

Cedar Lake--Lake of the Isles Timeline

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- 1805 In a treaty negotiated by Zebulon Pike, two of seven Dakota leaders agreed to sell 100,000 acres of land around the confluence of the Mississippi and Minnesota Rivers to the United States “for an unspecified amount of money.” This land was sacred to the Dakota people who consider it to be the origin of their people. The Dakota were never paid the value of the land and the treaty was never ratified. Minneapolis and Saint Paul are on land that was ceded in this treaty.¹
- 1828 Major Lawrence Taliaferro, who was stationed at Fort Snelling and was tasked with working with the surrounding tribes, sponsored a village on the east side of Bde Maka Ska. A Dakota leader named Mahipiya Wicasta (Cloud Man) worked with Taliaferro to establish the new agricultural community. Mahipiya Wicasta was open to implementing new farming practices after the harsh winter of 1828-1829 when many Dakota starved.²
- 1862 Following the U.S.-Dakota War of 1862, Dakota people all over Minnesota were rounded up and imprisoned. Approximately 1,700 people were imprisoned in a concentration camp at Fort Snelling.³
- 1865 The Saint Paul and Pacific Railroad (StP&P) graded a mainline southwest from downtown Minneapolis that ran along the east and south sides of Cedar Lake. Rails were laid in 1867 when the railroad completed a bridge over the Mississippi River. This line crossed the east bay of Cedar Lake on a causeway.⁴
- 1871 The Minneapolis and St. Louis Railway (M&StL) constructed tracks parallel to the StP&P line.⁵
- 1882-
- 1883 The St. Paul, Minneapolis and Manitoba Railway (StPM&M)—successor to the StP&P—rerouted its mainline along the north shore of Cedar Lake for a more direct path west from downtown Minneapolis.⁶

¹ “Minneapolis Chain of Lakes Regional Park: Calhoun/Bde Maka Ska – Harriet Master Plan,” 2017, from the Minneapolis Parks and Recreation Board.

² David A. Lanegran and Ernest R. Sandeen, *The Lake District of Minneapolis: A History of the Calhoun-Isles Community* (Saint Paul: Living Historical Museum, 1979), 5.

³ “Minneapolis Chain of Lakes Regional Park: Calhoun/Bde Maka Ska – Harriet Master Plan,” 2017, from the Minneapolis Parks and Recreation Board.

⁴ Greg Mathis, “Kenilworth Lagoon/Channel Context, History, and Physical Description for the Proposed Southwest LRT Project, Hennepin County, Minnesota,” 2014, prepared by The 106 Group for the Metropolitan Council. Mathis, “Kenilworth Lagoon/Channel Context.”

⁵ Mathis, “Kenilworth Lagoon/Channel Context.”

⁶ Mathis, “Kenilworth Lagoon/Channel Context.”

A railyard was built for the M&StL at the northeast corner of Cedar Lake. It included over a dozen spur lines, a car and paint shop, a boiler shop, a machine shop, and an engine house.⁷

- 1883 In February, the Minnesota legislature approved enabling legislation allowing for the creation of an independent park board.⁸

In April, Minneapolis voters approved a referendum establishing an independent board of park commissioners. The new Minneapolis Board of Park Commissioners (MBPC) was authorized to acquire land for city parks, issue bonds, and levy a citywide tax for bond repayment.⁹

Horace W. S. Cleveland recommended a system of parks and parkways to the MBPC. Cedar Lake (then known as Lake Leavenworth) was not part of the recommended system.¹⁰

Horace W. S. Cleveland: Cleveland was a pioneer landscape architect and contemporary of Frederick Law Olmstead. He worked for Olmstead and Calvin Vaux in the 1860s on Prospect Park in Brooklyn before moving to Chicago in 1869. In 1872, he gave a talk in Minneapolis, which brought him to the attention of local park planners. He worked on Oakland Cemetery in Saint Paul, Saint Anthony Park, and the University of Minnesota grounds. He moved to Minneapolis in 1886, and began working on Minnehaha Park at the end of the decade. Cleveland's biographers see the park as representative of his signature park style. "...The unembellished design, dotted with existing native flora, stood as a symbol of nature—the very nature under siege by the movement of civilization itself."¹¹

