



## REPORT/RECOMMENDATION

<b>To:</b> <b>MAYOR AND COUNCIL</b>	<b>Agenda Item #</b> <u>IV. F.</u>
<b>From:</b> <b>Wayne D. Houle, PE</b>  <b>City Engineer</b>	<input checked="" type="checkbox"/> <b>Action</b>  <input type="checkbox"/> <b>Discussion</b>  <input type="checkbox"/> <b>Information</b>
<b>Date:</b> <b>May 1, 2012</b>	
<b>Subject:</b> <b>Proposed Urban Planner For France Avenue Pedestrian Crossings Improvements</b>	

**ACTION REQUESTED:**

If Council agrees with the proposed Urban Planner for Engineering Services for France Avenue Pedestrian Crossing Improvements, staff will authorize WSB to add them as a sub consultant for the project.

**INFORMATION/BACKGROUND:**

On April 3 the City Council approved the engineering services of WSB & Associates for the France Avenue pedestrian crossing improvements. From the minutes of this meeting: ".....Council discussed the importance of this project and need for its design to be groundbreaking.....In addition, the project needed to incorporate emerging urban design elements beyond landscaping." WSB and Associates searched both within this market and outside of this market for an Urban Designer for this project and is proposing LHB, Inc., see attached qualifications.

Staff presented the proposed Urban Designer to the Edina Transportation Commission at their meeting on Thursday, April 19. One member was concerned about the lead designer being too close to the community and the possibility of not bringing in new ideas. No other concerns were raised.

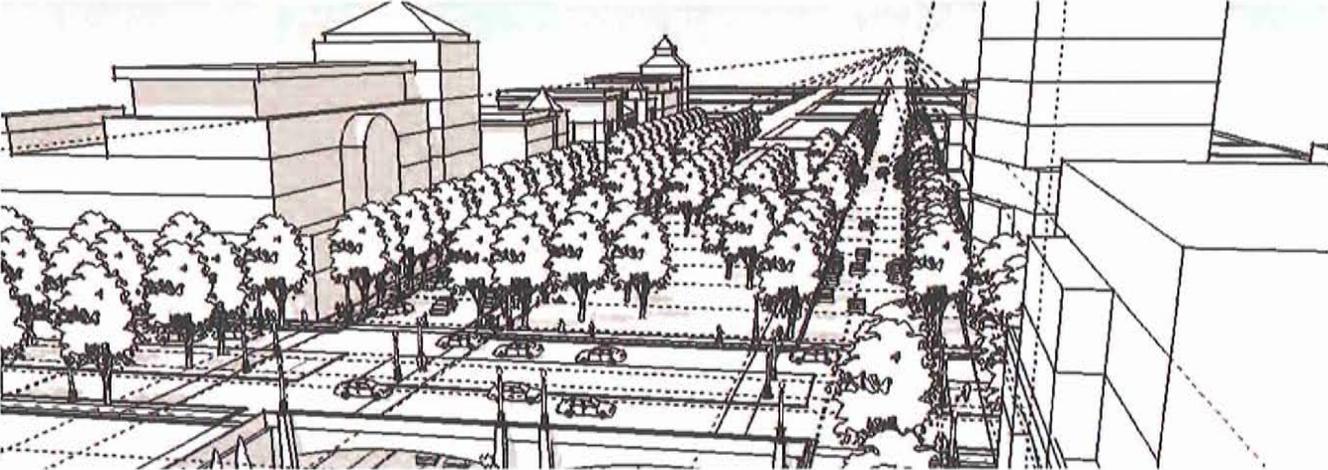
The budget for the urban design component was included in the original proposal from WSB, therefore no additional funds will be required for their services.

**ATTACHMENTS:**

LHB, Inc. Urban Design, Planning, and Landscape Architecture Qualifications

# Urban Design, Planning, and Landscape Architecture Qualifications

Submitted to  
**City of Edina, Minnesota**



Prepared by:

Michael Schroeder, ASLA  
LHB, Inc.  
250 Third Avenue North, Suite 450  
Minneapolis, Minnesota 55401  
612.752.6966



## Firm Profile

### Markets Served:

- Commercial
- Government
- Education
- Healthcare
- Housing
- Industrial
- Public Works
- Pipeline and Utilities

### Services Provided:

- Architecture
- Interior Design
- Landscape Architecture
- Urban Design + Planning
- Civil Engineering
- Structural Engineering
- Mechanical Engineering
- Electrical Engineering
- Land Surveying
- Performance Metrics™

### Locations:

250 Third Avenue North,  
Suite 450  
Minneapolis, Minn. 55401  
(612) 338-2029  
(612) 338-2088 Fax

21 West Superior Street,  
Suite 500  
Duluth, Minn. 55802  
(218) 727-8446  
(218) 727-8456 Fax



LHB, Inc. is a full-service design firm providing services in architecture, landscape architecture, interior design, engineering, and surveying. With a staff of 160, we provide interdisciplinary services from offices in Minneapolis and Duluth. Since 1966, LHB has focused its talents and expertise on providing creative, practical, and cost-effective high-performance design solutions.

