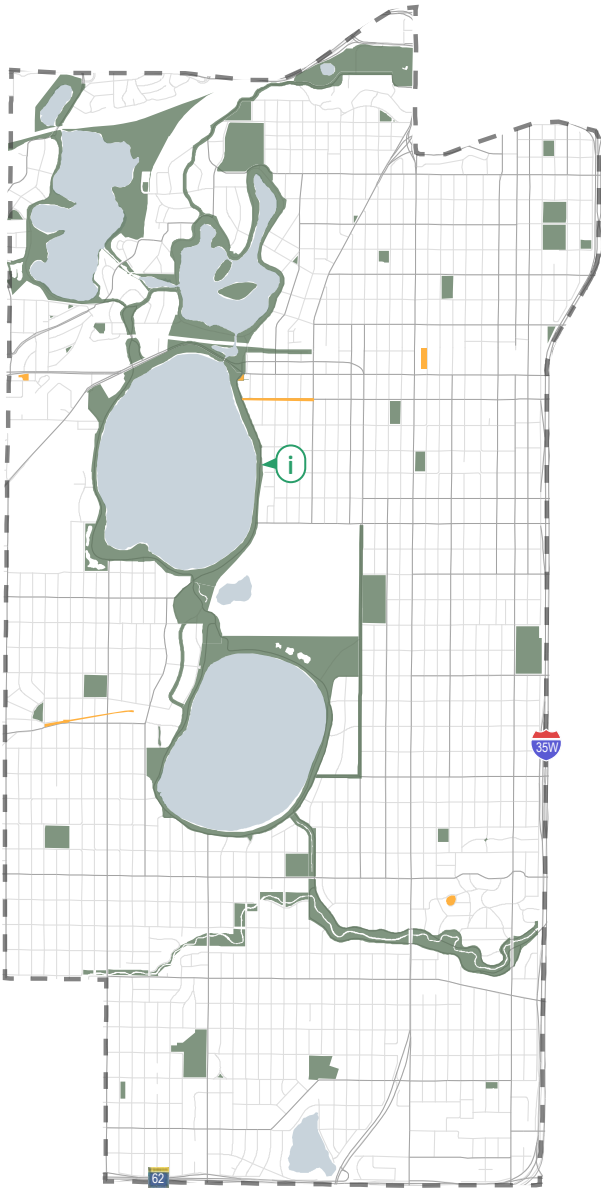


REGIONAL FEATURE

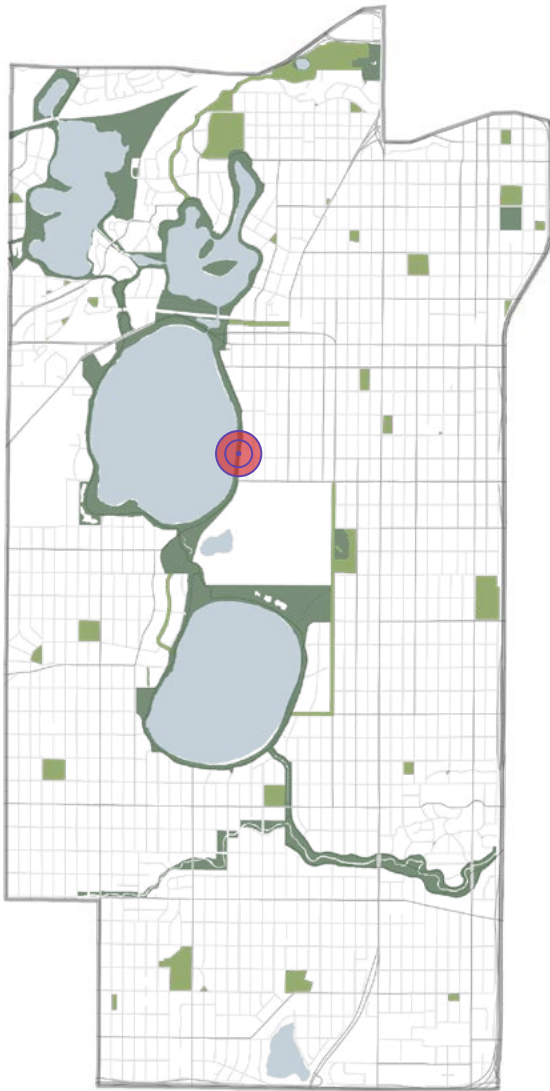
Occasionally during a neighborhood park planning process, areas in regional parks that could benefit from additional master planning become apparent. For efficiency, these are included in neighborhood planning and design efforts, then later amended into the appropriate regional park master plan. In the Southwest Service Area, there is one feature within the Minneapolis Chain of Lakes Regional Park that was planned and designed as part of this master plan process.

REGIONAL PARK FEATURE INCLUDED IN MASTER PLAN

- i. Loon Lake Trolley Path



LOON LAKE TROLLEY PATH



LOCATION AND HISTORY

“Loon Lake” Trolley path starts on 34th Street west of Irving Avenue. It is located on the hillside above East Bde Maka Ska Parkway between West 36th at 34th Streets and follows what was once the Minneapolis Trolley right-of-way. In 2001 representatives from the ECCO neighborhood organization wanted to preserve the alignment of the trail for recreation while also improving the trail, calming traffic, and increasing pedestrian safety. At the time the neighborhood didn’t have the Neighborhood Revitalization program funding to support the full project so the Board considered addressing the larger improvements in a future phase two. ECCO asked the Park Board to complete easier, low-cost improvements like removing unwanted vegetation and installing a new layer of wood chips on the trail. The area has been undeveloped since that time. Additional information on the area’s history, including Cloud Man’s Dakota Village on the nearby lake shore, can be found in the MPRB-adopted Bde Maka Ska - Harriet Master Plan.

Excerpted from history written by David C. Smith

BOUNDARY AND ACQUISITION

This park feature consists of a strip of land that used to contain a trolley line stretching from 36th to 34th Streets W. It averages about 50 feet in width and includes considerable slope down to E Bde Maka Ska Parkway. The parcel is currently owned by Minneapolis Park and Recreation Board and is considered part of the Minneapolis Chain of Lakes Regional Park.

EXISTING CONDITIONS AND CHARACTER

This former trolley path is a hidden part of the Bde Maka Ska Park area. Access to the path is either from the corner of East Bde Maka Ska Parkway and West 36th Street or at the termination of West 34th Street. Neither entrance is clearly marked. At 36th the only indication is a slightly worn foot path in the grass which leads up a hill to a wooded area. At 34th the trail entrance is tucked between a fenced yard and a residential garage and looks much like the entrance to an alleyway.