Lake of the Isles had a lot of marshy wetland and was mostly a swamp with four islands. Because of this character, the lake had not been originally considered for inclusion in the park system.¹²

- 1884 The Chicago, Milwaukee and St. Paul Railway created a right-of-way for its tracks south of Lake of the Isles. The filling process joined two small islands [Maples Islands – LOI Chronology 2 in Project File] in the lake to the lake's southern shore.¹³
- 1885 Park commissioners considered "a boulevard in the northwestern part of the City, and contiguous to City limits, connecting Central [Loring Park] and Third Ward [Fairview]

⁷ *City of Minneapolis* (Minneapolis: C.M Foote, 1892), plate 45.

⁸ Mathis, "Kenilworth Lagoon/Channel Context."

⁹ Mathis, "Kenilworth Lagoon/Channel Context."

¹⁰ "The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis," 2000, prepared by Hess, Roise and Company for the Minneapolis Park and Recreation Board.

¹¹ Jessica Berglin, "Grand Rounds," 2014, draft National Register nomination, Minneapolis Park and Recreation Board.

¹² Mathis, "Kenilworth Lagoon/Channel Context."

¹³ Muriel Nord, "Lake of the Isles Historic District," National Register of Historic Places Nomination Form, 1984, at the Minnesota State Historic Preservation Office, Saint Paul.

Park, but way of Cedar Lake.” Property owners in the area offered to donate land for the route. The idea was referred to committee and reappeared in 1891 when the Special Committee on Park Enlargement proposed an expanded parkway system, the Grand Rounds. The system would include a parkway that would “pass from Kenwood Boulevard at a convenient point to the shore of Cedar Lake, and from Cedar Lake to Glenwood.”¹⁴

The parkways of the Grand Rounds were modeled on others deigned by Fredrick Law Olmstead and Calvert Vaux on the East Coast. The parkways separated vehicle traffic (horse carriages and, later, automobiles) from pedestrian traffic. Trees lines the drives and paths, forming large canopies. The parkways were linear extensions of the parks, and provided the infrastructure for scenic and recreational driving, which was a popular pastime in the late 1800s and early 1900s.¹⁵

1886 The Minneapolis Park System acquired the land around Lake of the Isles along with “its islands and shorelands . . . by donation and purchase. Improvement operations,” started immediately.¹⁶

1887 The MBPC purchased the two islands in Lake of the Isles.¹⁷

1888 First parkway around Lake of the Isles was completed. However, since this parkway “followed the original grades of the low shorelands . . . as the lake’s water level rose the drive sometimes became submerged and impassable.”¹⁸

1889 Dredging operations at Lake of the Isles begin. Further dredging occurred intermittently through 1893. This first phase of dredging evened the depth of the north end of the lake, extends the shoreline toward Franklin Avenue, and creates four and a half acres of shoreland from the marshy eastern edge of the lake. Mikes Island is connected to the mainland, however Raspberry Island is largely unchanged.¹⁹

1891 The Board’s Special Committee on Park Enlargement proposed an expanded parkway system that it called the Grand Rounds.²⁰

The Peavey Fountain at the intersection of Kenwood and Lake of the Isles Parkway is dedicated.²¹

1894 “At Franklin Avenue, the concourse and driveway down the hill was broadened off to a width of forty feet.”²²

¹⁴ Roise, “The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis.”

¹⁵ Berglin, “Grand Rounds.”

¹⁶ Nord, “Lake of the Isles Historic District.”

¹⁷ Mathis, “Kenilworth Lagoon/Channel Context.”

¹⁸ Nord, “Lake of the Isles Historic District.”

¹⁹ Nord, “Lake of the Isles Historic District”; History of LOI + Context, LOI Chronology 2, Project Files.

²⁰ Roise, “The Cedar Lake Parkway Bridge in the Context of the Grand Rounds.”

