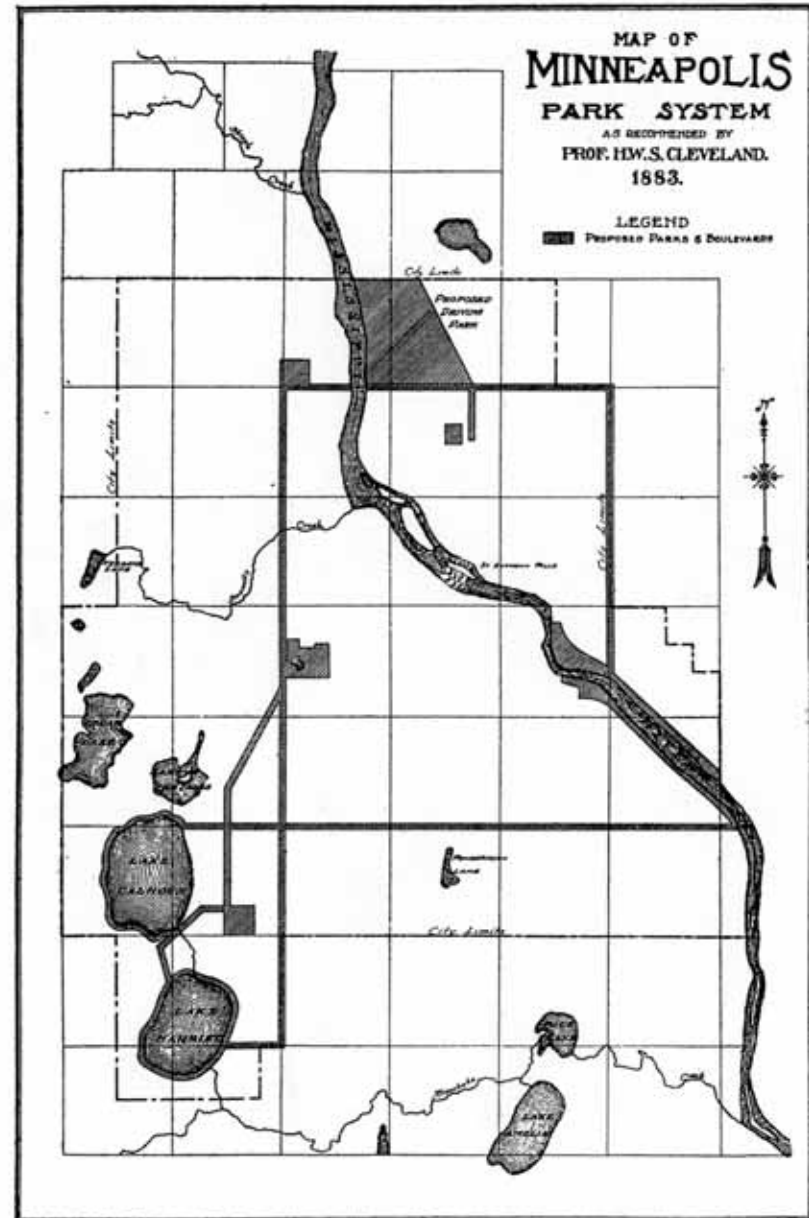


# Grand Rounds History

- 1883 Plan for Minneapolis Park System prepared by Landscape Architect Horace W. S. Cleveland.
- The system of connecting parks and parkways was first called the “Grand Rounds” by William Watts Folwell in 1891.





# Grand Rounds History

- 1888-1920s Land for parks and parkways acquired and constructed except for a gap in NE Minneapolis.
- 1931, 1939 Plans prepared for Missing Link Parkway under direction of Superintendents Theodore Wirth and Christian Bossen.
- 1970s Eckbo Dean Austin & Williams, landscape architects, hired to improve the Grand Rounds. A Missing Link route is sketched but not executed. The “Bicycle Grand Rounds” were developed to parallel parkways.
- 1998 Grand Rounds is designated a National Scenic Byway.
- 2007 Missing Link Parkway planning renewed.

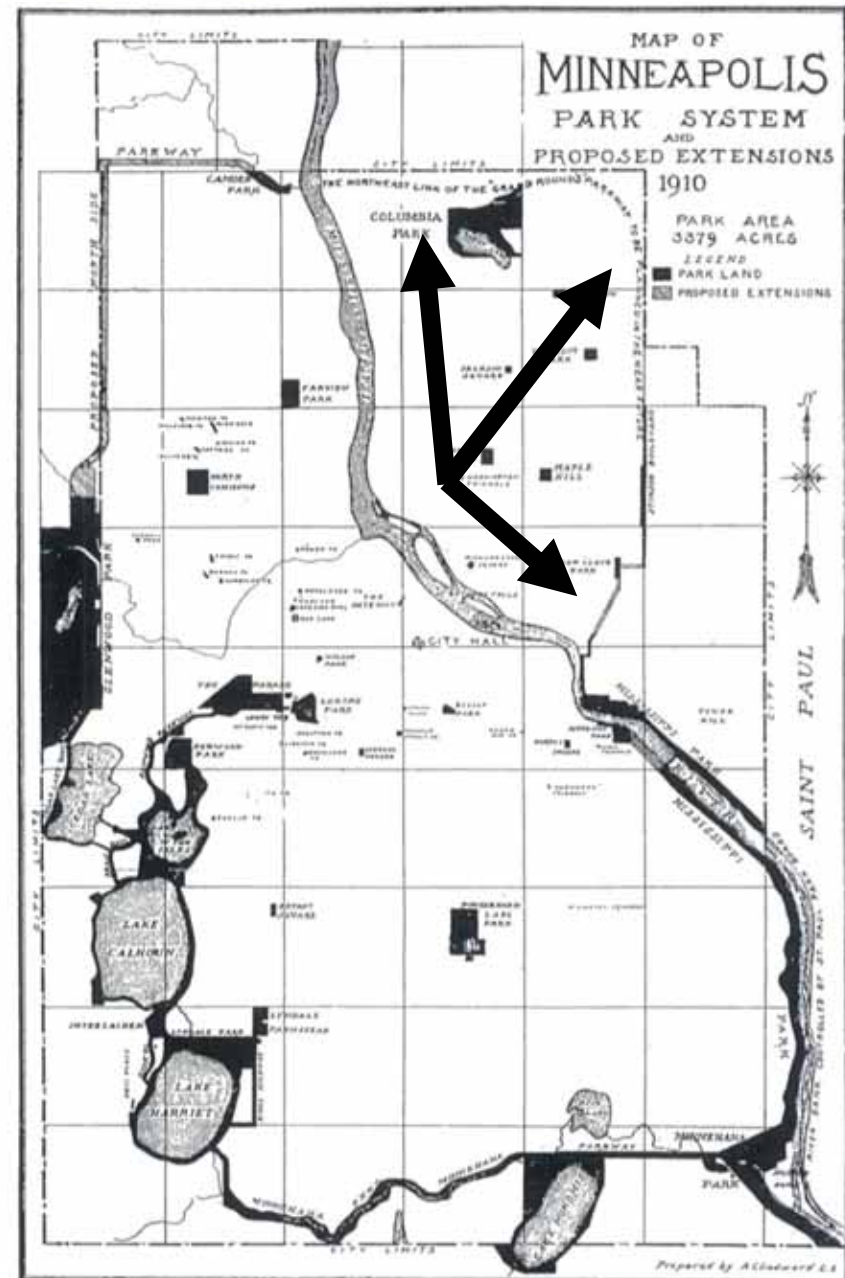
KEEPING THE PROMISE:

COMPLETING THE GRAND ROUNDS

# Historic Missing Link Plans

Proposed Extensions – 1910

Note showing the general location of a proposed NE link to be planned in the near future. Proposed link connects East River Road, the University of Minnesota, Van Cleve Park, and Stinson Parkway.