Travel just a short distance down the wood-chipped path, however, and you are rewarded with a cool, wooded, and quiet strip of parkland high above the noise of the parkway, offering scenic views of the lake. The only interruption of the two-block walk is a stairway entering from Conairis Way on the east. It used to provide access to a trolley platform, and still retains artfully designed pine-cone shaped finials on the handrails. As a more secluded and less developed area overall compared to other parkland around Bde Maka Ska, this is a unique option for park visitors looking for a quiet respite. Because of its hidden and quiet character, however, there have been previous instances of unlicensed camping on the property. The lack of lighting and the overgrown shrubs can sometimes make trail users feel unsafe.

THE PROPOSED DESIGN

This design focuses on preserving the remote and naturalized feeling of this linear park space while enhancing safety and access. The trail that runs the length of the park north-south will remain and be upgraded with natural soft surfacing and ground-level lighting along its entirety. At each end enhanced wayfinding and gateway features will clearly mark the trail as a public facility. Two new types of spaces will be formally incorporated along the trail – small nature play nodes using natural materials, and overlooks with views of the lake that can also include public art or interpretive signage highlighting the transportation and environment related history of the area. The former streetcar stairway which connects Conairis Way to the trail will remain, along with its unique pine cone-shaped finials.

CONNECTIONS BETWEEN PARKS

This park feature is located adjacent to Bde Maka Ska Park and the Grand Rounds, and is part of the Minneapolis Chain of Lakes Regional Park. It is also less than a mile south of the Midtown Greenway and The Mall Park. Painter and Bryant Square Parks are under a mile to the east, and Lyndale Farmstead and King's Highway are under a mile to the southeast.

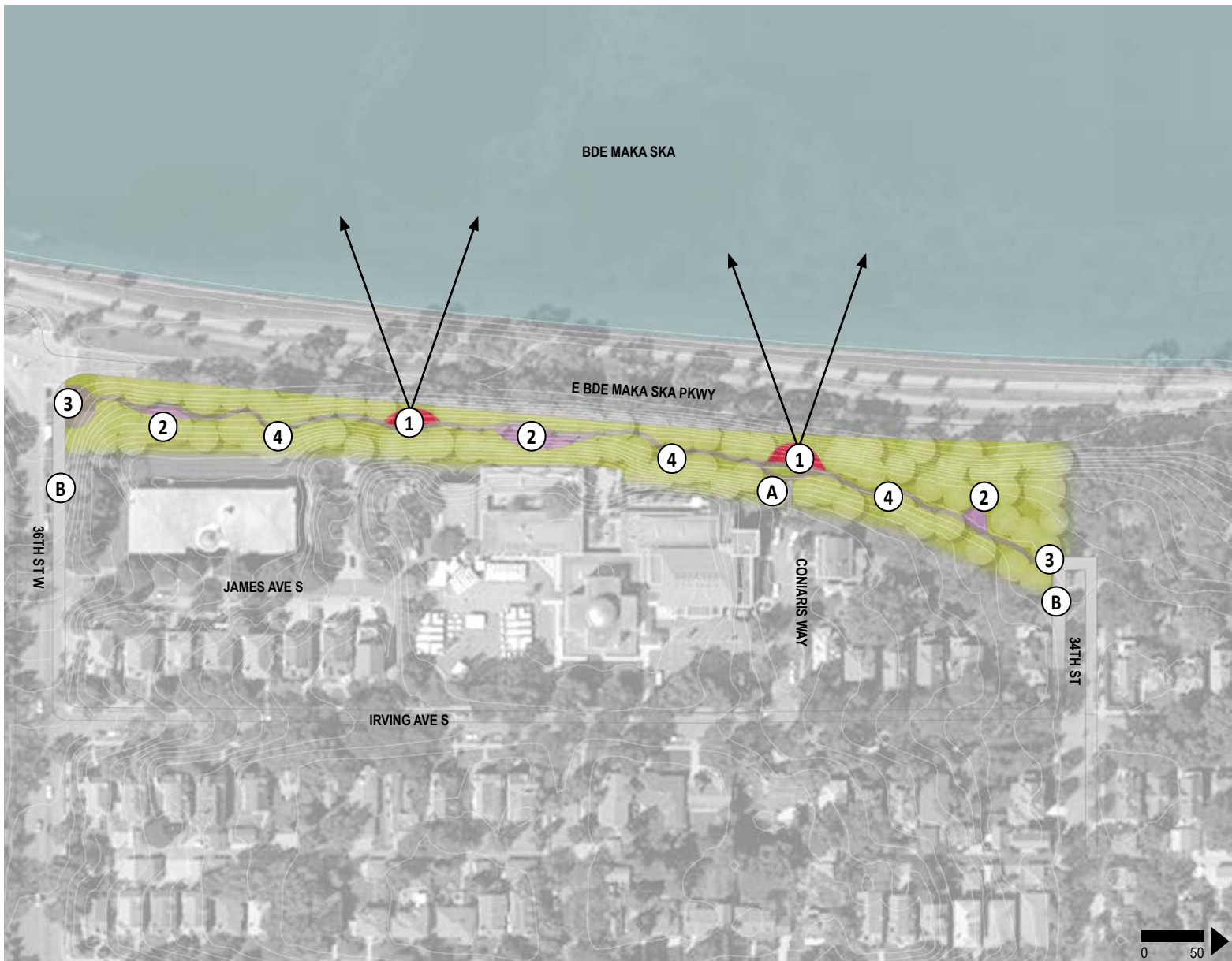
KNOWN LAND USE AND COORDINATION ISSUES

This park feature is considered part of Bde Maka Ska Park in the Minneapolis Chain of Lakes Regional Park. It was not given its own stand-alone concept design during the Bde Maka Ska-Harriet Regional Park master planning process a few years ago, so the neighborhood asked that it be examined as part of

the SW Parks Plan. Following Park Board approval, it will be amended into the Regional Park Plan. Because Loon Lake Trolley Path is surrounded by residential housing, property boundaries should be confirmed before improvements begin.



LOON LAKE TROLLEY PATH - EXISTING CONDITIONS



PROPOSED DESIGN FEATURES

- 1. OVERLOOKS WITH PUBLIC ART / HISTORIC INTERPRETATION OPPORTUNITY
- 2. NATURE PLAY NODES
- 3. GATEWAY FEATURE WITH SIGNAGE
- 4. SHARED USE SOFT SURFACE PATH WITH GROUND-LEVEL LIGHTING