²¹ Mead and Hunt, “Calhoun-Isles Historic Resources Inventory,” 2006.

²² Minneapolis Park Board Annual Report for 1894, in LOI Chronology, Project Files.

The Standing Committee on Designation of Grounds recommended a parkway from Dean Boulevard to Glenwood Park. The matter was sent back to committee with the instructions to continue negotiating for necessary property along the planned route.²³

1895 “At Franklin Avenue along the driveway down the hill 1,053 linear feet of cobble-stone gutter was laid.”²⁴

The Board voted to acquire the south shore of Cedar Lake, but the purchase was not carried out and the project lost momentum.²⁵

1896 At Lake of the Isles, twelve arc lights were installed along the driveway.²⁶

1897 A forty-foot-wide drive, ten-foot bicycle path, and eight-foot walking path were built (using 4,500 cubic yards of filling material) across Dean Marsh to connect the south end of Lake of the Isles with Calhoun Boulevard at Lake Street.²⁷

1902 Above-normal precipitation from 1902 to 1908 increased the public’s interest in water recreation. The most common request was for a series of navigable channels connecting the lakes.²⁸

1905 A small project is noted in the Park Board Annual Report - filling between Lake Street and the H. & D. tracks on Lake of the Isles Boulevard.²⁹

Anna Lewis, who owned land between Cedar and Isles, donated a strip of land for the construction of a canal between the two lakes. Because of project delays, MBPC later paid Lewis \$1,000 for the land. When Lewis and her husband platted the land in 1908, they included a corridor in the plat design.³⁰

1906 Theodore Wirth became the new superintendent of Minneapolis parks, succeeding William M. Berry. One of his first projects was to dredge the chain of lakes, build and rebuild shorelines, and construct channels to connect the lakes. The public was adamant about having a navigable waterway between the lakes, and the construction of the channels was one of the most important projects completed during this period.³¹

Theodore Wirth: Wirth’s landscape-design training began in Switzerland where he completed a three-year apprenticeship after graduating high school. With emigrated to the

²³ Roise, “The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis.”

²⁴ Minneapolis Park Board Annual Report for 1895, in LOI Chronology, at Hess Roise.

²⁵ Roise, “The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis.”

²⁶ Minneapolis Park Board Annual Report for 1896, in LOI Chronology, at Hess Roise.

²⁷ Minneapolis Park Board Annual Report for 1897, 70-73 LOI Chronology, Project Files.

²⁸ Theodore Wirth, *Minneapolis Park System, 1883-1944* (Minneapolis: The Minneapolis Parks Legacy Society, 2006), 92.

²⁹ Minneapolis Park Board Annual Report for 1905, in LOI Chronology, at Hess Roise.

³⁰ Mathis, “Kenilworth Lagoon/Channel Context.”

³¹ Mathis, “Kenilworth Lagoon/Channel Context.”

United States in 1888, and worked as a gardener for the New York City Parks Department. In 1891, he started his own business and worked primarily on private estates and cemeteries on the East Coast. In 1905, William Berry announced that he would retire as superintendent of Minneapolis parks and a search committee looked for his replacement. Wirth, who was superintendent of the Hartford, Connecticut, parks department at the time, was offered the position and began in January 1906. While in Minneapolis, Wirth worked to make the parks more accessible to people, especially the city's children.³²

Theodore Wirth included a future Cedar Lake parkway in a report of park priorities submitted to the Joint Improvement Association. Building a parkway from Lake of the Isles to Sixth Avenue North would "give North Minneapolis the desired direct connection with the park system which that part of the city is more than entitled."³³

In December, the park commissioners voted "that the entire body of land theretofore acquired . . . north of the right of way of the Great Northern Railway Co. . . . be named 'Glenwood Park'; . . . and that the boulevard, from Dean Boulevard to the Great Northern Railroad, be called 'Cedar Lake Boulevard.'" The commissioners formally requested title to a strip of land in the McNair Park plat, south of the railroad tracks along the lake's shore, for a parkway.³⁴

The Board approved plans by Wirth for the parkway along Cedar Lake and through Glenwood Park.