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# Historic Missing Link Plans

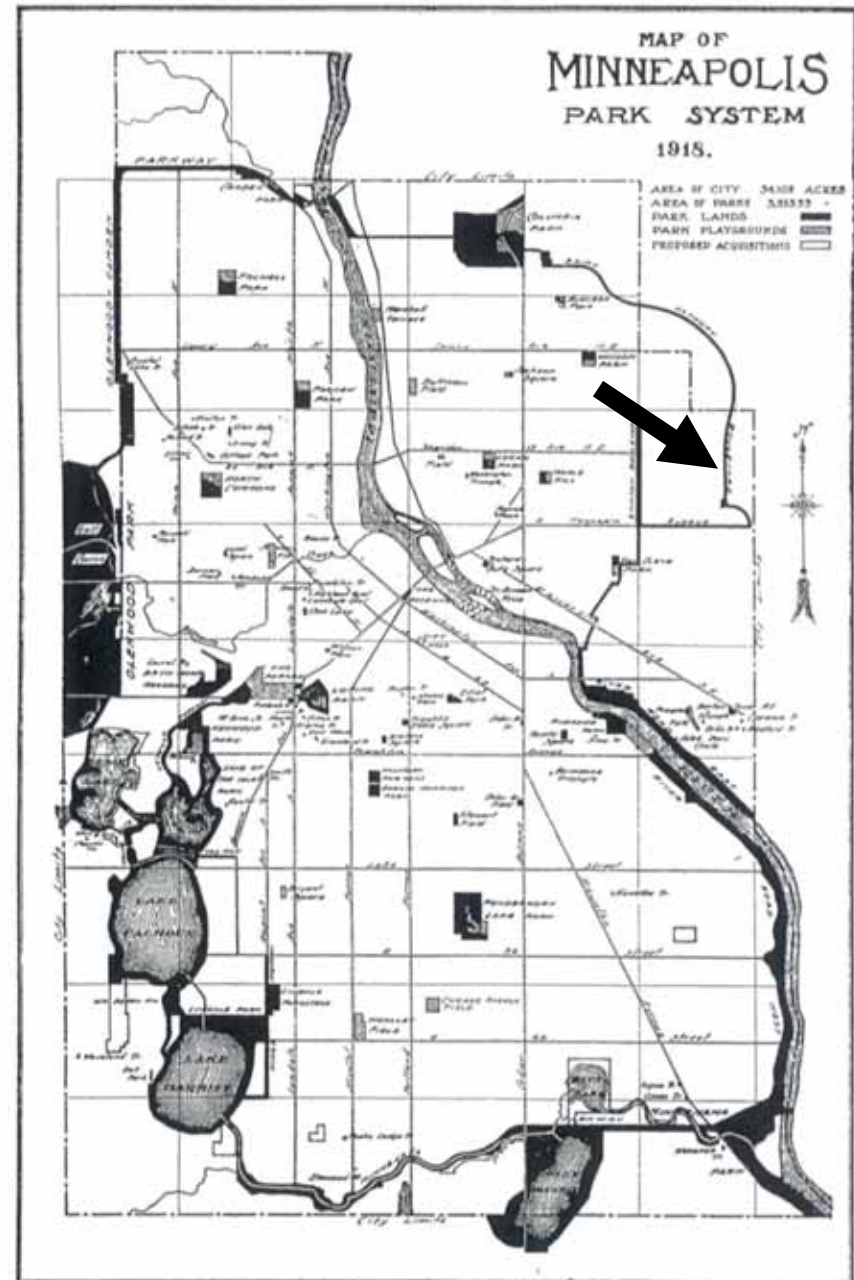
Proposed Extensions – 1918

The NE Link has been constructed through St. Anthony to East Hennepin Ave. at the Minneapolis – St. Paul border.

Stinson Blvd. is green landscaped parkway to Hennepin Ave.

Potential parkway extension into St. Paul.

Note: Portions of Stinson and NE Link (now Industrial Blvd.) later to be abandon as parkways





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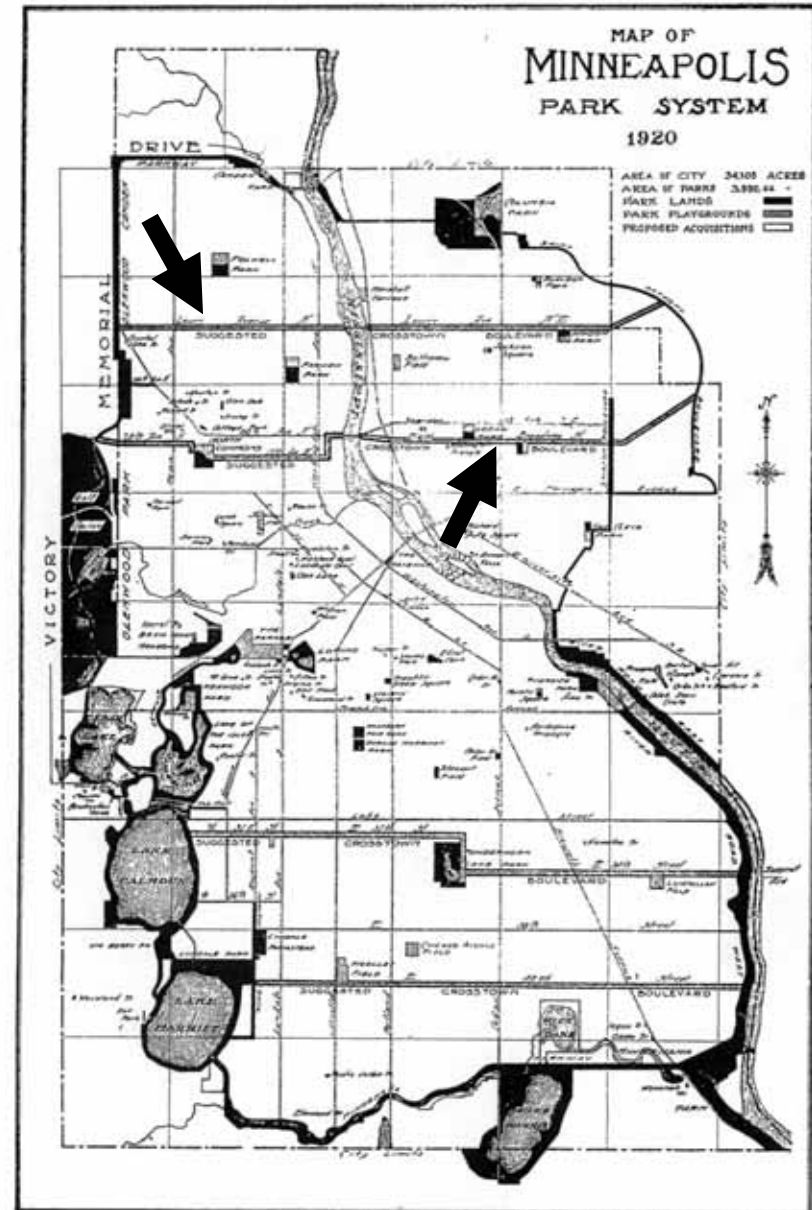
COMPLETING THE GRAND ROUNDS

# Historic Missing Link Plans

Proposed Extensions – 1920

Victory Memorial Drive has been completed and two proposed cross town boulevards at Broadway and

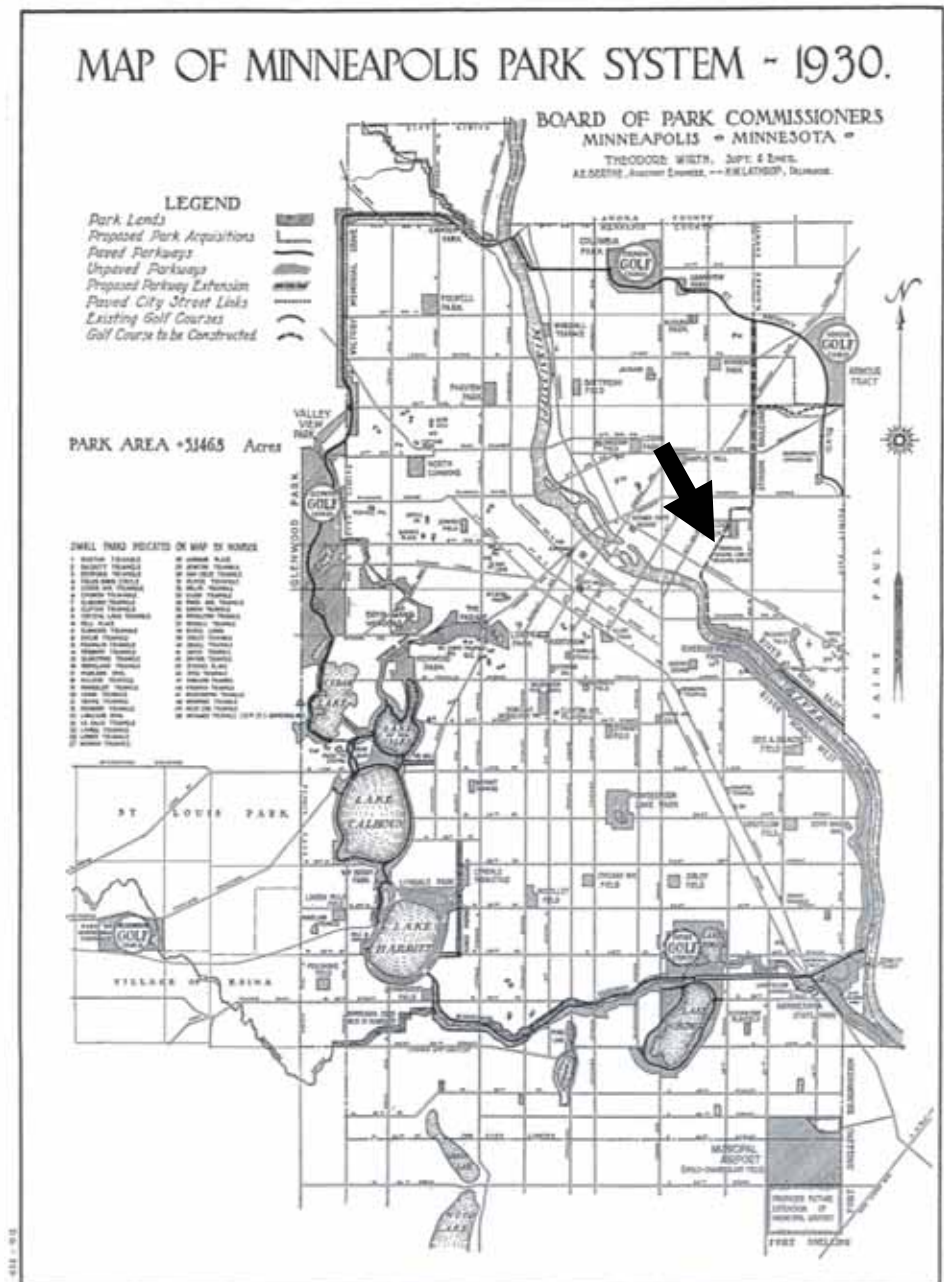
Lowry would join Victory Memorial Drive to NE Minneapolis.