EXISTING FEATURES

- A. STAIRWAY
- B. SIDEWALK

LOON LAKE TROLLY PATH - PROPOSED PLAN

	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	No comments	No comments	No aquatics planned for this park
play	Interest in nature play	Support for nature play nodes	Nature play nodes added along path
athletics	No comments	No comments	No athletics planned for this park
courts	No comments	No comments	No courts planned for this park
winter	No comments	No comments	No winter amenities planned for this park
landscape	Like existing tree canopy and natural area A magical forest for kids Needs areas of open views to lake Needs gathering spaces Too overgrown in some spots Prefer trail to not be paved Like wood chip path	Split support for three overlooks Support for soft surface trail Mixed support for mountain biking Need low lighting, protect dark skies	Tree canopy remains Two lake overlook areas added Shared use soft surface path remains Ground level lighting added
other	Need to define entrance Unclear if trespassing at south end Needs wayfinding and signage Need seating, picnic tables Keep it mostly informal Stairs at Conairis important	Support for enhanced entrances Support for wayfinding Want historic/natural interpretation Not right place for fitness equipment Keep stairway	Gateway features with signage added at entrances Overlooks added with public art/historic interpretation opportunity No seating, picnic tables, or fitness equipment planned for this park Existing stairway retained

LOON LAKE TROLLEY PATH PROCESS

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Loon Lake Trolley Path	Play	Nature Play Nodes	\$ 260,196	
Loon Lake Trolley Path	Landscape	Naturalized Areas	\$ 91,898	
Loon Lake Trolley Path	Other	Overlooks with Public Art/Historic Interpretation Opportunity	\$ -	Implemented in collaboration with City and non-profit groups
Loon Lake Trolley Path	Other	Shared Use Soft Surface Path with Ground-Level Lighting	\$ 167,648	
Loon Lake Trolley Path	Other	Miscl. signs, trees, furniture	\$ 15,000	
Loon Lake Trolley Path TOTAL			\$ 534,742	

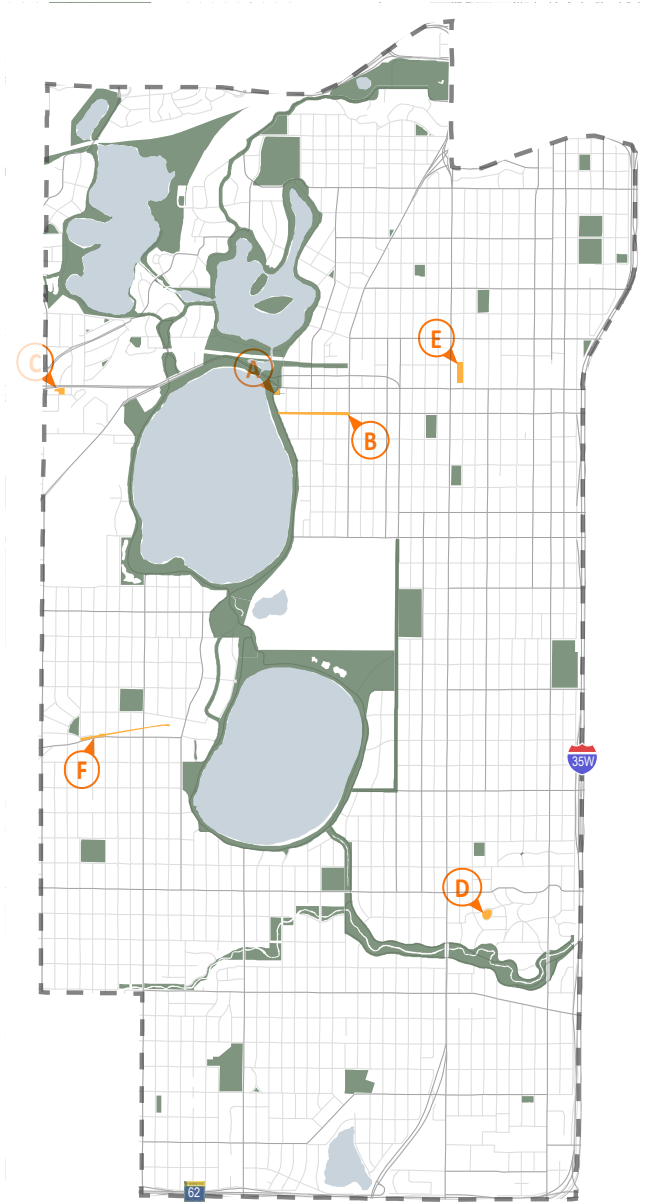
COST ESTIMATE

POTENTIAL PARKS

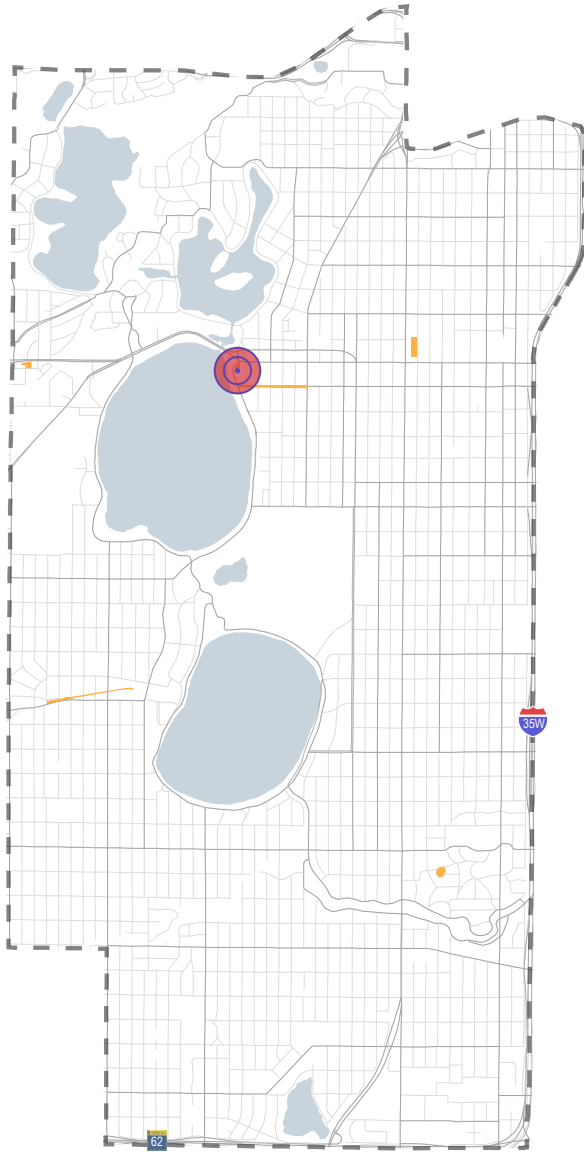
Several new potential parks were proposed during the planning process, often brought forward by community members or neighborhood groups. In addition, a special workgroup of the SW Community Advisory Committee (CAC) was convened early in the planning process to solicit and discuss potential new parks in southwest. Each proposal was researched and reviewed by staff for viability. Six of the most feasible new potential park locations are explored in more detail below, including CAC final recommendations.