LHB recognizes that the design process should look far beyond the project bounds. We approach each project with a holistic vision and the understanding that sustainable designs and sustainable client relationships require more than a traditional design philosophy. LHB's design practices not only preserve the earth's fleeting resources but provide substantial financial benefits for the end user by creating healthy, long-lasting, and vibrant environments.

The Urban Design and Planning group at LHB is dedicated to providing community design and planning services to communities throughout the Midwest. Using participatory design strategies—ones that truly engage stakeholders—LHB helps a community frame a vision of its future, one that is shared among the many diverse interests of the community, and one that encourages a community to forge a new common language as they move forward. This process, which focuses on exploration and discovery, helps communities better understand themselves, the issues they face, and the opportunities that lie ahead. It creates compelling yet appropriate solutions to tough problems, and allows for a more strategic approach to implementation based on the community's unique resources. But most important, the process creates the lasting belief in the sense of community and the willingness for a community to make investments in themselves, their institutions, and their environment.

As a result of our commitment to sustainable design and community involvement, LHB's Urban Design and Planning group works on an incredibly diverse range of projects—from community master planning to high-end residential landscapes, from private developments to public park and trail design, from affordable housing projects to streetscape design. This broad range of projects allows LHB's designers to bring fresh ideas and perspectives to every project type. We don't apply cookie-cutter solutions to our unique projects because we believe that the best designs are a result of a process that responds to the context of each project and provides the end user with the best possible experience.

## Project Profile

### Project Type

Neighborhood Revitalization  
Minneapolis, MN

### Client

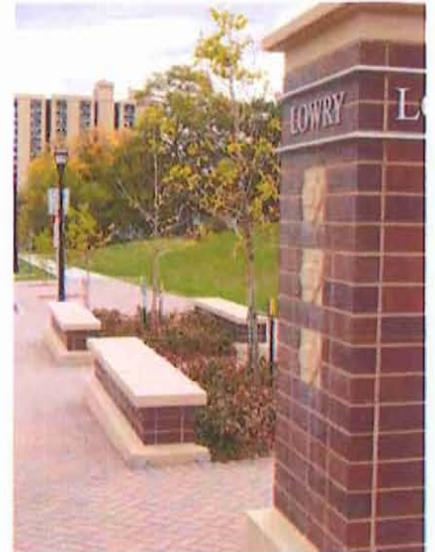
Hennepin County

## Lowry Avenue Corridor Phase II



LHB worked with Hennepin County, the City of Minneapolis, and several neighborhoods along Lowry Avenue in North Minneapolis to complete Phase II of the master plan for a two-mile stretch of this critical urban corridor. This ambitious redesign is revitalizing the neighborhood by improving the corridor's aesthetics, safety, access to public transportation, and opportunities for economic growth.

Design goals of the project included congregating services, retail, and office space around transit nodes and effectively linking civic spaces through pedestrian, bicycle, and transit connections. Lowry Avenue will be enhanced with well-lit landscaped boulevards, new sidewalks, and bicycle lanes on both sides of the street.



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DRIVEN DESIGN.

## Project Profile

### Project Type

Urban Design  
Wayzata, MN

### Client

Wayzata Bay  
Redevelopment Company

# Wayzata Bay Center Redevelopment



In the redevelopment of the Wayzata Bay Center, parks and public spaces provide a focal point for retail shops and restaurants, senior and conventional housing, offices, and a hotel to create a vibrant, pedestrian-centered mixed-use district in downtown Wayzata.

LHB worked with the client, the City of Wayzata, community members, and a team of architects to shape a master plan for the district. In the plan, the 14 acre site is divided by new streets to create six blocks reflecting the idiosyncratic pattern of blocks found in downtown Wayzata. One of the blocks will become a new public space for the community, prominently located along Lake Street and becoming the centerpiece of the district and a focus for downtown activities. A park and play area along the site's easterly boundary serve project residents and visitors, as well as neighbors living to the east of the site, while enhancing a natural edge to the project.