# Historic Missing Link Plans

## Proposed Extensions – 1930

The note “Proposed Missing Link to Grand Rounds” is shown on the plan

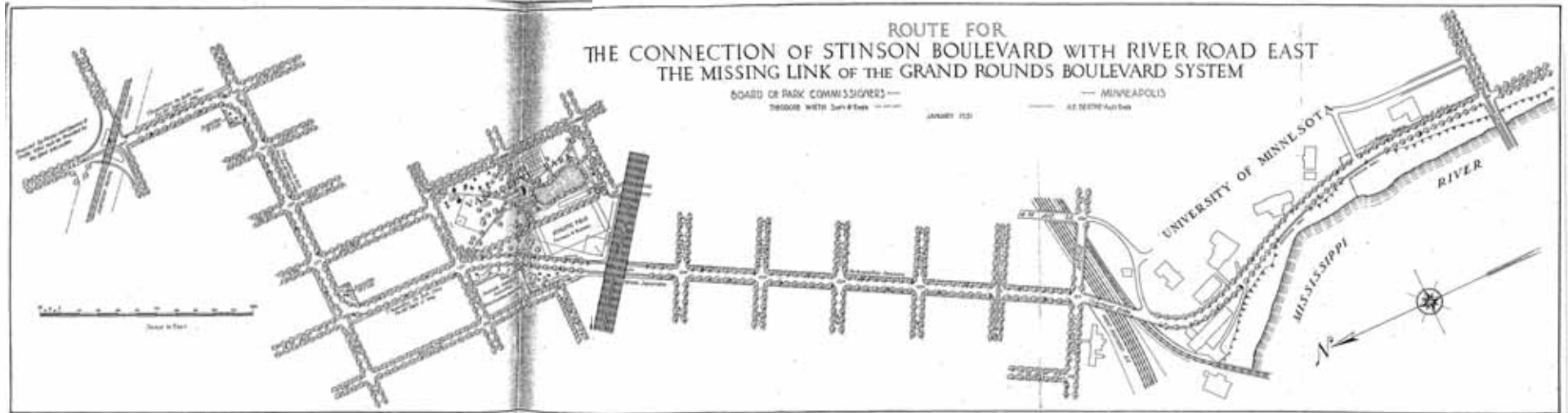




# Historic Missing Link Plans

## Proposed Extensions – 1931

The link is a tree-lined route that extends from Stinson Blvd. through Van Cleve Park, over two railroad bridges to the University of Minnesota campus and the East River Road.





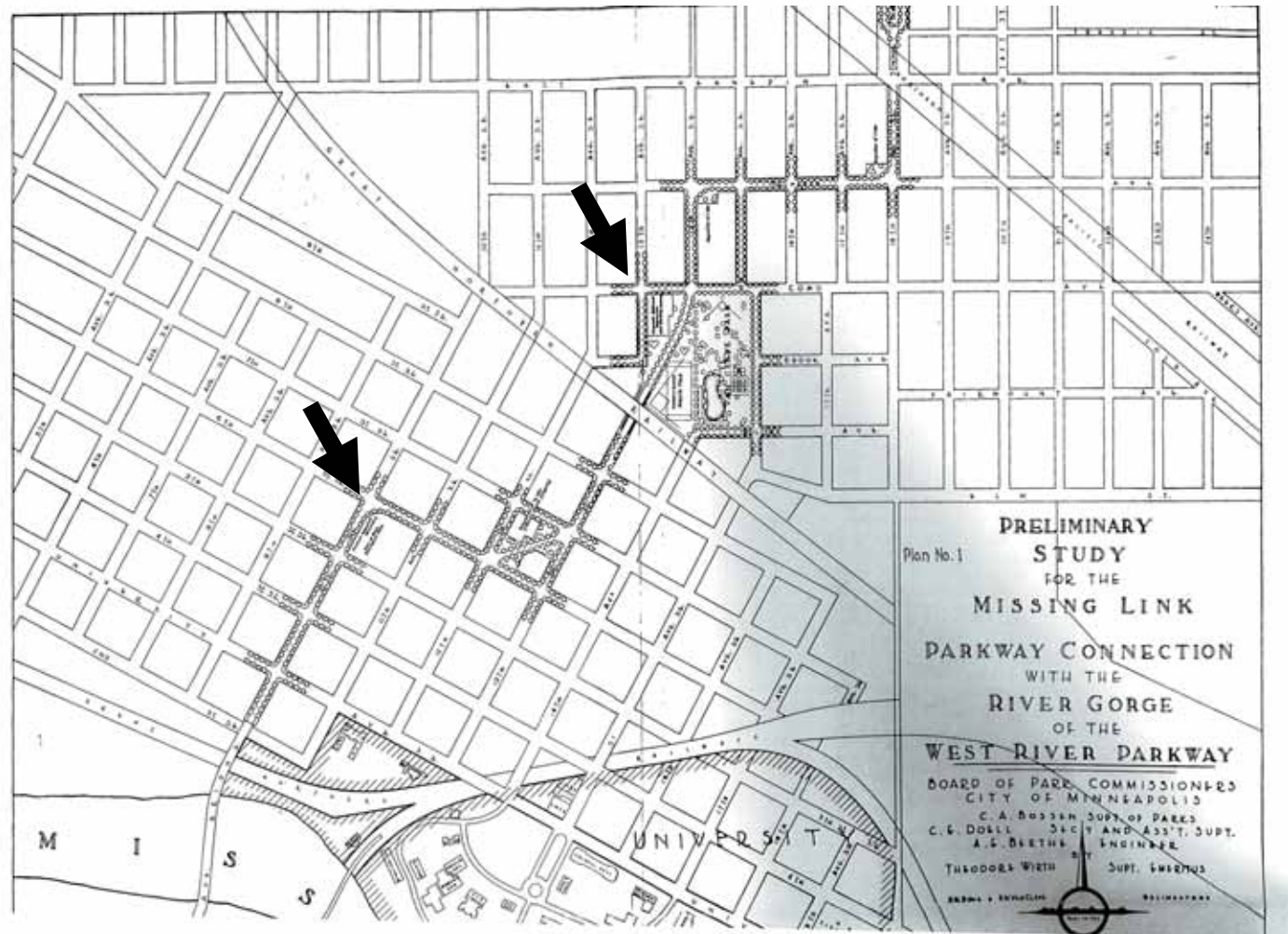
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# Historic Missing Link Plans

Proposed  
Extensions – 1939

The link begins at  
Stinson Blvd. and  
goes through Van  
Cleve Park, but then  
is routed further  
west to cross the  
river on the Cedar  
Avenue Bridge.