PROPOSED PARKS INCLUDED IN MASTER PLAN

- | | |
|---------------------------|------------------------------|
| a. East Lake Gateway Area | d. Washburn Water Tower |
| b. 31st Street Median | e. Garfield Lot |
| c. West Lake Bus Layover | f. Linden Hills Trolley Path |



POTENTIAL PARK: EAST LAKE GATEWAY AREA



LOCATION AND HISTORY

Located on the southeast corner of the intersection of West Lake Street and East Bde Maka Ska Parkway in the ECCO neighborhood, this land is owned by the Park Board and considered part of Bde Maka Ska Park within the Minneapolis Chain of Lakes Regional Park. This small area was not given its own stand-alone concept design during the Bde Maka Ska-Harriet Regional Park master planning process a few years ago, so the neighborhood asked that it be examined as part of the SW Parks Plan.

EXISTING CONDITIONS AND CHARACTER

This area currently hosts a plaza which is actually a sculptural public artwork titled “East Calhoun Gateway: Community Vessel” by artist Phillip Rickey, installed in 1999. The name of the lake was changed from Lake Calhoun to Bde Maka Ska in 2018. The artwork is owned and maintained by the City of Minneapolis. It contains large white stone blocks that can double as seating nestled among trees, shrubs, and grasses forming an abstract outdoor room. The plaza itself consists of red paving stones. The plaza creates a small restful and pedestrian-sized area next to a very large and busy traffic intersection. A small soft-surface and stone walkway allows pedestrians to walk from the plaza to the alleyway behind it.

CAC RECOMMENDATION

Staff and the SW Community Advisory Committee recommend the current design and configuration be maintained, the collaboration with City of

Minneapolis Art in Public Places continue, and that text be amended to the Bde Maka Ska-Harriet Regional Park Master Plan calling for the existing public art to remain until the end of its useful lifespan.

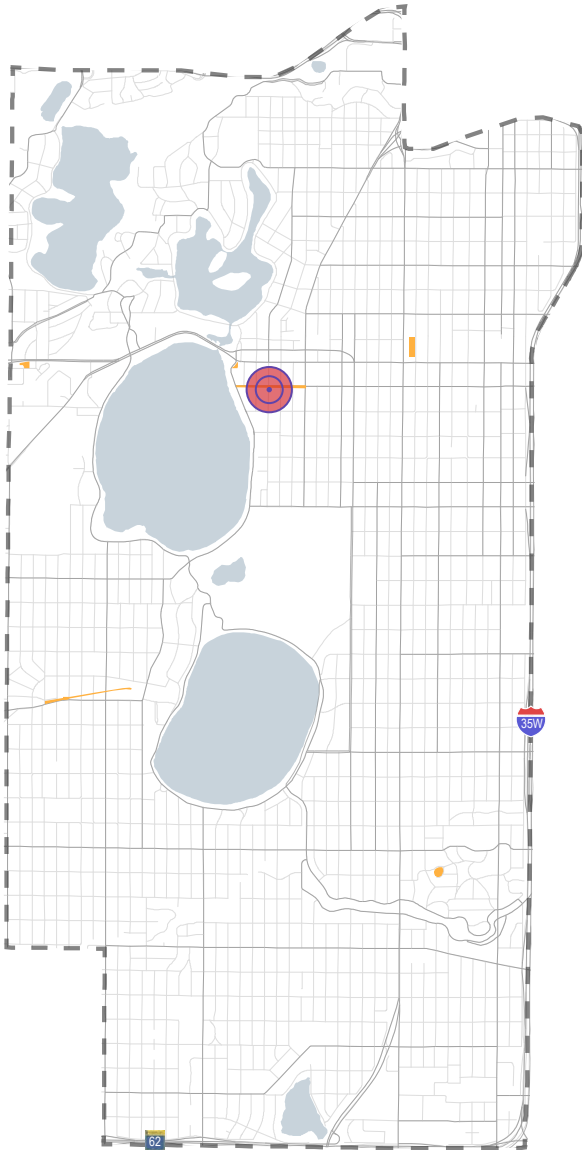
CONNECTIONS BETWEEN PARKS

This area is part of Bde Maka Ska Park but separated from the lake shore by the parkway. A controlled crosswalk allows for pedestrian and bicycle access. Two blocks north of this location, users can connect to The Mall Park.

KNOWN LAND USE AND COORDINATION ISSUES

This area immediately abuts a residential multi-unit building and the boundary between the two may need additional demarcation for clarity. Although the artwork plaza might appear to some as a private gathering space for the residential building, it is in fact public park land accessible to all.

POTENTIAL PARK: 31ST STREET MEDIAN



LOCATION AND HISTORY

Existing 31st Street is located one block south of Lake Street on the east side of Bde Maka Ska in the ECCO neighborhood. It contains sections of median from East Bde Maka Ska Parkway to Hennepin Ave. It is currently a Municipal State Aid street type owned and maintained by the City of Minneapolis. It is identified in the city's 20 Year Streets Funding Plan as having 3,000-7,999 estimated existing daily users (auto, bicycle, pedestrian, and transit).

EXISTING CONDITIONS AND CHARACTER

The street has two one-way drive lanes, a parking lane and grass boulevard in each direction, and a narrow median down the middle that is often interrupted to allow for left turns and north/south through-street access. The median sections have concrete curbs, contain mown grass and occasionally small trees and light poles. In its current configuration, the median sections range from 3-5 feet wide.

CAC RECOMMENDATION

Staff and the SW Community Advisory Committee explored this proposed park and determined there is interest, however a more robust collaboration with agencies and stakeholders would be needed to fully evaluate park potential and feasibility. Stakeholders range from City planning/transportation/water to Metro Transit to neighborhood groups and business owners. For this proposal, many of the following

criteria would need to be met in order for MPRB to consider ownership or operation:

- Provide recreational/leisure uses
- Provide off-road bike and pedestrian connections to other parks/trails in the MPRB system
- Provide environmental benefits (stormwater infiltration/storage, habitat)
- Provide ample and equitable public access, including hours of operation, removal of barriers, and ADA accessibility
- Have a level of maintenance compatible with MPRB current and planned capabilities, and/or consider partnerships with businesses or others for enhanced services
- Fulfill a demonstrated need in the MPRB Park System network, particularly in neighborhoods of underinvestment
- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Fully document historic preservation requirements and associated operations and maintenance
- Explore possible shared use and/or operations agreements

