



Bde Maka Ska Refectory Rebuild

Questions and Answers

March 23, 2021 from 12-1pm – Session #1

March 24, 2021 from 5-6pm – Session #2

Following brief introductions and a walk-through of the [draft Vision, Guiding Principles and Concepts](#), the MPRB project team opened the question and answer portion of the meeting.

Is the public leaning towards one concept over the other?

The [public survey](#) for this project does not ask the question of which concept is preferred, but rather asks “what do you like” and “what is missing” from both of the concepts individually.

Can you provide more information about how the concepts address accessible routes and seating opportunities for people with disabilities?

Within the [draft concepts document](#), there are pages showing programming spaces and square footages. On these pages ([Page 13](#) and [Page 32](#)), you can see the proposed accessible routes for each concept. A variety of seating is provided in both concepts which would include accessible seating. For fixed seating, a minimum of 5% of the overall fixed seating will be accessible.

It looks like Concept A has more trees, is that correct?

Concept A does show more trees integrated into the seating areas.

Concept B shows a grass path to the existing dock, will that access path be refined to include a hard surface leading to the dock?

Yes, a firm and stable surface will be provided from the parkway to the dock area in the final concept.

Concept B looks more fluid with potential acoustic bands playing here with ease, would that be possible in both concepts?

Yes, both concepts provide an area for performance. In [Concept A](#), the performance area is located to the west of the southern building. In [Concept B](#), the performance area is located on the northwest corner of the project site.

The plans show a break in the parkway median which seems unnecessary and might encourage dangerous pedestrian crossings in that location, why is there a break in the median?

The break in the parkway median is an existing condition. Currently, improvements to the parkway median are not a part of the project scope as it is a low priority in comparison to other site improvements.

How much would it cost to make the parkway median continuous?

Modifications to the parkway median to make it continuous are estimated to cost between \$5,000 and \$15,000.

Can you please elaborate on the programming differences in the southern building in both concepts?

In [Concept A](#), the southern building is programmed to include approximately 720 square feet of food service space, 740 square feet of restrooms, and 830 square feet of storage and waste. In [Concept B](#), food service space is reduced to approximately 207 square feet, restrooms are at 952 square feet, and storage and waste is included at 582 square feet. In Concept B, interior dining space is provided in the southern building instead of the northern building as is shown in Concept A.

Are you taking this opportunity (since the Refectory burned down) to consider moving some functions to other areas of the lake (boat access for example)?

The proposed project scope does not include the relocation of any current functions to other parts of the lake, however, the [Bde Maka Ska-Lake Harriet Master Plan](#) does vision for the relocation of the Minneapolis Sailing Center to the northwest corner of Bde Maka Ska, and the relocation of the Wheel Fun Rentals to the southern side of the Refectory site. These improvements are not funded and will not be implemented with this project. The final Concept Plan that will be brought to the Board of Commissioners for approval will include a vision for the area south of the Refectory building where the Minneapolis Sailing Center currently sits.

Talking through these concepts is really helpful, will you consider adding additional recordings to your project page?

The current video walk-through of the concepts has been well viewed. If there are specific questions that are not clear, please contact delias@minneapolisparks.org.

Is one concept more expensive than the other?

Cost estimates are currently being prepared and will be presented to the Board of Commissioners with the final concept, included proposed funding sources.

Would there be a single food vendor if there are multiple food prep spaces; can you elaborate on the off-season operations of the proposed designs?

As currently visioned, both food services spaces would be operated by a single vendor. Off-season operations are envisioned to include snow removal from a portion of the seating area and a limited food and beverage operation to levels dictated by the food vendor operating the space.

Do the concepts allow for potential expansion in the future?

The intended build out of the capital project includes all improvements generally shown in the two concepts. The buildings themselves would not be designed for expansion as they will fulfill community and vendor needs and maximize the site as currently designed. Landscape and seating areas could be expanded into the current boat launch and Minneapolis Sailing Center area once those functions are relocated to the northwest side of Bde Maka Ska.

How will the site function during the off-season, how much will be closed vs. available for use?

Off-season operations are envisioned to include snow removal from a portion of the seating area and a limited food and beverage operation to levels dictated by the food vendor operating the space.

Is there funding in the budget for a permanent staff person to oversee the site year-round?

The funding for this project is strictly for capital construction costs. Through alternate budget mechanisms, additional funding requests will be made to ensure that the site is maintained and programed as intended.

Is there a plan to allow space in the new design for the skate park use that has occurred since the Refectory burned down? If not, is there a plan elsewhere around the lake for this use?

Given the size of the site, there is no plan to include a skate park facility at this location. The [Bde Maka Ska-Lake Harriet Master Plan](#) does envision a skate park on the northwest corner of Bde Maka Ska. The skate park is not a funded project.

Will the project be phased?

The intended build out of the capital project includes all improvements generally shown in the two concepts. The relocation of the boat launch and Minneapolis Sailing Center to the northwest side of Bde Maka Ska would allow for a future phase of site improvements if/when the project is funded.

Can you clarify the funding sources for the project?

Staff are exploring many different sources of funding from the project including insurance proceeds from the fire loss, the Capital Improvement Program Regional Park funding, and Park Dedication fees.

Is there any discussion about including public outdoor exercise equipment around the lake?

The [Bde Maka Ska-Lake Harriet Master Plan](#) does envision public outdoor exercise equipment around Bde Maka Ska. This is not planned for at this site.

What is the plan for additional parking for patrons coming to the site by car?

The only proposed parking improvements is to add accessible site arrival points which have not existed at this location to date. No other parking improvements are planned.

With climate change impacting this site, are you incorporating future projections into the design of the site (shade, trees)? What is the lifespan of this project?

With an expected building/site lifespan of 50-100 years, this project understands that the future will likely hold warmer weather and increased precipitation, among other changes. Seating will be provided in a variety of ways included full sun and under shade. Additional analysis of the site has included Bde Maka Ska water elevation projections and planning for increased flooding.

Can you provide information on the public feedback MPRB has received to-date?

MPRB has received approximately 300 public survey responses to-date. Following the survey closing on April 1, staff will tabulate the comments into themes and publish a public input data summary on the project page.

Has the site been designed to accommodate park users if another pandemic were to impact the general public?

Seating will be provided in a multitude of ways through this project which will allow for the use of both fixed and unfixed seating to be utilized in a way that would maintain social distancing.

The walking path on the southwest side of the lake is in disrepair, will this be fixed with this project or separately?

MPRB staff are aware of the pedestrian trail damage and expect to repair the trail in 2021, separate from this project.

What are the next steps for the project?

Once the survey closes on April 1, staff will tabulate the comments into themes and publish a public survey data summary on the project page. A final Vision, Guiding Principles and Concept will be brought to the Board of Commissioner this summer for approval which will include a public hearing. If the project concept and funding is approved, the project will proceed into detailed design with construction anticipated in 2022 and food service operations resuming in 2023.

Is there anything on-site to engage park users and make them aware of the project and community engagement opportunity?

There are currently two banners at the project site making park users aware of the project and directing them to the project page. The language on the banner is translated into Spanish, Somali, Hmong and Dakota.

For more information and to sign up for email updates, visit www.minneapolisparcs.org/bmsrebuild.