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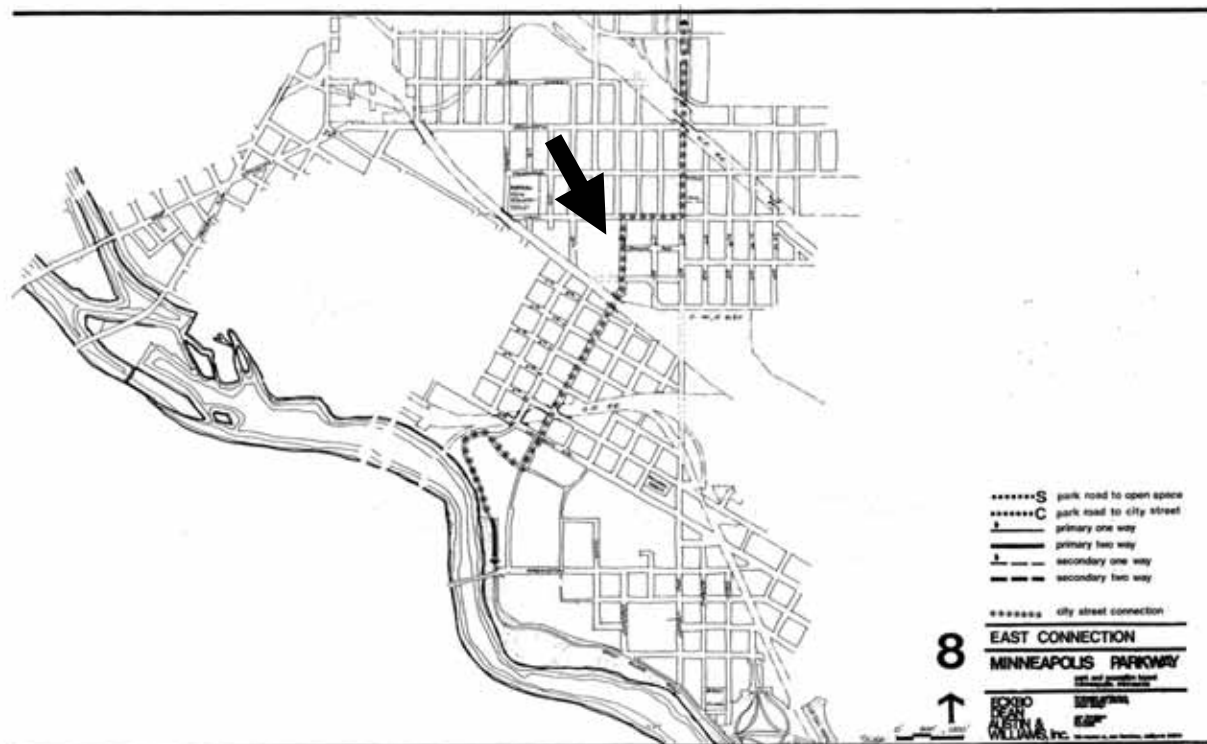
COMPLETING THE GRAND ROUNDS



# Historic Missing Link Plans

Proposed Extensions –  
1970

East Connection Plan  
by EDAW (Eckbo Dean  
Austin & Williams)

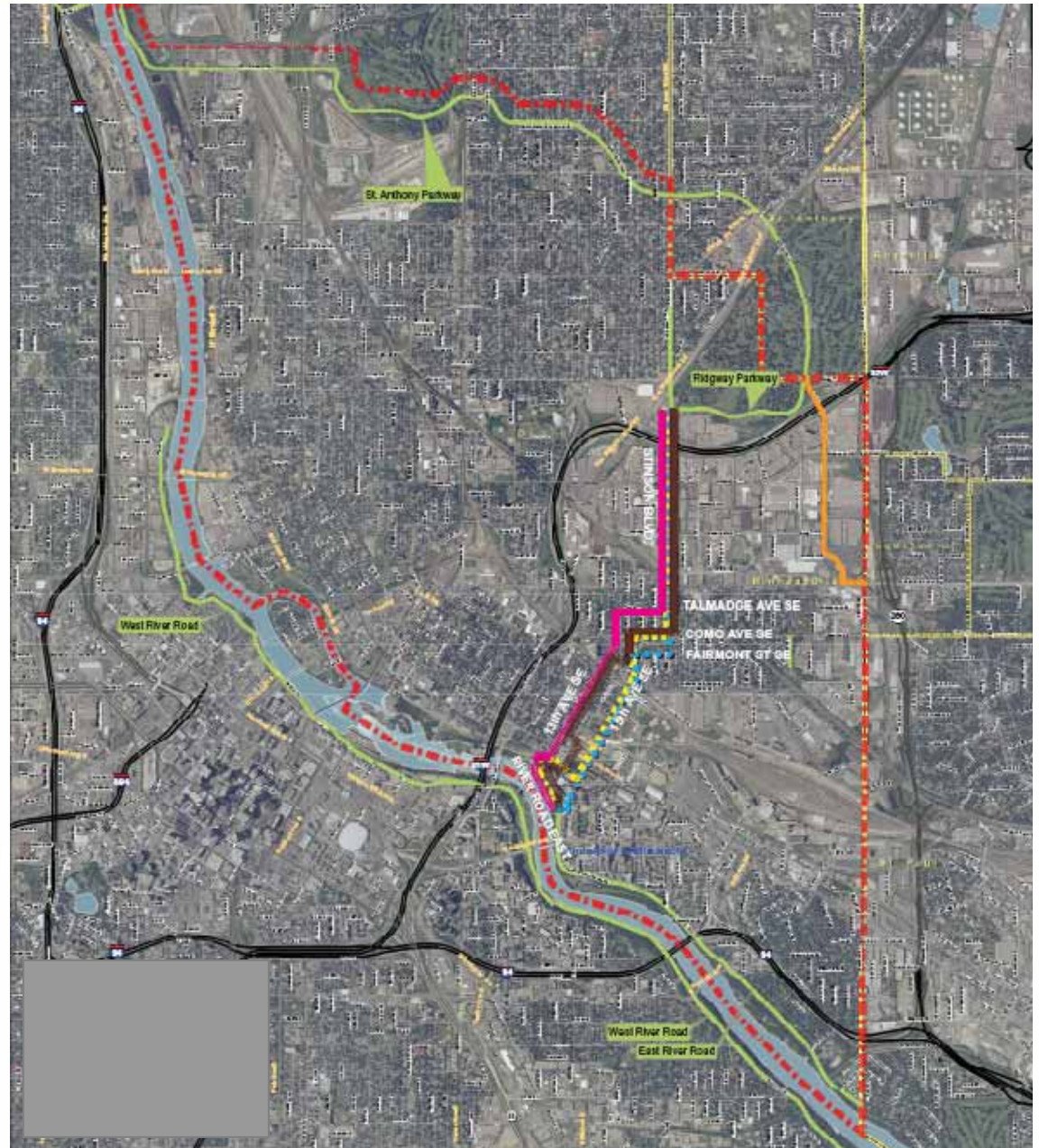
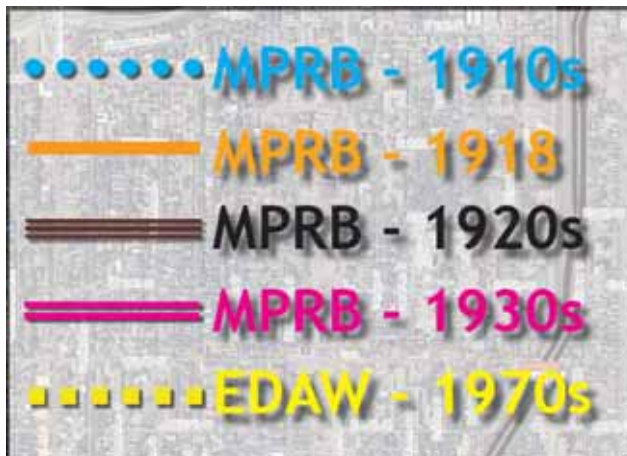




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# Historic Planned Missing Link Routes