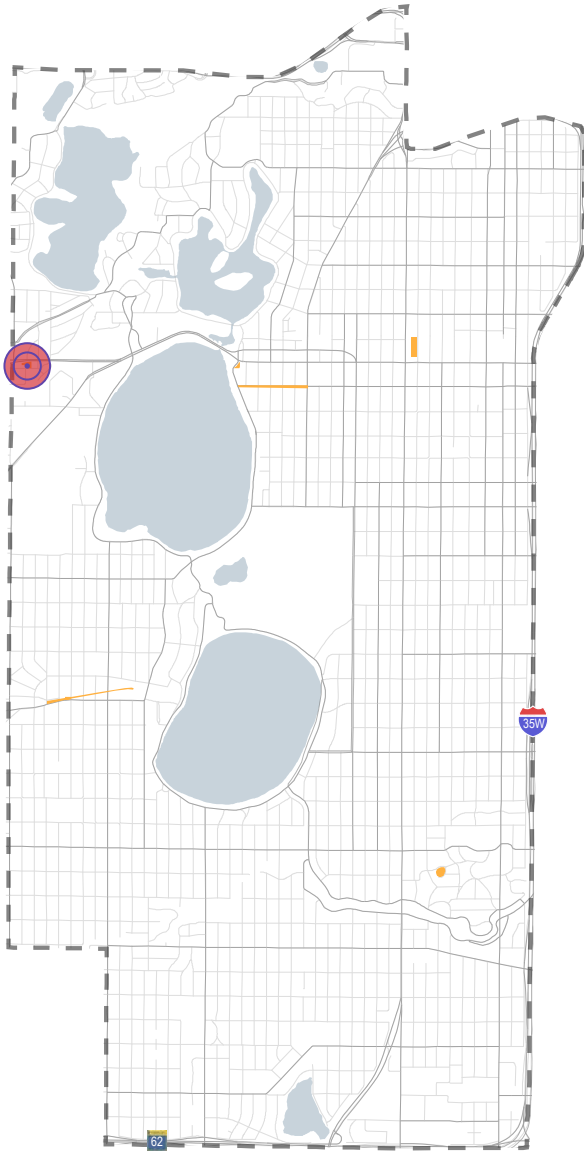
CONNECTIONS BETWEEN PARKS

The proposed 31st Street Median Park has the potential to help connect Bde Maka Ska and the Grand Rounds trails directly to Bryant Square Park and the Lyn-Lake area. Additional connections could be envisioned farther down to Painter Park, The 28th Street Tot Lot, and Powderhorn Park.

KNOWN LAND USE AND COORDINATION ISSUES

The route could be seen as duplicating linear recreation opportunities of the Midtown Greenway located two blocks to the north. 31st Street has been identified in the City's 20 Year Streets Funding Plan for a future on-street bikeway.

POTENTIAL PARK: WEST LAKE BUS LAYOVER



LOCATION AND HISTORY

This identified potential park area is just south of West Lake Street and France Avenue South on the west side of Bde Maka Ska. This existing bus turn-around and layover area includes a few wide swaths of mown grass and trees, a bus shelter, and is adjacent to a wooded lot owned by Hennepin County. The County, City, and Metro Transit have looked at the possible development of the parcels into mixed housing with a transit stop, however at the time of this writing no final decision had been made. The West Maka Ska neighborhood council brought forward the request that the area be considered specifically for a park play area/tot lot. Children in the area currently lack reasonable and safe access to a park due to a variety of built barriers.

EXISTING CONDITIONS AND CHARACTER

Although the West Maka Ska neighborhood is not located very far from Bde Maka Ska, there are several traffic and transit barriers that prevent pedestrians and small children in particular from accessing it easily or safely. This area is a pocket of high density in an otherwise single-family home area, with several multi-story apartment buildings wedged between busy Lake Street and the rail tracks and golf course to the south. The bus turnaround area is a stretch of mown grass, trees, and shrubs with sidewalks, benches, a bike rack, and a bus shelter. The turnaround loop is wide enough for one bus to park and another to pass around it. The center of the loop is heavily planted with trees and shrubs, screening

idling buses from view. The adjacent Hennepin County lot is also heavily wooded and thick with invasive plants, with some building footing remnants scattered throughout. This parcel is separated from the adjacent one by a small alleyway.

CAC RECOMMENDATION

Staff and the SW Community Advisory Committee explored this proposed park and determined there is interest, however a more robust collaboration with agencies and stakeholders would be needed to fully evaluate park potential and feasibility. Stakeholders range from City planning/transportation/water, to Hennepin County, Metro Transit, landlords, neighborhood groups, and business owners. For this proposal, many of the following criteria would need to be met in order for MPRB to consider ownership or operation:

- Provide recreational/leisure uses
- Provide off-road bike and pedestrian connections to other parks/trails in the MPRB system
- Provide environmental benefits (stormwater infiltration/storage, habitat)
- Provide ample and equitable public access, including hours of operation, removal of barriers, and ADA accessibility
- Have a level of maintenance compatible with MPRB current and planned capabilities, and/or consider partnerships with businesses or others for enhanced services

- Fulfill a demonstrated need in the MPRB park system network, particularly in neighborhoods of underinvestment
- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Explore possible shared use and/or operations agreements

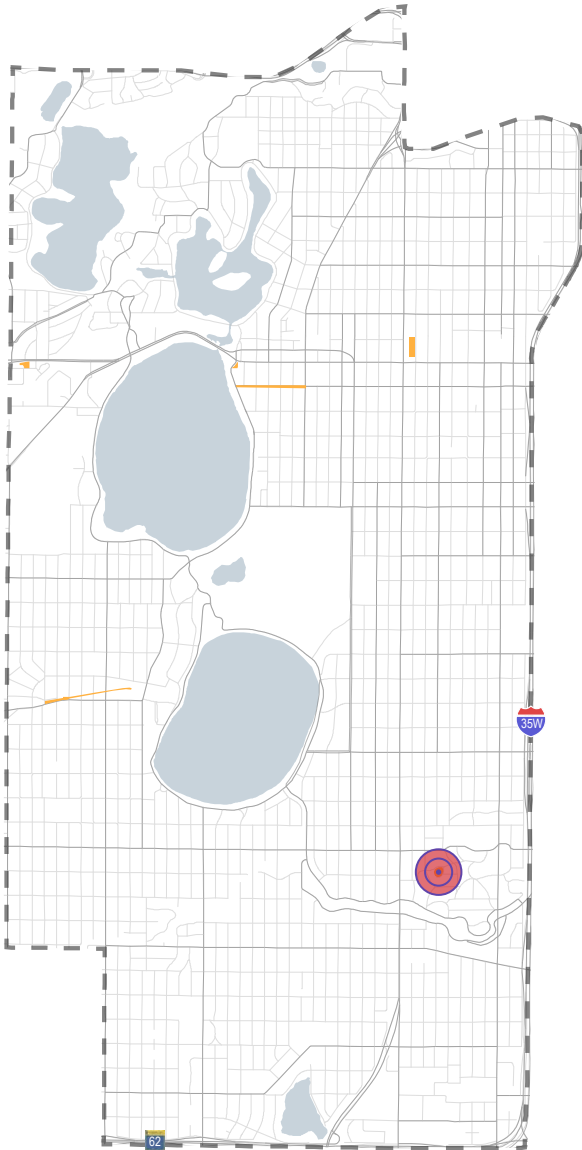
CONNECTIONS BETWEEN PARKS

This space is only a block away from the Cedar Lake Regional Trail and could potentially connect to it, as well as to the Minneapolis Chain of Lakes Regional Park. St. Louis Triangle is the next closest Minneapolis park, located on the opposite side of Lake Street.