- 1907 The second phase of dredging begins at Lake of the Isles. The lake was dredged to an average depth of eight feet and new shorelines were established. The work, completed in 1911, removed half a million cubic yards of fill from the lake, excavated "the canal (now Kenilworth Lagoon) from Lake of the Isles west towards Cedar Lake up to the Minneapolis and St. Louis Railway right-of-way." The fill was also used to increase the size of the south island. The project also raised the grade of the parkway from one foot above the water level to eleven feet above the level of the lake.³⁵

"After the project was completed, the original 100-acre lake, which had consisted of 67 acres of swamp and 33 acres of dry land, was transformed into a 120-acre lake with no marshes and 80 acres of dry land."³⁶

The dredging of Lake of the Isles raised real estate value near the lake and spurred development. The majority of the land between Lake of the Isles and Cedar Lake was platted between 1907 and 1909.³⁷

³² Berglin, "Grand Rounds."

³³ Roise, "The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis."

³⁴ Roise, "The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis."

³⁵ Nord, "Lake of the Isles Historic District"; Mathis, "Kenilworth Lagoon/Channel Context."

³⁶ Mathis, "Kenilworth Lagoon/Channel Context."

³⁷ Mathis, "Kenilworth Lagoon/Channel Context."

The ice houses between Lake of the Isles and Lake Calhoun were demolished to make way for the canal between the two lakes.³⁸

Wirth described the canal: “I have designed a landing station and boathouse to the left fronting the boulevard to the east; the idea being that small power boats would navigate between the north end of Lake of the Isles and the south end of Lake Calhoun with several landing places between the two ends. This lagoon would also serve as a kind of safe harbor for row boats, while the general irregular shore lines with their wooden banks would give the whole a natural picturesque appearance.”³⁹

1908 Dredging improvements this year were “extensive.” “The length of the improved shore line is 7,900 feet, and the territory filled and graded between the new shorelines and the boulevard, averaging in width from 25 to 200 feet, has an area of 16.3 acres . . . the land area [marsh] has been reduced to the extent of 4.7 acres in favor of water. The improved grounds have been raised from 2 to 4 feet, the grade sloping towards the lake. All material used for this large amount of filling was pumped out of the lake.”⁴⁰

The first parcel of the Cedar Lake area is acquired by the Minneapolis Park Board.⁴¹

MBPC completed a topographic survey of Cedar Lake.⁴²

1909 La Crosse Dredging Company encountered challenges with the northwest corner of Lake of the Isles. “The great depth of the underlying soft peat made it necessary to build dykes first with gravel and sand.” The company added 18,650.1 cubic yards of gravel fill on the boulevards, gravel walks along the shore were constructed, and boat landings and docks were installed. Sidewalks were built along the residential side of the boulevard. 22 catch basins were built, and there was a substantial planting effort on the lakeshore, including sod down to the water and planting evergreen and deciduous trees.⁴³

The MBPC completed surveys for additional land acquisition between Cedar and Isles.⁴⁴

Six bridges total were constructed over the connections between Bde Maka Ska, Lake of the Isles, and Cedar Lake. The bridges were numbers sequentially from south to north.⁴⁵

- Bridge No. 1: combined boulevard and highway bridge (Lake Street)
- Bridge No. 2: railroad bridge (Chicago, Milwaukee, St. Paul and Pacific corridor)
- Bridge No. 3: parkway bridge (East Lake of the Isles Boulevard)
- Bridge No. 4: parkway bridge (West Lake of the Isles Boulevard)
- Bridge No. 5: railroad bridge (Minneapolis and St. Louis corridor)

³⁸ Minneapolis Park Board Annual Report for 1907, in LOI Chronology, Hess Roise.

³⁹ Mathis, “Kenilworth Lagoon/Channel Context.”

⁴⁰ Minneapolis Park Board Annual Report for 1908, in LOI Chronology, Hess Roise.

⁴¹ Wirth, *Minneapolis Park System*, 96.