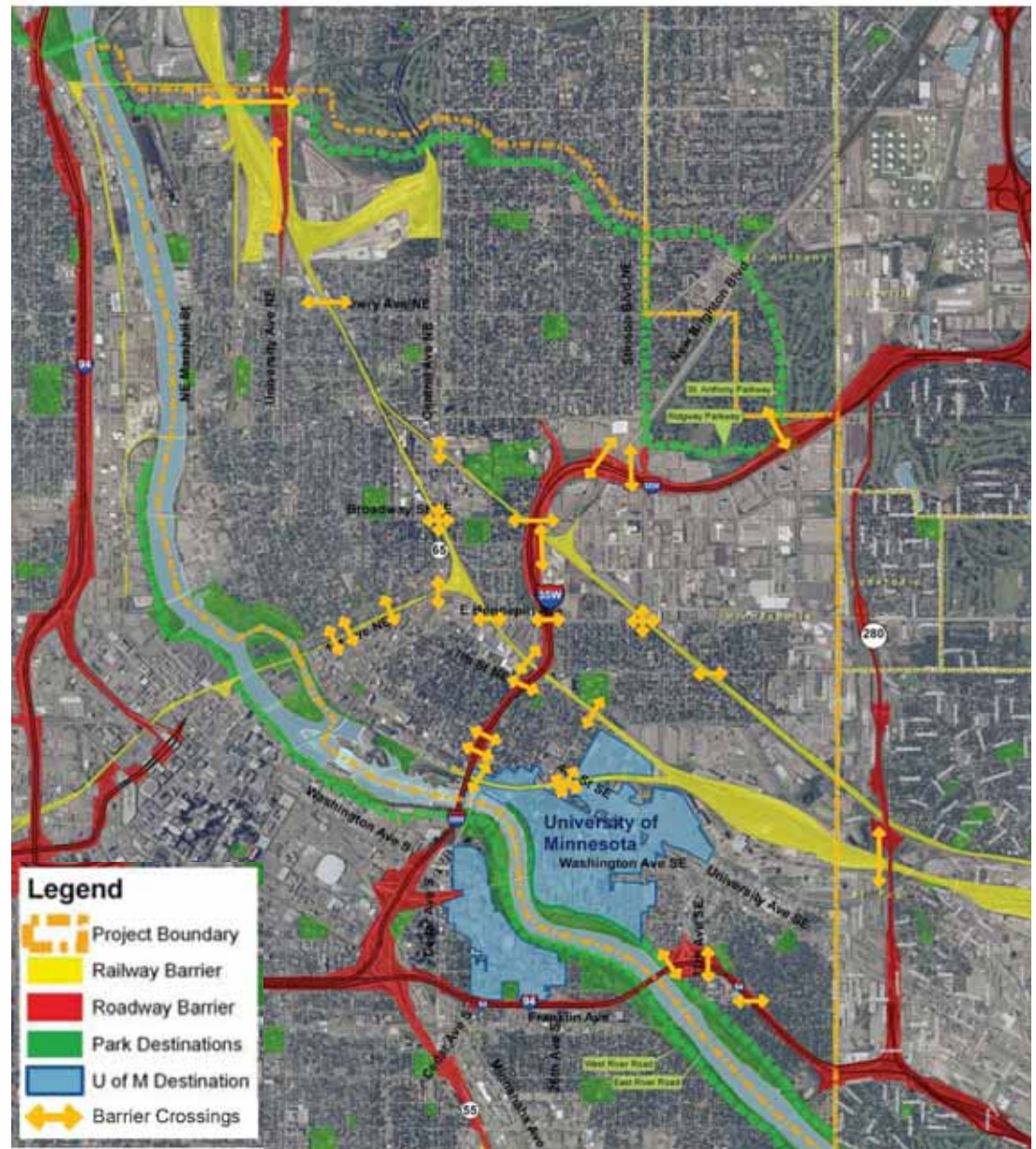




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# Destinations and Barriers







# Park Classifications

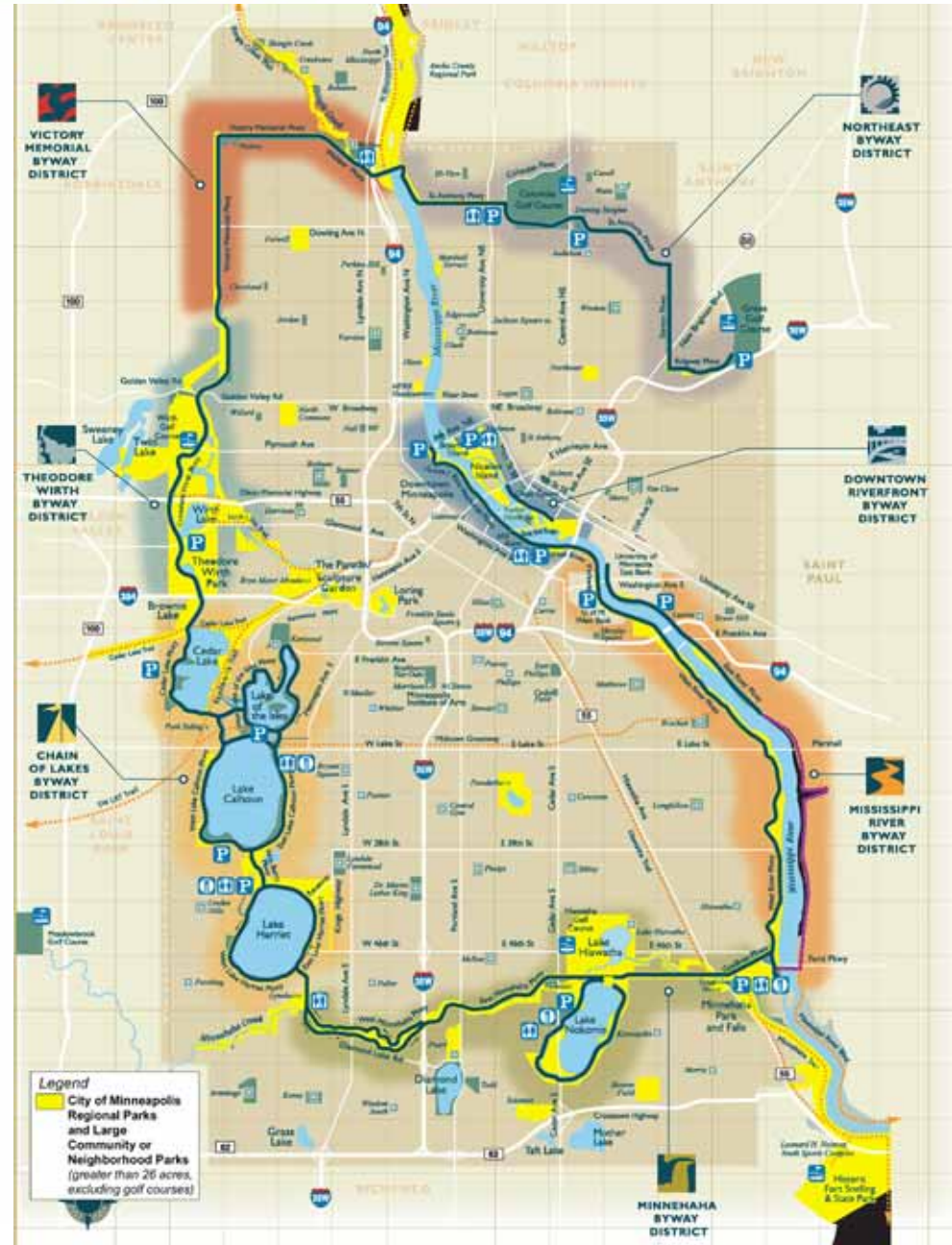
*Draft Classifications from the Minneapolis Park and Recreation Board*

- **Community Park:** Minimum of two blocks (6 acres) - provide facilities for entire community.
- **Neighborhood Park:** Up to one block in size - provide basic facilities within a neighborhood.
- **Open Space:** An undeveloped piece of land that is accessible to the public and is suitable for future park development.
- **Regional Park:** Owned, operated, and maintained by the Minneapolis Park and Recreation Board - designated as part of Metropolitan Council System of Regional Parks and Trails - usually large in size - contain most of the natural areas in Minneapolis - serve regional visitors and Minneapolis residents - eligible for regional funding through the Metropolitan Council.

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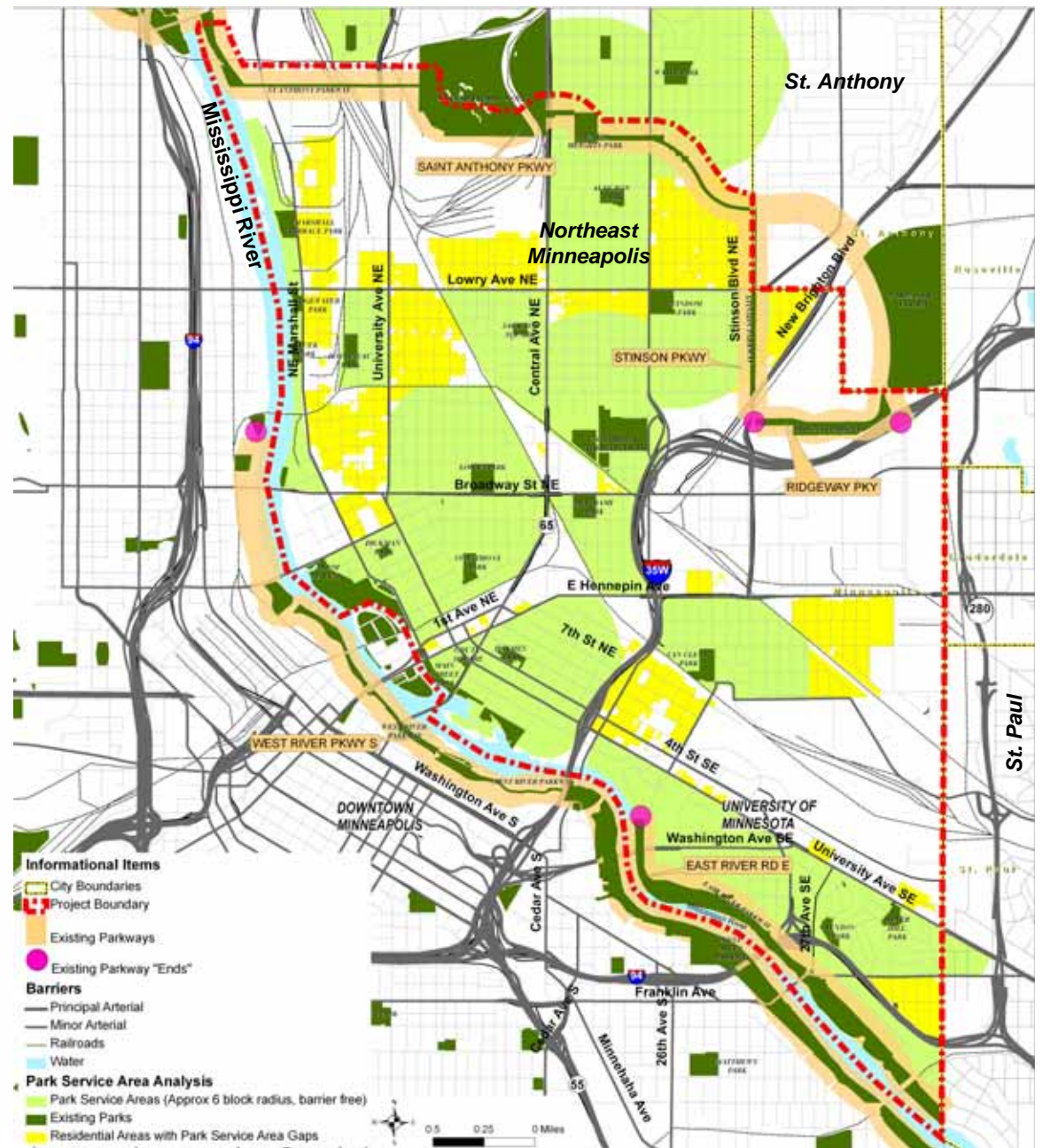
# Regional Parks and Other Large Parks



