5. Use durable materials that are within the Project budget and are cost-effective to maintain.
6. Be climate appropriate and sustainable.
7. Allow for the safe interface between trail users, LRT infrastructure, and freight rail.
8. Let adjacent landscapes, landforms, public parks, and formalized connections influence and inspire designs.
9. Use design elements to highlight the public space in the corridor.
10. Consider the relationship between the station sites and the design of the station platforms/canopies and public art.