⁴² Mathis, “Kenilworth Lagoon/Channel Context.”

⁴³ Minneapolis Park Board Annual Report for 1909, in LOI Chronology, Hess Roise.

⁴⁴ Mathis, “Kenilworth Lagoon/Channel Context.”

⁴⁵ Mathis, “Kenilworth Lagoon/Channel Context.”

- Bridge No. 6: street bridge (Cedar Lake Avenue, now Burnham Road)

MBPC wanted attractive, durable bridges “of a permanent, modern and durable construction, preferably reinforced concrete with attractive facing. They should be ornamental in design and in keeping and harmony with the landscape.” This design approach was in keeping with the popular City Beautiful movement.⁴⁶

MBPC sponsored a design competition for the four bridges it would own (not the railroad bridges), but was unsatisfied with the submissions. The winning design was ultimately used for Bridge No. 1. The second-place design was used for Bridge No. 3, and the nearly identical Bridge No. 4. No third place was awarded.⁴⁷

- 1911 The dredging and filling operations at Lake of the Isles is complete. The lake is now 120 acres “surrounded by 80 acres of well landscaped park land.” The success of the two phases of dredging and filling at Lake of the Isles encouraged the Minneapolis park system to conduct similar operations at Cedar Lake and Lake Calhoun. Dredging work on Cedar Lake began this year.⁴⁸

8,000 cubic yards of material is taken from the big island in Lake of the Isles and used as topdressing on the small island as well as filling low land on the southeast corner of the lake.⁴⁹

Construction on the Kenilworth Lagoon/Channel begins. Dredging began on the south side of the lagoon and moved north. The dredging soil was used to raise the shoreline and some of the surrounding land (park and private) to enable more development. It was completed in late 1913.⁵⁰

The linking of LOI and Lake Calhoun was commemorated with a large public celebration on July 5, called Linking of the Lakes Day.⁵¹

Bids were solicited for a “driveway on the south and west shores of Cedar Lake.” Construction of the road was tied to dredging in the lake. Excavated material was used to fill along the shore. The new road was paved with gravel.⁵²

Dredging at Cedar Lake begins, and continues through 1911.⁵³

- 1913 New concrete railroad bridge across LOI boulevard was built.⁵⁴

⁴⁶ Mathis, “Kenilworth Lagoon/Channel Context.”

⁴⁷ Mathis, “Kenilworth Lagoon/Channel Context.”

⁴⁸ Nord, “Lake of the Isles Historic District.”

⁴⁹ Minneapolis Park Board Annual Report for 1911, in LOI Chronology, Hess Roise.

⁵⁰ Mathis, “Kenilworth Lagoon/Channel Context.”

⁵¹ Minneapolis Park Board Annual Report for 1911, in LOI Chronology, Hess Roise.

⁵² Roise, “The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis.”

⁵³ Mathis, “Kenilworth Lagoon/Channel Context.”

⁵⁴ Minneapolis Park Board Annual Report for 1913, in LOI Chronology, Hess Roise.

A canal between Lake of the Isles and Cedar Lake was opened. The level of Cedar Lake was dropped by five feet to account for differences in water levels between the two lakes. The level change also impacted the lake's contours. By the end of the year, filling along the shoreline was complete, except for the northwest corner. Heavy storms later sunk some of the dredging, causing a slight setback for the project. The canal was passable in August, but not fully completed until November.⁵⁵

A new bridge carrying West Lake of the Isles Boulevard over the canal and railroad trestle was constructed.⁵⁶

The initial plan was for the new parkway to fully encircle Cedar Lake. Property owners, however, began developing land on the east shoreline, blocking parkway construction. The Great Northern Railway also had tracks close to the north shoreline, and another rail line ran near the east bank. The railroad maintained a monopoly on the north side of the lake through the mid-1990s.⁵⁷

In July, the park commissioners announced that it was a "public necessity" to have a canal between Cedar and Brownie Lakes. The condemnation proceedings began in November for a 100-foot-wide right of way across railroad property.