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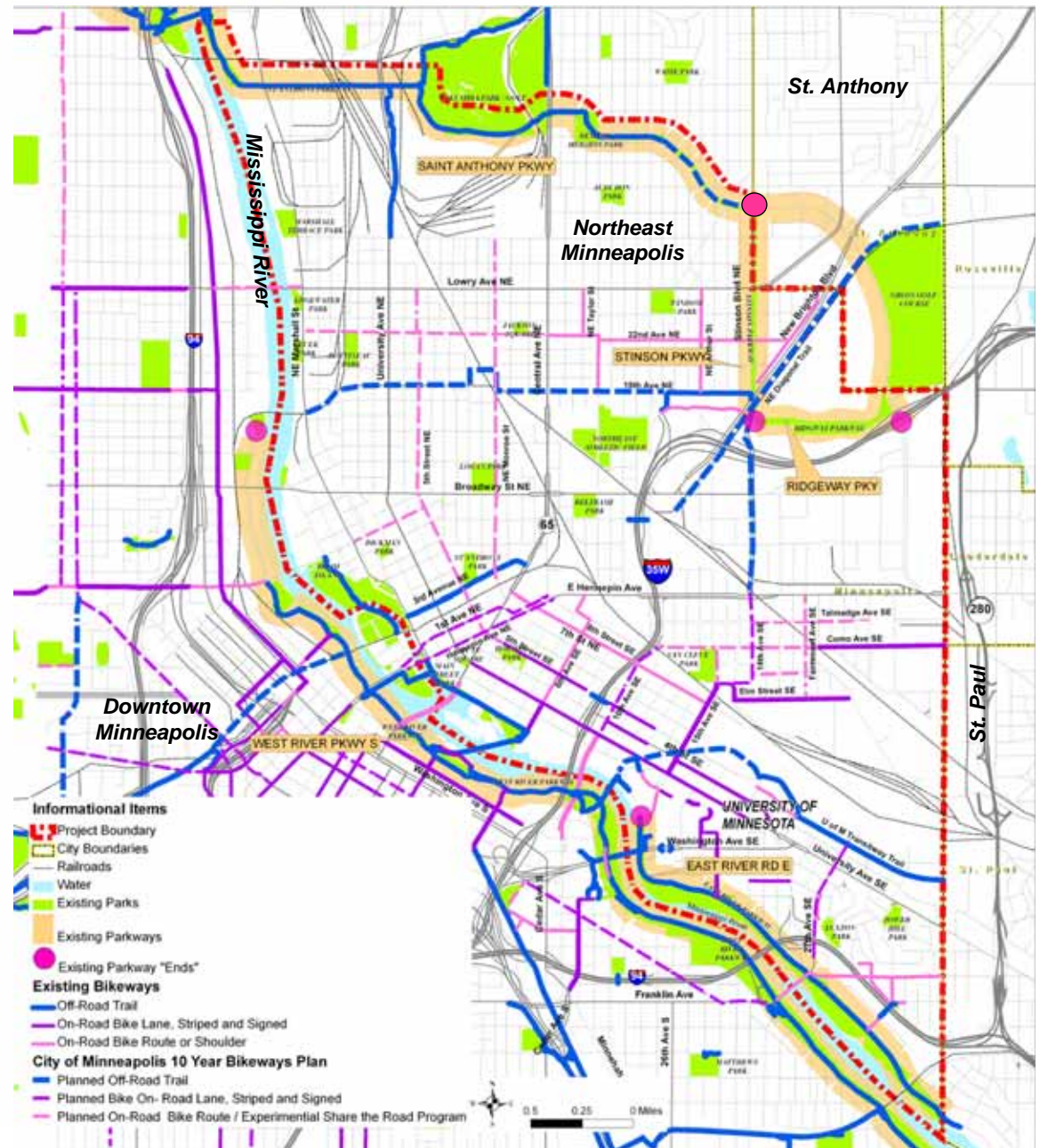
# Neighborhood Park Service





## COMPLETING THE GRAND ROUNDS

# Trails and Bikeways

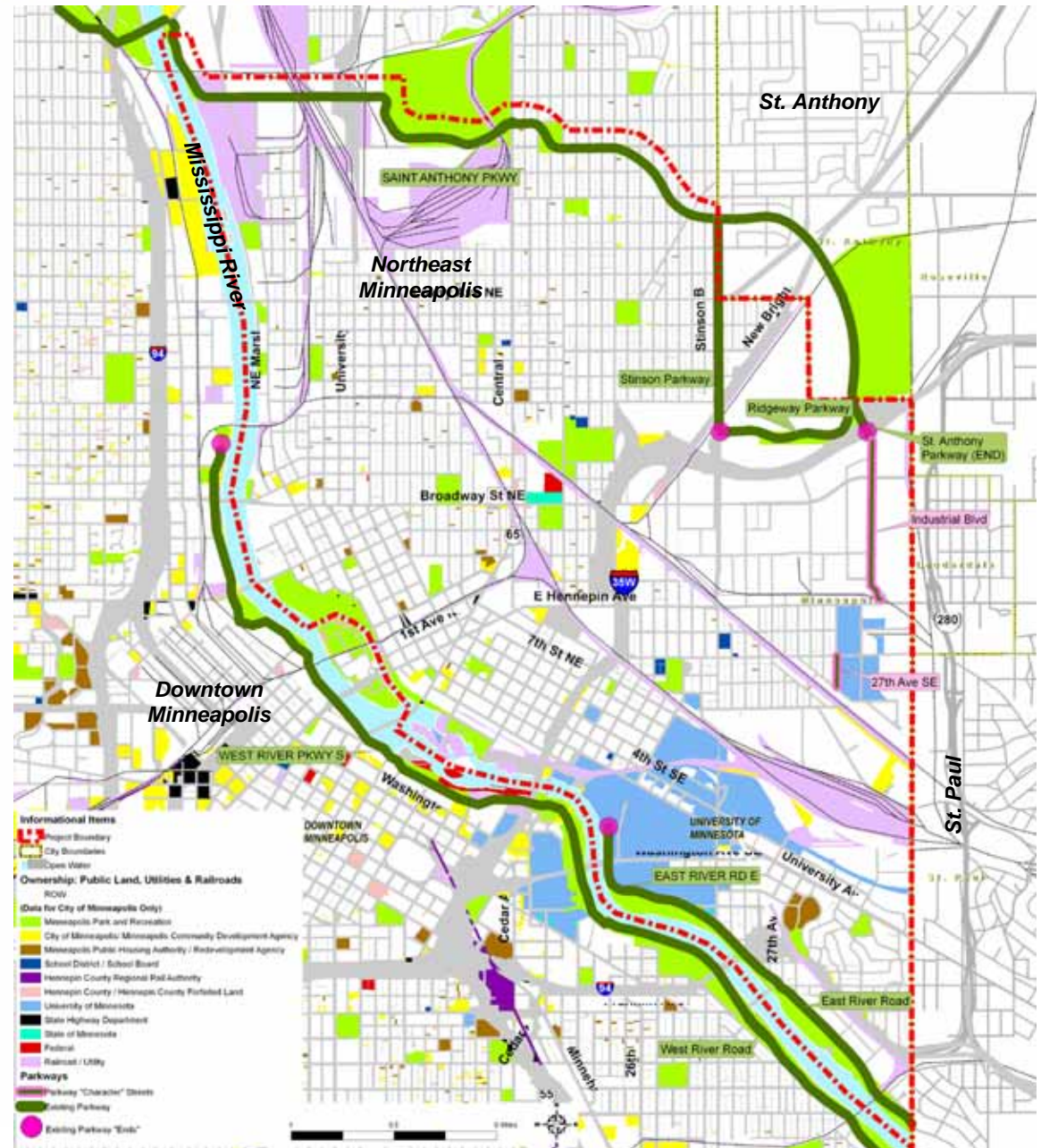




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# Public Land





# Minimum Parkway Requirements

- 80' minimum right-of-way width
- Two lane road
- 12' drive lane in each direction and curb/gutter.
- Intermittent 8' parking bays on both sides of road.
- Separated 8' pedestrian and 10' biking trails
- The Grand Rounds is part of the Federal Highway Administration's National Scenic Byways Program, which recognizes and supports outstanding roads.