Innovative technologies and sustainable strategies are integrated into the project, providing heating and cooling with geothermal energy, eliminating the need for snow removal equipment and chemicals by heating streets and sidewalk to melt snow, serving the parking needs of the project without surface parking lots, creating more than two acres of green roofs, and establishing a near-zero runoff solution by infiltrating 100-year rainfall within the bounds of the site.



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DRIVEN DESIGN.

## Project Profile

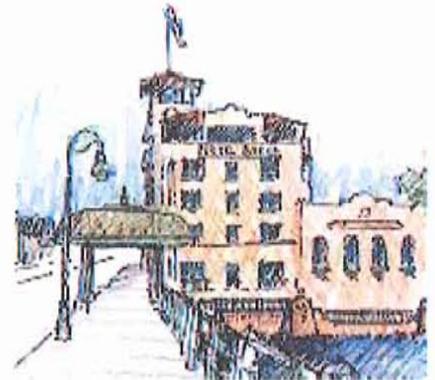
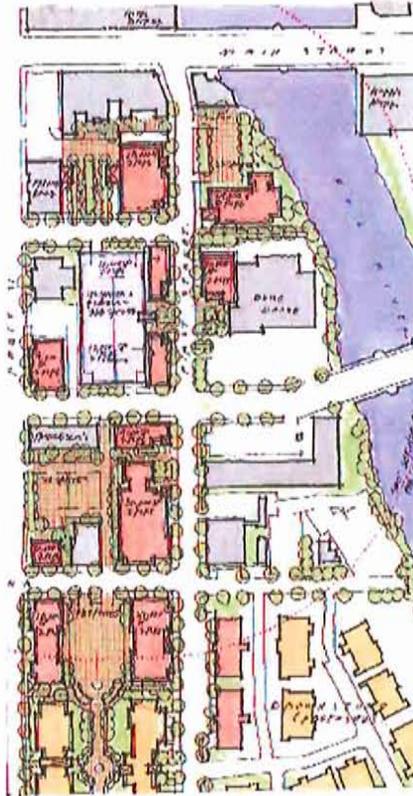
### Project Type

Downtown Strategy Plan;  
River Corridor Master Plan; First  
Street South  
Redevelopment Concept;  
First Street South Design and  
Development Guidelines  
Saint Charles, IL

### Clients

City of Saint Charles,  
Downtown Saint Charles  
Partnership, and  
Saint Charles Park District

## Saint Charles Downtown Master Plan\*



Downtown Saint Charles is nestled along the banks of the Fox River, in a small community 45 miles west of downtown Chicago. The community had already accomplished most of what small towns desire, yet they wanted an even more vibrant downtown and a better riverfront experience for visitors and the community.

Michael Schroeder led the creation of urban design and redevelopment elements for a downtown strategic plan; contributed to the creation of a master plan for the downtown reach of the Fox River; and generated a concept and design guidelines for redevelopment of one of downtown's primary corridors. The plans focused on the integration of the downtown and riverfront experiences, particularly for pedestrians.

*\*Experience by Michael Schroeder prior to LHB*

Opportunities for new investments in downtown were framed for corridors where it could be demonstrated that investment was lacking. Parking strategies were defined, and further explored as locations for a second downtown parking structure were considered. Downtown Saint Charles was awarded the title of "Great American Main Street" by the National Trust for Historic Preservation's National Main Street Center.

These projects are the community's attempt to maintain the sense of vitality envisioned by that award. The Downtown Strategy Plan was awarded Illinois' first "Governor's Tomorrow Award," recognizing the sustainable path the plan defined for the future of downtown.



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DRIVEN DESIGN.