KNOWN LAND USE AND COORDINATION ISSUES

Hennepin County had previously identified the parcels for residential development. Collaborative discussions with county and transit partners are necessary to consider park development here. If this area is not feasible, the West Maka Ska area has been identified in Chapter 3 as a search area for a new park/tot lot. When a future park is developed, consider a new engaging name.

POTENTIAL PARK: WASHBURN WATER TOWER



LOCATION AND HISTORY

The Washburn Water Tower is owned and operated by the City of Minneapolis Water Works. This historic building, constructed in 1931, sits atop a large hill on an oval plot of land in the Tangletown neighborhood. The building is listed on the National Register of Historic Places but no longer plays an active role in the city's water distribution system.

EXISTING CONDITIONS AND CHARACTER

The imposing circular stone structure has 12 giant "guardians of health" relief sculptures which resemble knights carved into the exterior stone at much-larger than life scale – 16 feet high. Encircling the domed roof are several sculptures of giant eagles. A locked wrought iron fence surrounds the building and several ornamental garden spaces that are maintained by dedicated volunteers. A concrete staircase on the east side and a combination concrete ramp and staircase on the south side provide access up to the building's edge from the streets below. The building itself is not open to the public. Streets wrap around all sides except to the west where the land abuts three separate residential plots. The high hill and building atop it tower over the neighboring houses in dramatic fashion.

CAC RECOMMENDATION

Staff explored this proposed park and determined there is interest, however a more robust collaboration with agencies and stakeholders would

be needed to fully evaluate park potential and feasibility. Stakeholders range from City planning/ transportation/water to neighborhood groups. For this proposal, many of the following criteria would need to be met in order for MPRB to consider ownership or operation:

- Provide recreational/leisure uses
- Provide off-road bike and pedestrian connections to other parks/trails in the MPRB system
- Provide environmental benefits (stormwater infiltration/storage, habitat)
- Provide ample and equitable public access, including hours of operation, removal of barriers, and ADA accessibility
- Have a level of maintenance compatible with MPRB current and planned capabilities, and/or consider partnerships with businesses or others for enhanced services
- Fulfill a demonstrated need in the MPRB park system network, particularly in neighborhoods of underinvestment
- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Fully document historic preservation requirements and associated operations and maintenance
- Explore possible shared use and/or operations agreements

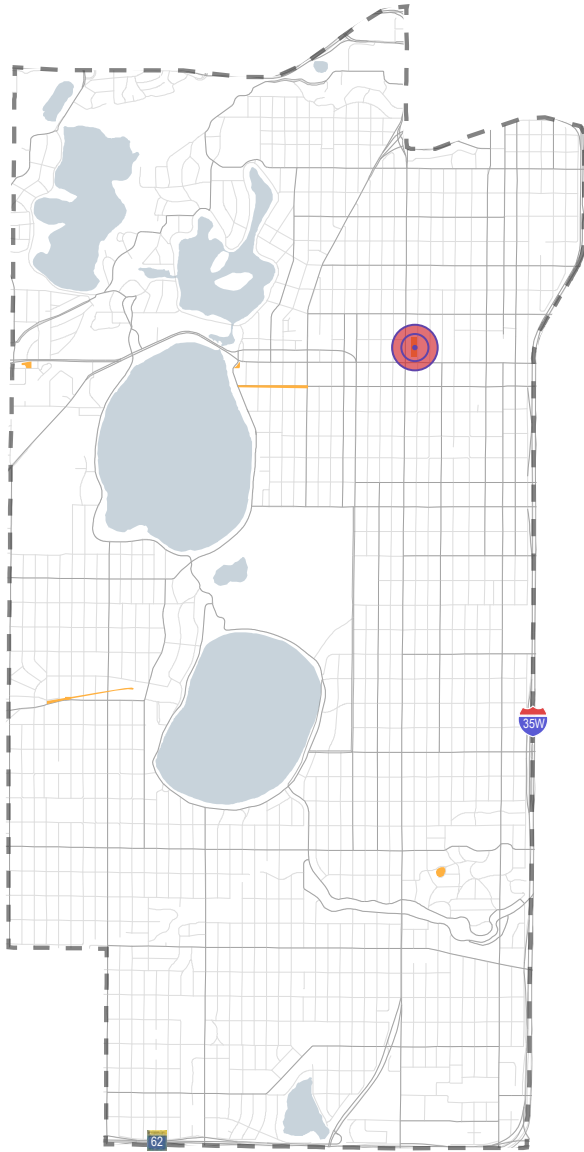
CONNECTIONS BETWEEN PARKS

The Water Tower is located just a few blocks north of Minnehaha Parkway Regional Trail and the creek with its Grand Rounds system of trails. Also within walking distance are three small parks: Elmwood, Gladstone, and Rustic Lodge Triangles. Half a mile to the north is Fuller Park, and just under a mile to the west along West 50th Street is Lynnhurst Park.

KNOWN LAND USE AND COORDINATION ISSUES

Significant operations and maintenance costs may be associated with owning a building on the National Historic Register, and should be carefully considered as part of any acquisition plan.

POTENTIAL PARK: GARFIELD LOT



LOCATION AND HISTORY

Currently owned by the City of Minneapolis, this area has an interesting history. Over 25 years ago, business leaders and community members in the LynLake area determined there was a need for district parking in their commercial node. The City purchased and constructed a parking lot using 20-year bond funds for which adjacent business owners were assessed annually. Now that the bond has been paid in full, the neighborhood and City have been discussing next steps for the public realm in the area. A group of business and community members expressed interest in utilizing this area for public green space and/or parkland, to offset the increasing density and impervious surface in the area. In 2018 the neighborhood, together with consultants, conducted a workshop to determine possible dynamic placemaking opportunities utilizing the parking lot parcels. The workshop produced three key principles:

- Build on neighborhood identity
- More accessibility and inclusion
- Encourage connection

And three key features or outcomes:

- Diverse, flexible uses and amenity
- Better mobility
- Neighborhood greening

EXISTING CONDITIONS AND CHARACTER

This existing asphalt pay parking lot has room for just over 100 automobiles. The main entrance is off

of busy Lake St West while two secondary entrances provide access from the alley and Lyndale Avenue to the west or Garfield Avenue on the east. Located in a busy commercial node, the lot is surrounded on three sides by one and two-story buildings. Most of these face away so their back sides, trash collection, and deliveries face the parking lot. One building has a colorful floral mural on its exterior, and another has an underwater scene painted on dividers separating their outdoor seating from the lot. Several tall lampposts provide overhead lighting at night. A narrow alleyway separates the parking lot from adjacent buildings. Users pay for parking at a hub of three machines on the western edge. Trees, shrubs, and ornamental plantings screen the lot from adjacent streets, while a large overhead sign at the main entrance announces “LynLake Parking” and a smaller sign provides rates. The lot is well hidden from the bustle of Lyndale Ave and Lake St.