A 1913 plan for the parkway indicates that trees were intended for both sides of Cedar Lake Boulevard, Drew Avenue, and Cedar Lake Road to Ewing Avenue. Triangular islands were planned to guide traffic and the intersection of Cedar Lake Road at Drew Avenue and Cedar Lake Boulevard. It is unclear how much of this plan was actually implemented.⁵⁸

1913-

1914 The ground on the north side of Kenilworth Lagoon and on both sides of the channel was graded, covered with loam, and seeded. 12-foot walkways were built on either side of the lagoon from Lake of the Isles Boulevard to Cedar Lake Avenue (Burnham Road). Pipe railings were along the walkways where they were close to the channel.⁵⁹

1914 Hydraulic Engineering and Dredging Company received a contract "on July 23, 1914, for the execution of the canal under the Great Northern Railway Company's tracks into Brownie Lake."⁶⁰

Despite some delays, Cedar Lake Boulevard is opened.⁶¹

⁵⁵ Roise, "The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis."

⁵⁶ Mathis, "Kenilworth Lagoon/Channel Context."

⁵⁷ Roise, "The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis."

⁵⁸ Roise, "The Cedar Lake Parkway Bridge, In the Context of the Grand Rounds, Minneapolis."

⁵⁹ Mathis, "Kenilworth Lagoon/Channel Context."

⁶⁰ Wirth, *Minneapolis Park System*, 96.

⁶¹ Wirth, *Minneapolis Park System*, 140.

MBPC officially adopted the name Kenilworth Lagoon for the new channel between Lake of the Isles and Cedar Lake.⁶²

- 1915 Kenilworth Channel originally had unlined shores, possibly with sod planted down to the waterline. The shores quickly began to erode and wood sheet piling was installed.⁶³

“The shorelines along the channel, between Evergreen Point and the north island, have been protected against washing by heavy timber sheeting, behind which wild roses are planted to screen the wood above the water”⁶⁴

- 1916 Catch basins and drains are built at the Franklin & Penn intersections of the Boulevard at Lake of the Isles.⁶⁵

The Great Northern Railroad Company, in concert with the Park Board and the City Council, construct a concrete bridge to carry “Cedar Lake Road over the tracks between Cedar and Brownie lakes.” Area residents on the west shore of Cedar lake called for the bridge to be sufficient to carry an extension of the Bryn Mawr streetcar line. Significant amounts of fill were brought in to grade the approaches.⁶⁶

Cedar Lake Boulevard is paved with “tarvia”⁶⁷

- 1917 The first phase of dredging and filling work at Cedar Lake is complete.⁶⁸

The Minneapolis Park Board voted to pave the Grand Rounds “with a tar macadam on a gravel or waterbound macadam base.” The Park Board cites the harmony of the material with the landscape, its hardwearing qualities, and substantial superiority to tarvia.⁶⁹

A channel between Cedar Lake and Brownie Lake opened. After this project was complete, it was possible to travel between Brownie Lake, Cedar Lake, Lake of the Isles, and Bde Maka Ska on the water.⁷⁰

- 1923 Cedar Lake Boulevard is “paved with a 2 ½-inch tar macadam surface on a 5-inch macadam base.”⁷¹

- 1924 Work at Lake of the Isles includes “construction of concrete curbs and the laying of pavement, which consists of a 6-inch, water-bound, limestone macadam base and the

⁶² Mathis, “Kenilworth Lagoon/Channel Context.”

⁶³ Mathis, “Kenilworth Lagoon/Channel Context.”

⁶⁴ Minneapolis Park Board Annual Report for 1915, in LOI Chronology, Hess Roise.

⁶⁵ Minneapolis Park Board Annual Report for 1916, in LOI Chronology, Hess Roise.

⁶⁶ Wirth, *Minneapolis Park System*, 140; “Cedar Lake Residents Want Stronger Bridge,” N.P., June 13, 1916.

⁶⁷ Wirth, *Minneapolis Park System*, 140.

⁶⁸ Nord, “Lake of the Isles Historic District.”