## Project Profile

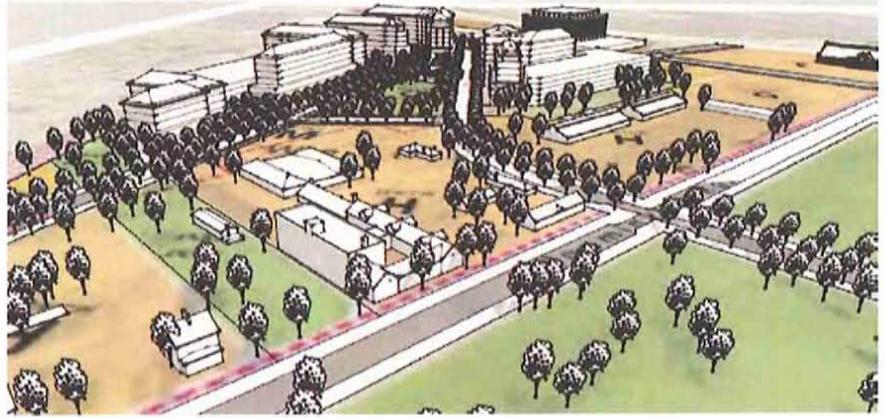
### Project Type

Master Planning  
Hennepin County, MN

### Client

Hennepin County

## Fort Snelling LRT and Upper Post Master Plan



The location of a light rail transit station at the historic Upper Post of Fort Snelling presents an unparalleled opportunity to address the long-term use and disposition of the historic properties while integrating new uses and new buildings to revitalize the entire 233-acre site.

Lead consultant CORNEJO CONSULTING teamed with LHB, Inc. and Kimley-Horn Associates to prepare the Fort Snelling LRT and Upper Post Master Plan.

This Master Plan incorporates recommendations for preservation and reuse from previous studies and presents new plans for transit-oriented development (TOD), urban design guidelines, and recommendations for transportation and other infrastructure improvements. It also includes an economic development strategy to bring new investment and new compatible uses. Dan Cornejo led an extensive public involvement program of interviews, an Interagency Staff Advisory Committee, a Task Force of stakeholder groups, and public information meetings and open houses.



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## Project Profile

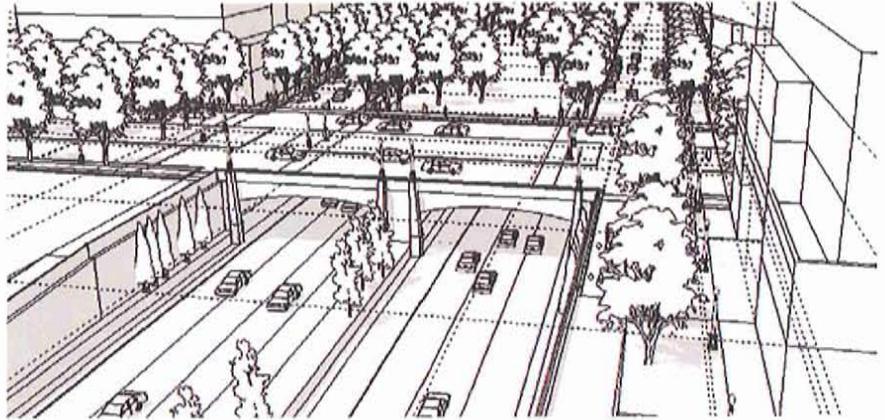
### Project Type

Master Planning  
Apple Valley, MN

### Client

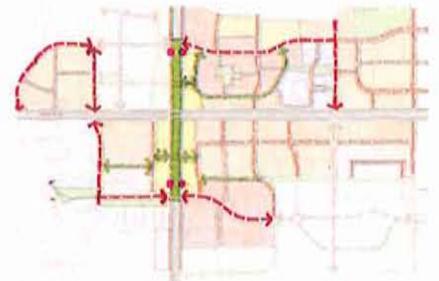
City of Apple Valley

# Cedar Avenue Transit-Oriented Land Use Planning and Development Evaluation



With the advent of bus rapid transit on the Cedar Avenue Corridor, the City of Apple Valley sought the opportunity to begin shaping patterns of development that would be more supportive of transit infrastructure. LHB, Inc., with Cornejo Consulting, framed directions for the evolution of the downtown area consistent with the principles for transit-oriented design and development, but also looked at ways in which the major arterials in downtown might change in response. An incremental approach is defined for downtown with three stages of evolution becoming obvious. The first focuses on the start of BRT operations, the moderate changes that could be made to induce transit patronage, and the near term redevelopment opportunities posed by the creation of a BRT transit station.

The second stage envisions a change in the arterial roadways with the introduction of an echelon interchange and begins the process of linking the quadrants of downtown that are currently divided by Cedar Avenue (TH 77) and Dakota County Road 42 by depressing Cedar Avenue below grade. Finally, in the third stage of downtown's evolution, a "lid" is constructed over Cedar Avenue, the quadrants of downtown are linked by local streets and pedestrian ways, and a significant new public space is created in the heart of downtown.