# Existing Parkway Examples

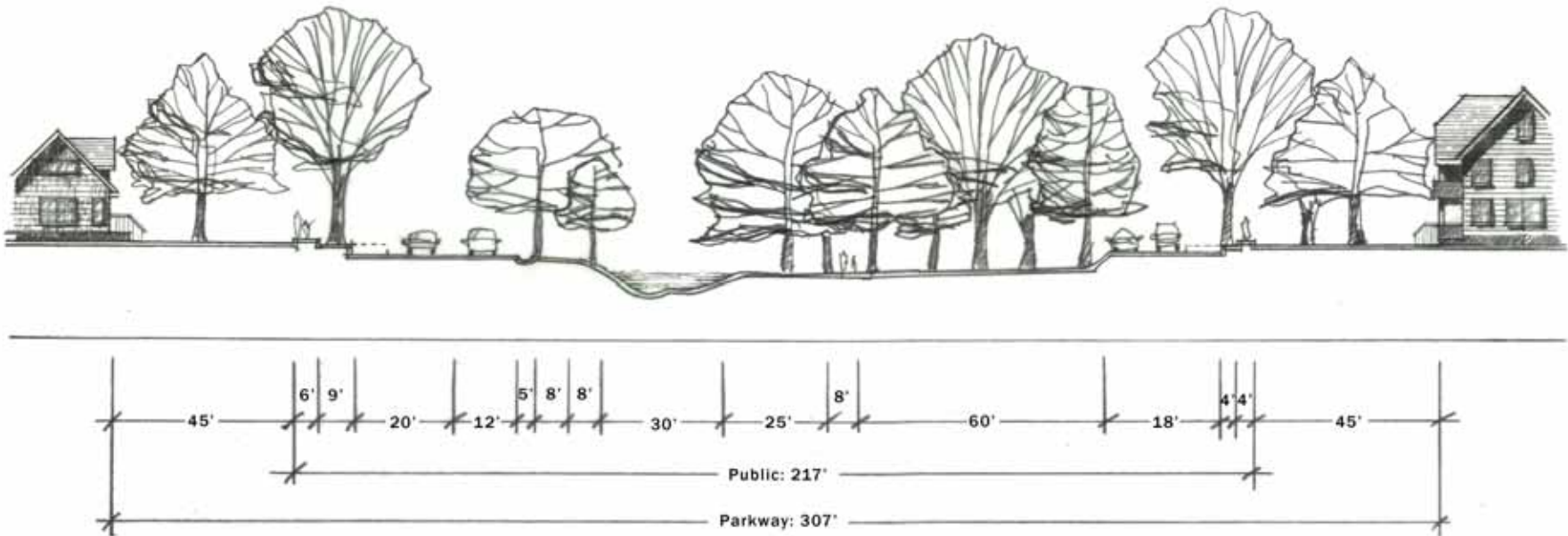
- Minnehaha Parkway
- Victory Memorial Parkway
- River Road
- Summit Avenue
- St. Anthony Parkway

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# Minnehaha Parkway

Parkway data courtesy of Design Center for American Urban Landscape



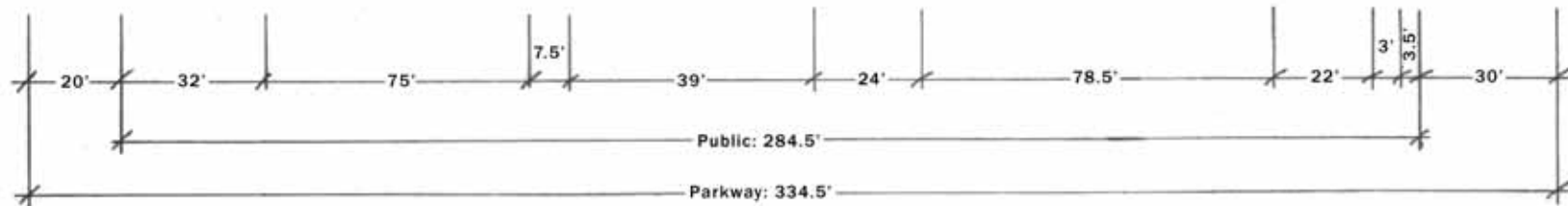
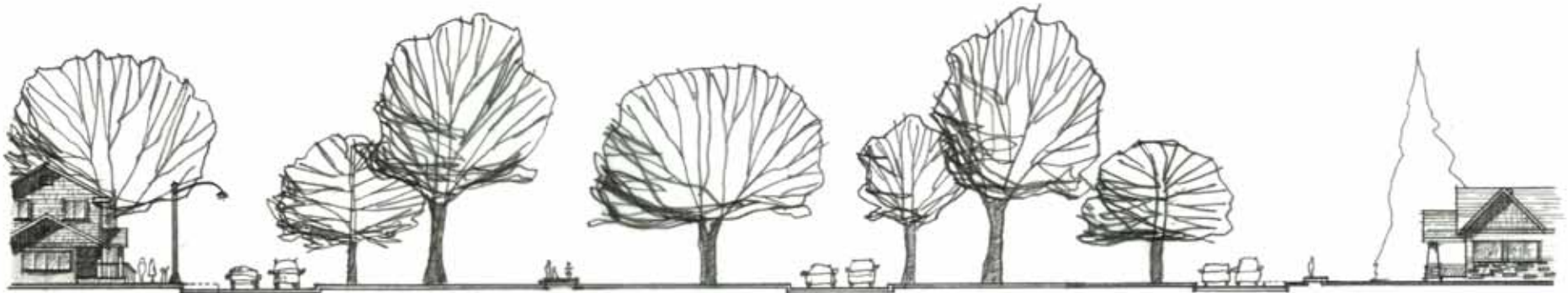