⁶⁹ “Tar Macadam Paving for Park Boulevards Approved by Board,” N.P., June 7, 1917.

⁷⁰ Mathis, “Kenilworth Lagoon/Channel Context.”

⁷¹ Wirth, *Minneapolis Park System*, 140.

usual 3-inch tar macadam surface. There was additional filling at Kenwood Park, the meadow at the southwest corner of the lake, and along 26th St.⁷²

A bridle path was built along the curb at Lake of the Isles.⁷³

1925 Following heavy rains, “precautionary measures” including “4,946 square yards of concrete sluiceways” and curbing along concrete walks are built at Lake of the Isles to prevent future damage to park areas. 500 shrubs also planted in the park area.⁷⁴

1935 Water levels in the lakes were lowered by 6 inches to control flooding and prevent damage to the shoreline. As a result, the sand along the shoreline became more visible and prominent.⁷⁵

1936 The Works Progress Administration installed sheeting along the Kenilworth Lagoon, placed rip rap around the bridges, and resurfaced, sodded, and seeded the banks of the lagoon. The sheeting and rip rap resulted in a 2,400 cubic foot retaining wall. The WPA also appears to have built limestone retaining walls at the four corners of Bridge No. 4, based on historic photos. The WPA also placed riprap along the lagoon shore and constructed rustic retaining walls at the west end of the lagoon.⁷⁶

The WPA also constructed new timber breakwaters on both sides of the lagoon between Bridge No. 6 and Cedar Lake.⁷⁷

1937 The Great Northern Railway replaces the wood trestle over the Brownie Lake channel with a “concrete passageway.”⁷⁸

1938 Residents of “Shore Acres” on the southeast shore of Cedar Lake along Park lane notify the Park Board that they’ve taken over the beautification of the lakeshore. While the Park Board owned the shoreline, apparently no action had been taken to develop it.⁷⁹

1941 Concrete tennis courts are constructed at Cedar Lake.⁸⁰

1950s The railroad trestles were rebuilt.⁸¹

1950 The City Planning commission recommends that the Park Board acquire undeveloped land around Cedar Lake for inclusion in the park.⁸²

⁷² Minneapolis Park Board Annual Report for 1924, in LOI Chronology, Hess Roise.

⁷³ Minneapolis Park Board Annual Report for 1924, in LOI Chronology, Hess Roise.

⁷⁴ Minneapolis Park Board Annual Report for 1925, in LOI Chronology, Hess Roise.

⁷⁵ Mathis, “Kenilworth Lagoon/Channel Context.”

⁷⁶ Mathis, “Kenilworth Lagoon/Channel Context.”

⁷⁷ Mathis, “Kenilworth Lagoon/Channel Context.”

⁷⁸ *Minneapolis Park Board Annual Report for 1937*, 99, Hess Roise Project Files.

⁷⁹ “Cedar Lake Dwellers Beautify Shoreline,” [no publication listed] May 19, 1938.

⁸⁰ *Minneapolis Park Board Annual Report for 1941*, 84, Hess Roise Project Files.

⁸¹ Mathis, “Kenilworth Lagoon/Channel Context.”

⁸² *Minneapolis Park Board Annual Report for 1950*, 61, Hess Roise Project Files.

- 1954 A land tract on the northeast shore of Cedar Lake is purchased by the Minneapolis Park Board, part of the board's "program to obtain complete control of the Cedar shoreline."⁸³
- 1955 An unidentified [in the notes] portion of Cedar Lake Boulevard is widened.⁸⁴
- 1961 Work this year at Cedar Lake includes the rehabilitation of roadways and shoreline on the lake's west side. Two new walkways are installed and 1,100 feet of curb are replaced.⁸⁵
- Bridge No. 6 was replaced with a standard girder design.⁸⁶
- 1963 The Park Board puts forward a plan to improve "a strip of land along the eastern and northern shores of Cedar" lake. The area is the only remaining unimproved land on the lakeshore. Plans include filling low-lying areas and adding plantings, footpaths, and facilities for picnicking, boating, and recreation areas.⁸⁷
- 1964 Two parking lots on the west side of Cedar lake are resurfaced by Minneapolis city repair crews.⁸⁸
- 1971 San Francisco landscape architecture firm Eckbo, Dean, Austin, and Williams completed a study of the Grand Rounds.⁸⁹