## Project Profile

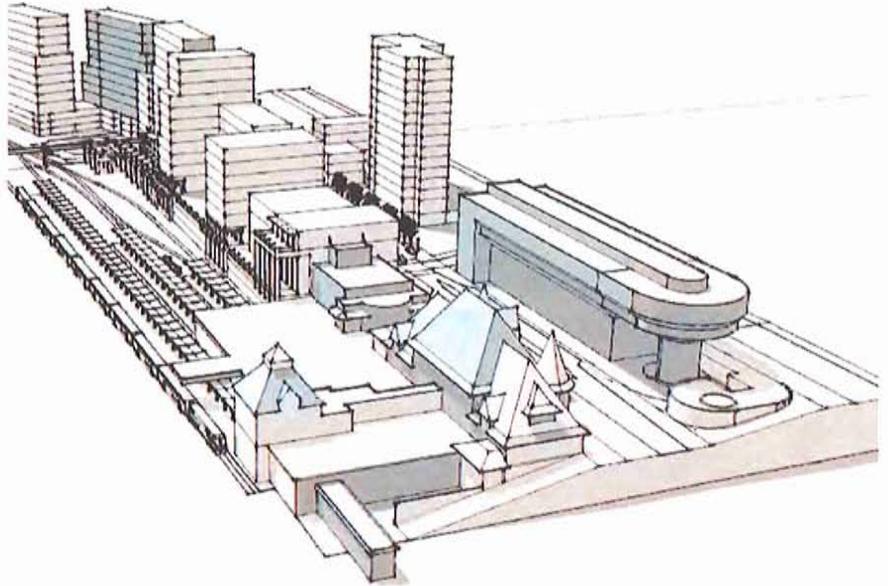
### Project Type

Downtown Master Plan  
Duluth, MN

### Client

Saint Louis County  
Planning and Development

# Saint Louis County Union Depot Area Master Plan



As an early step in the planning for the Northern Lights Express, a high-speed rail connection between Minneapolis-Saint Paul and Duluth, Saint Louis County and the City of Duluth began planning for the return of passenger train traffic to the historic Union Depot. Part of the planning addressed connections between the Depot and a planned intermodal transportation center on an adjacent site.

Significant effort was directed toward the creation of plans for the evolution of properties surrounding the Depot to focus on opportunities derived from enhanced transit. The largest parcel, lying adjacent to the tracks and the Depot, is owned by Saint Louis County and is currently vacant.

The TOD master plan demonstrated the potential for the site to accommodate a promenade overlooking the harbor and Aerial Lift Bridge, parking below street level uses, and a mix of street-level non-residential development with housing above. Staging plans suggested the ways in which the site might evolve, allowing for development to occur even in advance of the implementation of the Northern Lights Express.