CAC RECOMMENDATION

Staff and the SW Community Advisory Committee (CAC) explored this proposed park and determined there is interest, however a more robust collaboration with agencies and stakeholders would be needed to fully evaluate park potential and feasibility. Stakeholders range from City planning/transportation/water to Metro Transit to neighborhood groups and business owners. For this proposal, many of the following criteria would need to be met in order for MPRB to consider ownership or operation:

- Provide recreational/leisure uses

- Provide off-road bike and pedestrian connections to other parks/trails in the MPRB system
- Provide environmental benefits (stormwater infiltration/storage, habitat)
- Provide ample and equitable public access, including hours of operation, removal of barriers, and ADA accessibility
- Have a level of maintenance compatible with MPRB current and planned capabilities, and/or consider partnerships with businesses or others for enhanced services
- Fulfill a demonstrated need in the MPRB park system network, particularly in neighborhoods of underinvestment
- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Explore possible shared use and/or operations agreements
- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Address parking needs of area businesses
- Work collaboratively with business and city leaders involved in area placemaking discussions to date

In addition to the bulleted criteria above, staff have the following recommendations for Garfield Lot.

The LynLake Business Association is interested in partnering with MPRB, the City, and the Midtown Greenway Coalition to convert this municipally owned parking lot into a public green space. Staff explored how this parcel might become a public park and determined a more robust future collaborative design process would be required, involving multiple stakeholders considering urban design approaches to parking, circulation, and public access. Staff and the CAC generally support the principles identified by a focus group of community and business leaders gathered in 2018 for the LynLake Design Workshop:

- Build on Neighborhood Identity (what works for LynLake, wayfinding & signage, learn from past mistakes)
- More accessibility and inclusion (to all types of people, affordable, safe)
- Encourage connection (within the district, Greenway as a focal point, with other people)

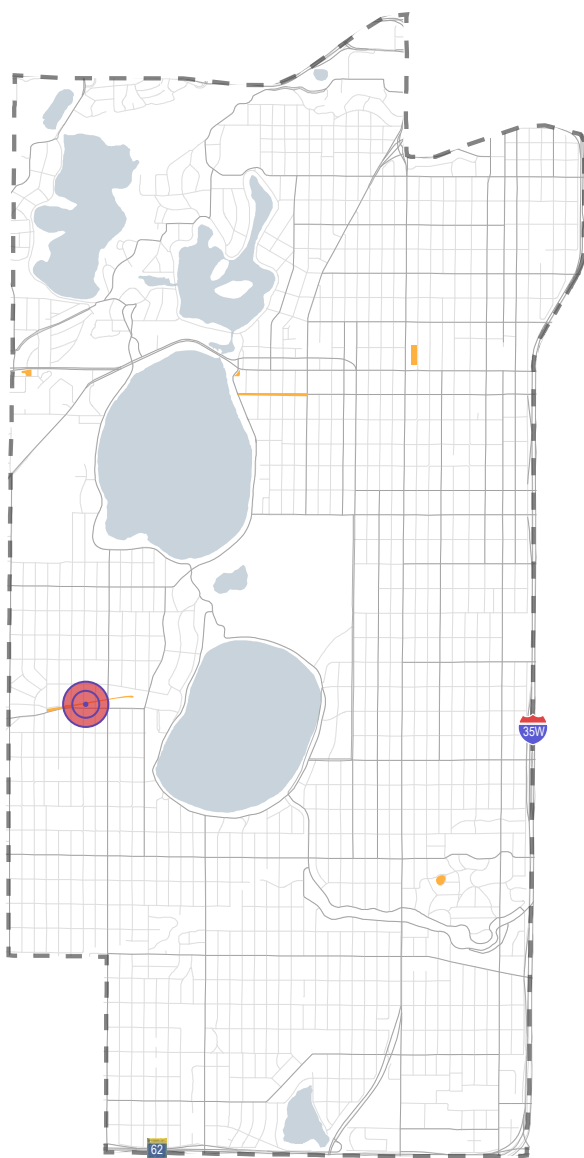
CONNECTIONS BETWEEN PARKS

The Midtown Greenway grazes just along the northern edge of the city block where this parcel is located, and a pedestrian and bicycle connection could easily be imagined here. This location is just one block north of Bryant Square Park, and half-way between Bde Maka Ska Park and Interstate 35W.

KNOWN LAND USE AND COORDINATION ISSUES

The neighborhood and business leaders are currently wrestling with goals for the area and how parking and public realm fit into the equation. MPRB is prepared to collaborate on a solution that may include full or partial parkland, or perhaps a new type of urban parks initiative with an altogether new feel and operating principles. This location and the collection of stakeholders provide an opportunity for significant innovation in park and public realm development.

POTENTIAL PARK: LINDEN HILLS TROLLEY PATH



LOCATION AND HISTORY

This potential linear park, comprised of pieces under different ownership, stretches about $\frac{3}{4}$ of a mile diagonally from Chowen Ave South all the way to Lake Harriet Parkway, north of West 44th Street along an old streetcar line. While currently offering a variety of experiences along its length, several members of the neighborhood have developed an ambitious design vision to reconnect the pieces into a coherent whole, providing direct access from Waveland Triangle to Lake Harriet while telling the story of the once ubiquitous trolley system in Minneapolis and the history of Linden Hills. Organized community members have conducted community engagement and contracted with a local landscape architect to sketch initial ideas for a potential Linden Hills Trolley Path park, shown here.

EXISTING CONDITIONS AND CHARACTER

The route was once an historic trolley path and now is a collection of different types of development. The western section is owned by the City and has been partially enhanced. The more narrow eastern section comprises parcels owned or controlled by multiple entities.

Parts of the route on the east end provide a paved alleyway with garbage and parking access for neighboring residences and businesses which face away from it. About half-way down the route, a City Public Works-constructed “hammerhead” turnaround terminates the alley and restricts the western half to pedestrian and bike access only. A two-block section west of the hammerhead has been enhanced by the

City into “Trolley Path Garden” - a lovely pedestrian path with well-cared for ornamental and native plantings, sidewalk, and storm-water mitigation features using Linden Hills Neighborhood Council (LHINC) funds. Beyond this, a small section of the route near the western end is a somewhat hidden informal “cow path” wedged behind a business back fence and a row of shrubs. The last section at the far west is a Public Works-owned empty grass lot used to sell Christmas trees in winter, and it sits opposite a corner entrance to Waveland Triangle.