Recreational needs were changing during this period and placed different pressures on the Grand Rounds. When Robert W. Ruhe became superintendent in 1966, he felt he had a mandate to make significant changes to the park system. Ruhe was concerned about highway encroachment on the parks and overall poor conditions. One of the most significant changes was that the parkways had become commuter routes and were not used primarily for recreation. Ruhe recommended hiring Eckbo, Dean, Austin, and Williams to study the Grand Rounds.⁹⁰

After community input, a revised Eckbo plan was implemented during the 1970s. As part of that work, Cedar Lake Parkway and Lake of the Isles Parkway were redone.⁹¹

- 1977-
- 1978 MPRB completed improvements to Lake of the Isles and Dean Parkways, including red-tone pavement, cube-shaped streetlights, and new signage.⁹²

⁸³ "Park Board Buys Cedar Lake Tract," *Minneapolis Star*, December 2, 1954.

⁸⁴ *Minneapolis Park Board Annual Report for 1955*, 70, Hess Roise Project Files.

⁸⁵ *Minneapolis Park Board Annual Report for 1961*, 36, Hess Roise Project Files.

⁸⁶ Mathis, "Kenilworth Lagoon/Channel Context."

⁸⁷ "Frank Premack, "Park Board Plans to Improve Mile of Cedar Shoreline," *Minneapolis Tribune*, July 14, 1963.

⁸⁸ *Minneapolis Park Board Annual Report for 1964*, 57, Hess Roise Project Files.

⁸⁹ Mathis, "Kenilworth Lagoon/Channel Context."

⁹⁰ Berglin, "Grand Rounds."

⁹¹ Berglin, "Grand Rounds."

⁹² Mathis, "Kenilworth Lagoon/Channel Context."

- 1980s The spur lines and buildings were removed from the former railyard northeast of Cedar Lake.
- 1989 The Cedar Lake Park Association began rallying citizens and raising money to purchase abandoned sections of the railroad corridor.
- 1994 As Park Board maintenance crews struggle to keep water out of the previously swampy areas on the north end of Lake of the Isles, the Park Board elects to let the land return to a more natural state.⁹³
- 1995 The first sections of the Cedar Lake Regional Trail opened. They ran from Royalston Avenue in downtown Minneapolis, past Cedar Lake, to Hwy 100.
- 1998 Major flooding damaged shoreline vegetation along Lake of the Isles. A windstorm also resulted in significant loss of trees.⁹⁴
- 2000 Park Board records note the completion of a design for the new Cedar Lake Parkway Bridge.⁹⁵
- 2000s MPRB undertook a multi-year project to repair shorelines, address flooding and water quality, and replace or restore vegetation. 146 shrubs were planted along the Kenilworth Lagoon as part of this project. Water plants (cattails) were planted near the shoreline at the northeastern and southwestern corners of the lagoon.⁹⁶

Stone slabs for lake access were placed on the north and south shores of the lagoon and a new bench was installed on the south shore.⁹⁷

The cube-shaped lights from the Eckbo improvements were replaced on Lake of the Isles Boulevard with MPRB standard lighting.⁹⁸

⁹³ Sharon Parker, "The Dredging of Lake of the Isles: There is a method to this madness," *Southwest Journal*, October 1994, B-15.

⁹⁴ Mathis, "Kenilworth Lagoon/Channel Context."

⁹⁵ *Minneapolis Park Board Annual Report for 2000*, 39, Hess Roise Project Files.

⁹⁶ Mathis, "Kenilworth Lagoon/Channel Context."

⁹⁷ Mathis, "Kenilworth Lagoon/Channel Context."

⁹⁸ Mathis, "Kenilworth Lagoon/Channel Context."