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## Project Profile

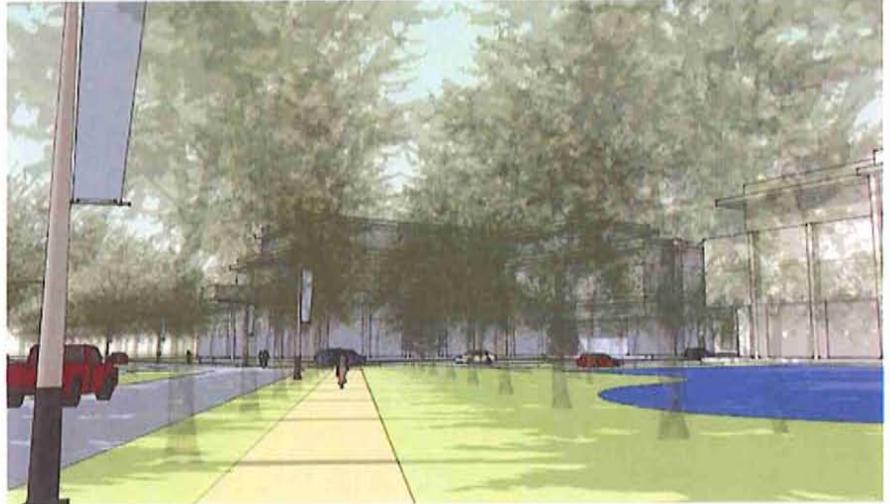
### Project Type

Master Planning  
Bloomington, MN

### Client

City of Golden Valley

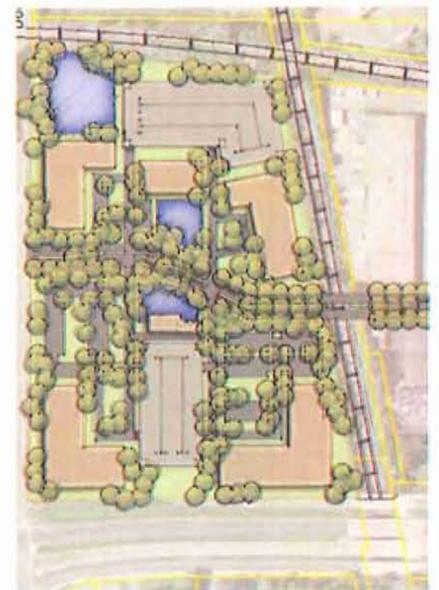
## Douglas Drive Corridor Study



Douglas Drive, from Medicine Lake Road at the north to Highway 55 at the south, forms the geographic center line of Golden Valley. The corridor is an important route for the community and links residential neighborhoods, major employer campuses, and a variety of retail areas. The corridor also intersects several railroads, the Luce Line Trail, and Bassett Creek, creating a varied and unique transportation corridor.

Despite its assets, Douglas Drive is an aging street, both in terms of infrastructure and development, and it has significant safety issues, especially for pedestrians. Designing a corridor for today's context but expecting it to serve the needs of the community for twenty or more years is not likely to be a successful strategy. Instead, The plan for the corridor seeks to balance immediate needs with a vision for the streetscape and redevelopment that anticipates future needs as much as possible and provides flexibility to serve those needs which can't be imagined now.

The Corridor Study suggests the form new development might take, including an industrial campus near Highway 55, ways to accommodate that development with supportive transportation, and design considerations for the streetscape and surrounding developments. Finally, it outlines strategies for implementing the vision.



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## Project Profile

### Project Type

Planning Services  
Minneapolis, MN

### Client

Minneapolis Parks and  
Recreation Board (MPRB)

## Park Planning Services Coordination



As the MPRB transitioned to a new Assistant Superintendent for Planning Services, LHB was retained to coordinate the delivery of park planning and design services as well as to assist the Superintendent in assessing directions for the future of the Planning Service department. LHB's efforts included the design and planning for several parks, overseeing permitting and park construction activities, and review of project budgets and monitoring grants for park improvements.

LHB provided regular updates on Planning Services activities to the Superintendent and the Board. LHB proposed procedures that would establish greater consistency among projects and Planning Services staff, and that would better align with existing Park Board policies. And perhaps most important, LHB encouraged internal collaboration among functional groups within the Park Board as new projects were framed and developed.

The assignment required LHB staff to office within the Park Board's Planning Services department for approximately eight months.



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## Professional Profile

### Registration

Licensed Landscape  
Architect in Minnesota

### Affiliations

City of Edina  
Planning Commission;  
Massing Task Force;  
Comprehensive Plan  
Task Force; Grandview District  
Framework Plan

American Society of  
Landscape Architects  
Member

Minnesota Landscape  
Arboretum  
Instructor

### Education

Bachelor of  
Landscape Architecture,  
University of Minnesota

### Recognition

2004 Smart Growth  
Design Award, 1000 Friends of  
Minnesota: Woodlake Center,  
Richfield, MN

2003 Best Practices Award,  
Federal Highway Administration  
and the National Scenic  
Byways Program: Industry  
and Environment: Finding  
Compatibility—Holcim  
Cement Interpretive Facility and  
Clarksville Wildlife Refuge



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## Michael Schroeder, ASLA Director of Urban Design and Planning

Michael is a licensed landscape architect with experience in interpretive design, historic preservation, streetscape design, master planning, site design, and community planning and design. This expertise has been provided for clients that include non-profits, community and neighborhood groups, private sector entities, and a wide spectrum of municipal, county and state agencies. He specializes on communities and the engagement of stakeholders in the design process, with an emphasis on the relationship between places and the experiences people desire.

Michael's projects include urban design consulting for towns and cities in Minnesota, Wisconsin, Illinois, Michigan, Connecticut, Missouri, Nebraska, Oklahoma, Iowa, Georgia, New Mexico, and North Carolina. His past projects include a corporate headquarters master plan for H.B. Fuller Company in Vadnais Heights, Minn.; an interpretive center for cement manufacturing on a National Scenic Byway in Missouri; master plans/strategic plans for downtown revitalization work in several cities; and on-going consulting for the National Trust for Historic Preservation's Main Street Center. Michael has completed context sensitive design training through the Minnesota Department of Transportation and the Kentucky Transportation Cabinet.