At the eastern end, the alleyway over the historic streetcar line turns north to terminate just before the Minnesota Streetcar Museum car barn, located on the tracks. North of this is the currently operating Como-Harriet Streetcar line which takes visitors on a narrated 2-mile ride through history from Lake Harriet to Bde Maka Ska on restored street cars. For a number of reasons: streetcar barn, odd shaped private land parcels, and the current demand for parking long the alleyway in the Linden Hills busy commercial node, there are several different possibilities for ultimately connecting the route to Lake Harriet. These include: following the streetcar line north to West 42nd and turning east; creating a new path connection down the slope towards the lake between West 43rd and 44th Streets; or turning south along Upton, then east along West 44th to connect to Dell Park at Thomas Ave South and from there connect to the lake at West 45th Street. Dell Park has a concept design proposed as part of this master plan and a separate packet for it is included in Chapter 4. The Dell Park plan includes improved pedestrian connections across the Parkway to Lake Harriet.

CAC RECOMMENDATION

Staff and the SW Community Advisory Committee (CAC) explored this proposed park and determined there is interest, particularly if a robust connection between the park assets of Lake Harriet and Waveland Triangle can be forged. However a more robust collaboration with agencies and stakeholders would be needed to fully evaluate park potential and feasibility. Stakeholders range from City planning/transportation/water to Metro Transit to neighborhood groups and business owners. For this proposal, many of the following criteria would need to be met in order for MPRB to consider ownership or operation:

- Provide recreational/leisure uses
- Provide off-road bike and pedestrian connections to other parks/trails in the MPRB system
- Provide environmental benefits (stormwater infiltration/storage, habitat)
- Provide ample and equitable public access, including hours of operation, removal of barriers, and ADA accessibility
- Have a level of maintenance compatible with MPRB current and planned capabilities, and/or consider partnerships with businesses or others for enhanced services
- Fulfill a demonstrated need in the MPRB park system network, particularly in neighborhoods of underinvestment

- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Fully document historic preservation requirements and associated operations and maintenance
- Explore possible shared use and/or operations agreements

In addition to the bulleted criteria above, staff and the CAC have the following recommendations for a potential Linden Hills Trolley Path park.

Staff and the CAC encourage neighborhood stakeholders to engage in a robust, collaborative, community-led design process. Community members and LHINC have expressed interest in partnering with the Park Board and the City to convert this former trolley path into a connected trail and public space, and LHINC has set aside funds for the possibility. Staff and the CAC generally support the connectivity goals identified by community leaders which a fully connected path from Waveland Triangle to the Grand Rounds along Lake Harriet might provide, with the understanding that the design of the park trail may vary, west to east, to meet present conditions and the future needs of adjacent residences and businesses. In order for MPRB to consider owning and/or operating the Linden Hills Trolley Path park, the following criteria should also be carefully considered:

- Coalition-led urban design plan that includes area neighbors, community leaders, businesses, municipal and agency contacts, and regional park users

- Goals for district-wide pedestrian access and parking solutions informed by the new Minneapolis Transportation Action Plan.
- Ultimate multi-party agreement between the City, Park Board, and neighborhood representatives.

CONNECTIONS BETWEEN PARKS

A fully realized Linden Hills Trolley Path park would directly connect Waveland Triangle to Lake Harriet and the Grand Rounds, possibly via Dell Park. Along the way it could provide access to Beard's Plaisance, and possibly the Como-Harriet street car line. The Park Board is most interested in a fully connected park/trail between existing park assets, rather than stand-alone shorter sections of trail.

KNOWN LAND USE AND COORDINATION ISSUES

Multiple different land owners in several jurisdictions create a multi-layered and somewhat complicated situation for determining ownership, development, and maintenance of a future park/trail. However, a groundswell of organized support has already moved the potential project forward on numerous requirements outlined above.



LEGEND

- 20' or wider sidewalks
- 15' or wider sidewalks
- 10' or wider sidewalks
- 5' or wider sidewalks
- 3' or wider sidewalks
- 2' or wider sidewalks
- 1' or wider sidewalks
- 0' or wider sidewalks
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DETAILS & MATERIALS

- 10' or wider sidewalks
- 5' or wider sidewalks
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- 5' or wider sidewalks
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- 1' or wider sidewalks
- 0' or wider sidewalks

studio gro
landscape architecture
Minneapolis, MN
852 1st St NE • Minneapolis, MN
Support by South Portland

THE TROLLEY PATH PARK
PEDESTRIAN ALTERNATIVE TRANSPORTATION TO HARRIET (TROLLEY P.A.T.H.)
LINDEN HILLS, MINNEAPOLIS, MN
Prepared for: Linden Hills Zoning Committee (Linden Hills Neighborhood Council)
Minneapolis, MN

Scale: 1" = 100'
0' 100' 200' 300'

Sheets by: [blank]
Created by: [blank]
Date / Draft: 2017.08.14 Draft Map

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CONCEPT PLAN

SHEET 1

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THE TROLLEY PATH PARK

COMMUNITY CONNECTION TO THE GRAND ROUNDS

Essentially, The Trolley P.A.T.H. Park is our community's connection to Lake Harriet and the Grand Rounds Scenic Byway. This is an amazing opportunity to provide a pedestrian outlay along the Trolley P.A.T.H. and paired bike lanes on the alleyway similar to high transit people from one side of our neighborhood to the other. The reestablishment of this historically important route from Lake Harriet 1910s with the greater city of Minneapolis parks, trails and public transportation. The focus and efforts plan will be implemented to support safe, pedestrian and bike travel.

and serve as a continuation of the GRAND ROUNDS SCENIC BYWAY AND CONGO-HARRIET STREET CAR LINE AND TROLLEY HISTORIC LANDMARK
Date of Local Designation: 1936, Date of National Register Designation: 1977

FUNDING SOURCES

- PARK DESIGNER FEES
- THE CONCORDS' GRASSROOTS MODEL BETWEEN WARDENFELS
- PARKS AND RECREATION BOARD AND THE CITY OF MINNEAPOLIS
- MINNEAPOLIS CITY OF MINNEAPOLIS
- MINNEAPOLIS CITY OF MINNEAPOLIS

SUSTAINABILITY & STEWARDSHIP

- LINDEN HILLS NEIGHBORHOOD COUNCIL AND QUARTERS
- MINNEAPOLIS CITY OF MINNEAPOLIS
- CITY OF MINNEAPOLIS
- MINNEAPOLIS CITY

PROVIDE ECOLOGICAL SERVICES

- GREEN LAW, SUSTAINABLE DESIGN AND STRATEGIC
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PROMOTE CONNECTIONS

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SUPPORT BUSINESSES

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NOTES ON LINDEN HILLS

- GREEN LAW, SUSTAINABLE DESIGN AND STRATEGIC
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- SUSTAINABLE DESIGN AND STRATEGIC

REFERENCES

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MAP

- GREEN LAW, SUSTAINABLE DESIGN AND STRATEGIC
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Photo: Concept Plan commissioned by the Linden Hills Neighborhood Council and Studio Gro

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