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 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

CITY
MPRB
HCRRA
ADVISORY COMMITTEE
SURROUNDING NEIGHBORHOODS
TRAIL USERS

METROPOLITAN COUNCIL
Ryan Kronzer
Design Manager
Sarah Gnadour
Stations, Landscape and Public Art

COMMUNITY AT LARGE

CORRIDOR MANAGEMENT COMMITTEE (CMC)

BUSINESS ADVISORY COMMITTEE (BAC)

COMMUNITY ADVISORY COMMITTEE (CAC)

JOHN SLACK, PLA, ASLA
PERKINS+WILL
Project Manager
Senior Urban Designer / Accessibility Planner

ARCHITECTURE / PERKINS+WILL
DAVE DIMOND, AIA, LEED AP
Principal-In-Charge
Project Architect

LANDSCAPE ARCHITECTURE + CORRIDOR EXPERTISE / PERKINS+WILL
RYAN GRAVEL, AICP, LEED AP
Senior Multimodal / TOD Planner / Site Sustainability

SUPPORT STAFF / PERKINS+WILL
DOUG BERGERT, AIA, LEED AP BD+C
Project Designer / Sustainability

SUPPORT STAFF / CDG
BRIAN DOUCETTE
Landscape Architecture

EMILY OSTHUS
Landscape Architecture

ANTONIO ROSELL, PE, AICP
Public Engagement Director / Project Manager

COLIN HARRIS, PE, LEED AP
Civil Engineer

JUANA SANDOVAL, MSCE, MCRP
Planner

KEVIN WHITE, AICP, LEED AP
Planner

SIERRA SAUNDERS
Assistant Designer

THERESA NELSON
Project Assistant

EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS
PERKINS+WILL
BUILT EXPERIENCE
Atlanta Beltline
Atlanta Beltline
Southwest LRT Development Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
</tr>
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<tbody>
<tr>
<td>2013</td>
<td>• Project Development</td>
</tr>
<tr>
<td>2014</td>
<td>• Municipal Consent</td>
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<tr>
<td>2015</td>
<td>• SDEIS</td>
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<tr>
<td>2016</td>
<td>• Final EIS, Full Funding Grant Agreement</td>
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<tr>
<td>2017-19</td>
<td>• Heavy Construction</td>
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<tr>
<td>2020</td>
<td>• Passenger Operations</td>
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# Kenilworth Landscape Design Schedule

<table>
<thead>
<tr>
<th>Phase 1: Design</th>
<th>April 2015 – November 2015</th>
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<tbody>
<tr>
<td>Conceptual Design</td>
<td>June 2015 – August 2015</td>
</tr>
<tr>
<td>Advanced Design</td>
<td>August 2015 – November 2015</td>
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<tr>
<td>Complete 60% Designs</td>
<td>November 2015</td>
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<tr>
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<tbody>
<tr>
<td>Complete 90% Designs</td>
<td>January 2016</td>
</tr>
<tr>
<td>Complete 100% Designs</td>
<td>March 2016</td>
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| 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

Dimensions are approximate – DRAFT – Work in Progress
Section C:
21st Street Station Zone
Section C: 21st Street Station Zone

Dimensions are approximate – DRAFT – Work in Progress
Section D: Burnham Link Zone
Section D: Burnham Link Zone

Dimensions are approximate – DRAFT – Work in Progress
Section E: Cedar Lake Parkway Zone
Section E: Cedar Lake Parkway Zone

Dimensions are approximate – DRAFT – Work in Progress
Section F:
Cedar Lake Parkway Zone
Section F: Cedar Lake Parkway Zone

Dimensions are approximate – DRAFT – Work in Progress
Section G:
Cedar Lake Parkway Zone
Section G: Cedar Lake Parkway Zone

Dimensions are approximate – DRAFT – Work in Progress
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
<table>
<thead>
<tr>
<th>Topic</th>
<th>Date</th>
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<tbody>
<tr>
<td>KSALC Kick-off Meeting</td>
<td>May 19, 2015</td>
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<tr>
<td>Community Workshop Listening/Info</td>
<td>June 13, 2015</td>
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<tr>
<td>Community Workshop Present Concepts</td>
<td>August 8, 2015</td>
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<tr>
<td>KSALC Public Art Visioning</td>
<td>June 25, 2015</td>
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<tr>
<td>KSALC Discuss Draft Concepts</td>
<td>July 16, 2015</td>
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<tr>
<td>KSALC Potential Walking Tour</td>
<td>Late July 2015 - TBD</td>
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<tr>
<td>KSALC Discuss Advanced Designs</td>
<td>Mid September 2015</td>
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<tr>
<td>Community Workshop Present Design</td>
<td>October 2015</td>
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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)
  Æ 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)

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.