### Project Experience

- Douglas Drive Corridor Master Plan; Golden Valley, MN
- Wayzata Bay Center Redevelopment; Wayzata, MN
- East Phillips Park Community Center; Minneapolis, MN
- Airport South District Master Plan; Bloomington, MN
- Cedar Avenue BRT Station Area Planning; Apple Valley, MN
- Village Center Master Plan; Pingree Grove, IL
- Main Street Concept; Ohkay Owingeh; NM
- Downtown Development Concept Study; Canton, MO
- Downtown Strategy Plan; Saint Charles, IL
- Holcim Cement Interpretive Center; Clarksville, MO
- Highland Station Master Plan; Highland, MI
- Taylors Falls Comprehensive Plan: A Plan of Conservation and Development; Taylors Falls, MN
- Seward/Longfellow/Greenway Area Land Use Plan; Minneapolis, MN
- Downtown Master Plan; Hutchinson, MN\*
- Design-Build Program Guidance Documents for Visual Quality Management; Minnesota Department of Transportation
- University of Minnesota Morris Historic Landscape Preservation Master Plan; Morris, MN\*
- Downtown East/North Loop Master Plan; Minneapolis, MN\*
- Downtown and Lakefront Concept Plan; Branson, MO\*
- H.B. Fuller Company Corporate Headquarters; Vadnais Heights, MN\*
- Downtown Framework Plan; Cape Girardeau, MO\*
- Riverwalk Concept Plan; Taylor Falls, MN\*
- The New Nicollet Mall; Minneapolis, MN\*
- Centennial Lakes Park Master Plan; Edina, MN\*
- Main Street SE and Sixth Avenue SE Historic Restoration; Minneapolis, MN\*

\*Experience prior to LHB

## Professional Profile

### Registration

Licensed Landscape  
Architect in Minnesota,  
Wisconsin, and Michigan

### Affiliations

Transportation Research Board  
Committee on Landscape and  
Environmental Design (AFB40)

American Society of  
Landscape Architects (ASLA)  
Member and Chair, Landscape  
Architects in Transportation PPN

### Education

Bachelor of  
Landscape Architecture,  
University of Minnesota

### Awards

ASLA (IN Chapter)  
Award of Excellence, 2006,  
Accelerate I-465 Context  
Sensitive Solutions Design  
Guidelines.

ASLA (MN Chapter)  
Honor Award for Public Design,  
2002, I-35W Aesthetic Design  
Guide

ASLA (MN Chapter)  
Merit Award for Public Planning,  
1997, Route 66, Operational  
Guidelines and Tourism  
Opportunities

ASLA (MN Chapter)  
Honor Award for Public  
Planning, 1994, Visual Impact  
Assessment Process



## Craig Churchward, ASLA Transportation Landscape Architect

Craig recently joined LHB and brings 30 years of professional experience related to fitting complex and controversial transportation projects into the natural environment and the social fabric of affected communities. Craig developed a Visual Impact Assessment (VIA) process which has been used by the FHWA and several state and national agencies, including the National Park Service, to determine impacts to, mitigation for, and enhancement of visual resources. As a national expert in visual quality and scenic resources, he assisted the FHWA in developing its scenic byway program. His work includes the environmental analysis and preliminary and final design of major urban and rural transportation projects; the development of bicycle, pedestrian, and transit systems; the design of urban streetscapes, plazas, and gateways; and the sustainable development and marketing of scenic, historical, cultural and recreational resources to enhance tourism on scenic byways and historic roads.

As a landscape architect specializing in transportation, Craig has also developed the architectural concepts for highway bridges, noise walls and retaining walls in several historically, environmentally or community sensitive areas. He has designed rest areas, maintenance facilities, roadside interpretive sites and corridor planting plans. He is well versed in the geometric design of roadways, sympathetically fitting them into the landscape and communities. His ability to engage the public and regulatory agencies in the planning and design process is a hallmark of his approach to large infrastructure projects.

### Project Experience

- I-94, Michigan DOT, developed a Corridor CSS Manual; Detroit, MI\*
- Blue Water Bridge and Plaza, Michigan DOT, Port Huron, MI\*
- North Texas Tollway Authority (NTTA) Design Guidelines, Dallas-Fort Worth Metroplex, TX\*
- Schuylkill Trail Pedestrian Bridge over CSX Tracks; Philadelphia, PA\*
- I-75-I475 Reconstruction, Ohio DOT; Toledo, OH\*
- Holman Field Floodwall, Metropolitan Airports Commission; St. Paul, MN\*
- Aesthetic Design Guidelines, Triangle Expressway, North Carolina Turnpike Authority; Charlotte, NC\*
- Legacy Parkway and Preserve, UDOT; Salt Lake City, UT\*
- Accelerate I-465 West Leg Reconstruction, INDOT; Indianapolis, IN\*
- Crosstown Commons Supplemental Design Guide; Minneapolis, MN\*
- Minnehaha Creek Bridge Reconstruction; Minneapolis; MN\*
- Mn/DOT I-494 Reconstruction; Western Suburbs of the Twin Cities, MN\*
- Mn/DOT Design-Build Program; Saint Paul, MN\*
- I-190/O'Hare International Gateway; Chicago, IL\*
- I-35W Access Study, Mitigation and Enhancement Report; Hennepin County, MN\*
- I-35W Master Plan; Minneapolis, MN\*
- Crosstown Commons Aesthetic Design Guidelines; Minneapolis and Richfield, MN\*
- TH 197 Reconstruction and Urban Design; Bemidji, MN\*
- CSAH 21 Trout Brook Bridge and Curve Reconstruction; Afton, MN\*

## Professional Profile

### Registration

Licensed Landscape Architect  
in Minnesota

### Affiliations

American Society of Landscape  
Architects (ASLA) Member

### Education

Master of  
Landscape Architecture,  
University of Minnesota

Bachelor of Science,  
Landscape Architecture,  
South Dakota State University

### Recognition

2007 MASLA Honor Award St.  
Croix Valley Retreat

2004 MASLA Merit Award,  
Lowry Avenue West Corridor  
Design

2002 MASLA Merit Award,  
Red Rock Corridor

2001 MASLA Honor Award;  
Pierce Butler Parkway and  
Conceptual Master Plan

2000 National Student  
Merit Award, ASLA

1996 First Place,  
South Dakota State Landscape  
Design Competition



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## Jason P. Aune, ASLA Landscape Architect

Jason has 15 years of experience in landscape design, planning, urban design, and site construction. He has worked with multiple private clients, municipalities, associations, and universities on projects that involve master planning, private landscape design, ecological design, streetscapes, recreational trails, parks, and conservation housing developments.

Jason's strong ability to design at many different scales has been demonstrated through his work on large regional projects to very intricate site design details. He has excellent graphic representation and design ability and uses it to provide the client with a true vision of the project.

### Project Experience

- Hennepin County Road 19 "Mid-Lake Boulevard" Trail Concept; Shorewood, Tonka Bay, and Orono, MN
- Lowry Avenue West Corridor Design; Minneapolis, MN
- Heritage Park Housing Development; Minneapolis, MN
- Tower Avenue Revitalization Project; Superior, WI
- Bassett Creek Eco Industrial Master Plan; Minneapolis, MN
- Seward Longfellow Midtown Greenway Planning; Minneapolis, MN
- Victory Memorial Drive; Minneapolis, MN
- Norwood Young America Streetscape Standards; NYA, MN
- South St. Paul Parks Master Plan; South St. Paul, MN
- North Urban Regional Trail; Dakota County, MN
- Simon's Ravine; South St. Paul, MN
- Dickenson County Nature Center; Spirit Lake, IA
- Eagle Ridge Resort and Golf Community; Coleraine, MN
- 3 Bays on Vermilion; Tower, MN
- Arlington/Jackson Industrial Redevelopment; St. Paul, MN
- Nielsen Retreat; Marine-on St. Croix, MN
- WCROC Water Resources Education Garden; Morris, MN
- Renewable Energy Center; Morris, MN\*
- West Central Research Center Horticulture Garden Master Plan; Morris, MN\*
- Itasca County Shoreland Revegetation Project; Itasca County, MN\*
- Laurentian Vision Project; Northeastern, MN\*
- Mesabi Trail - East Range Development; MN\*
- Mesabi Trailhead, Site Design Study; MN\*
- Kaposia Bridge Concepts; South St. Paul, MN\*
- 38th & Nicollet Streetscape and Facade Improvements; Minneapolis, MN\*
- Colonial Cleaners Facade Improvements; Minneapolis, MN\*
- Best Food Market Facade Improvements; Minneapolis, MN\*
- Tester Studio and Woodshop; St. Croix Falls, WI\*
- Private Residence; White Bear Lake, MN\*
- Lasar/Ginnsberg Residence; River Falls, WI\*
- Boosalis Residence; Edina, MN\*
- South St. Paul Municipal Building; South St. Paul, MN\*

\*Experience prior to LHB