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# Victory Memorial Parkway

Parkway data courtesy of Design Center for American Urban Landscape

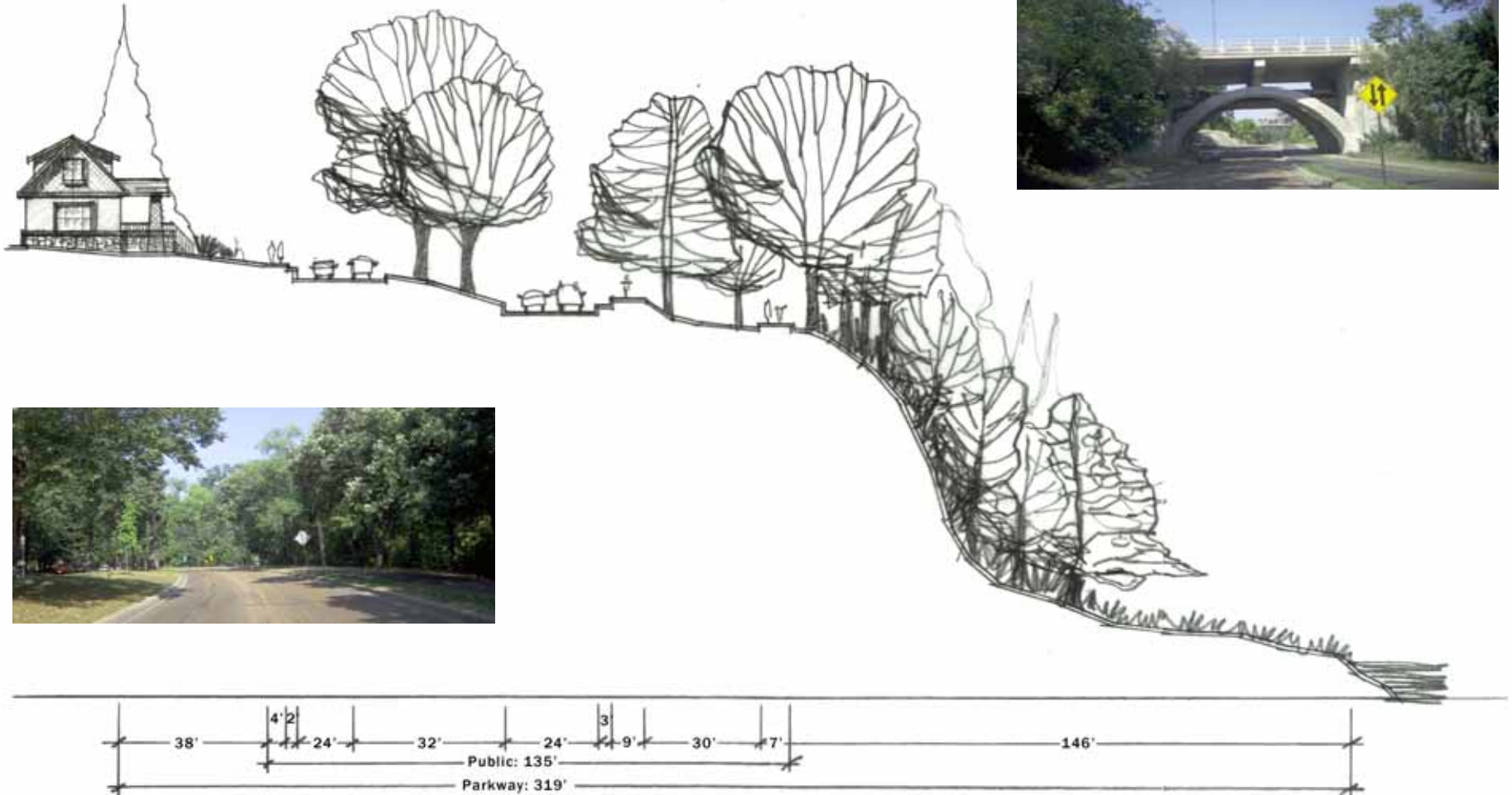


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# River Road

Parkway data courtesy of Design Center for American Urban Landscape

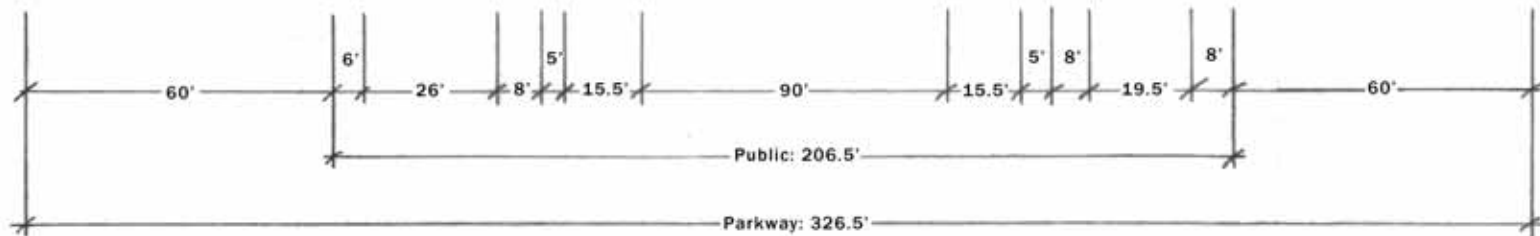
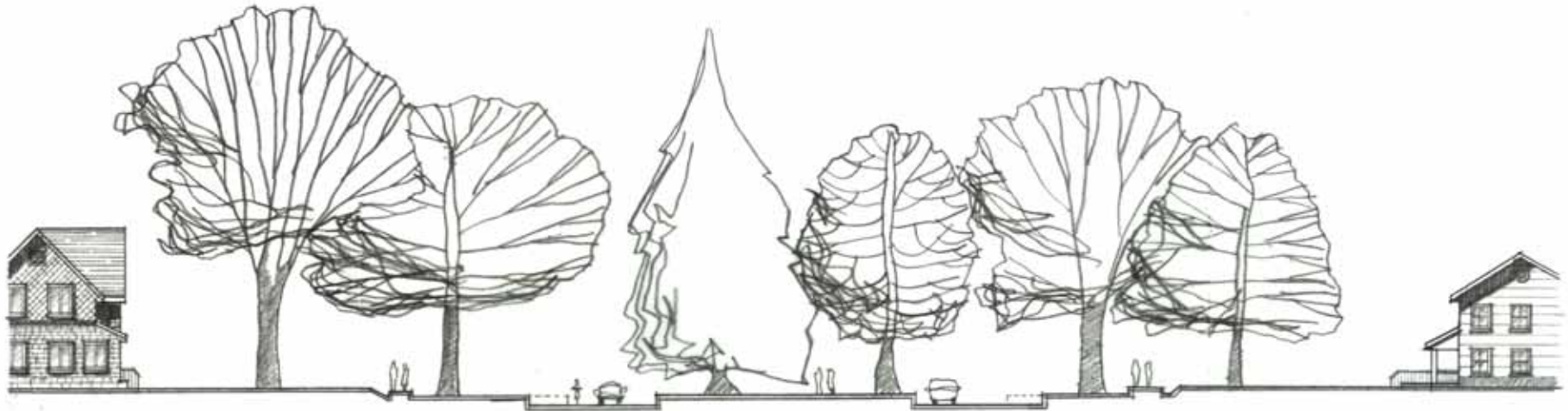


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# Summit Avenue

Parkway data courtesy of Design Center for American Urban Landscape



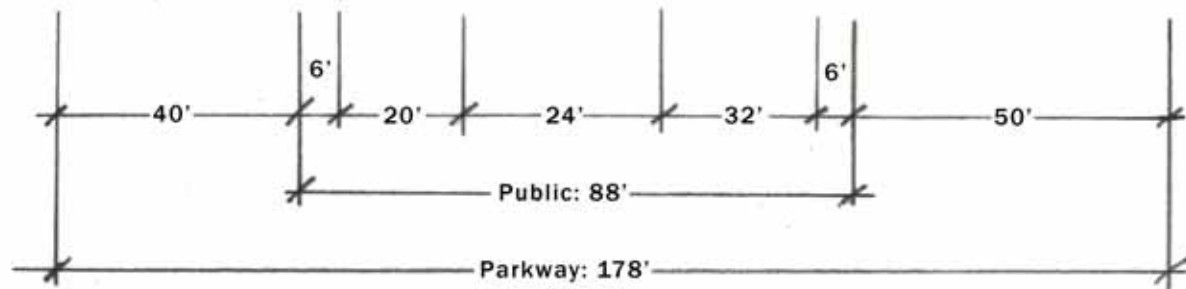
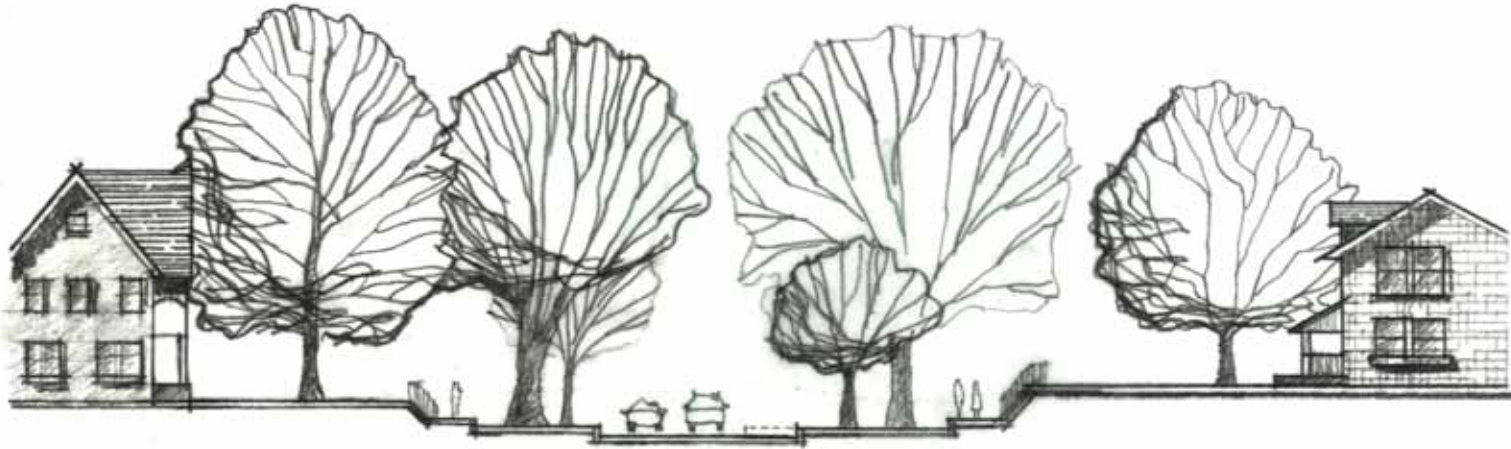


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# St. Anthony Parkway

Parkway data courtesy of Design Center for American Urban Landscape

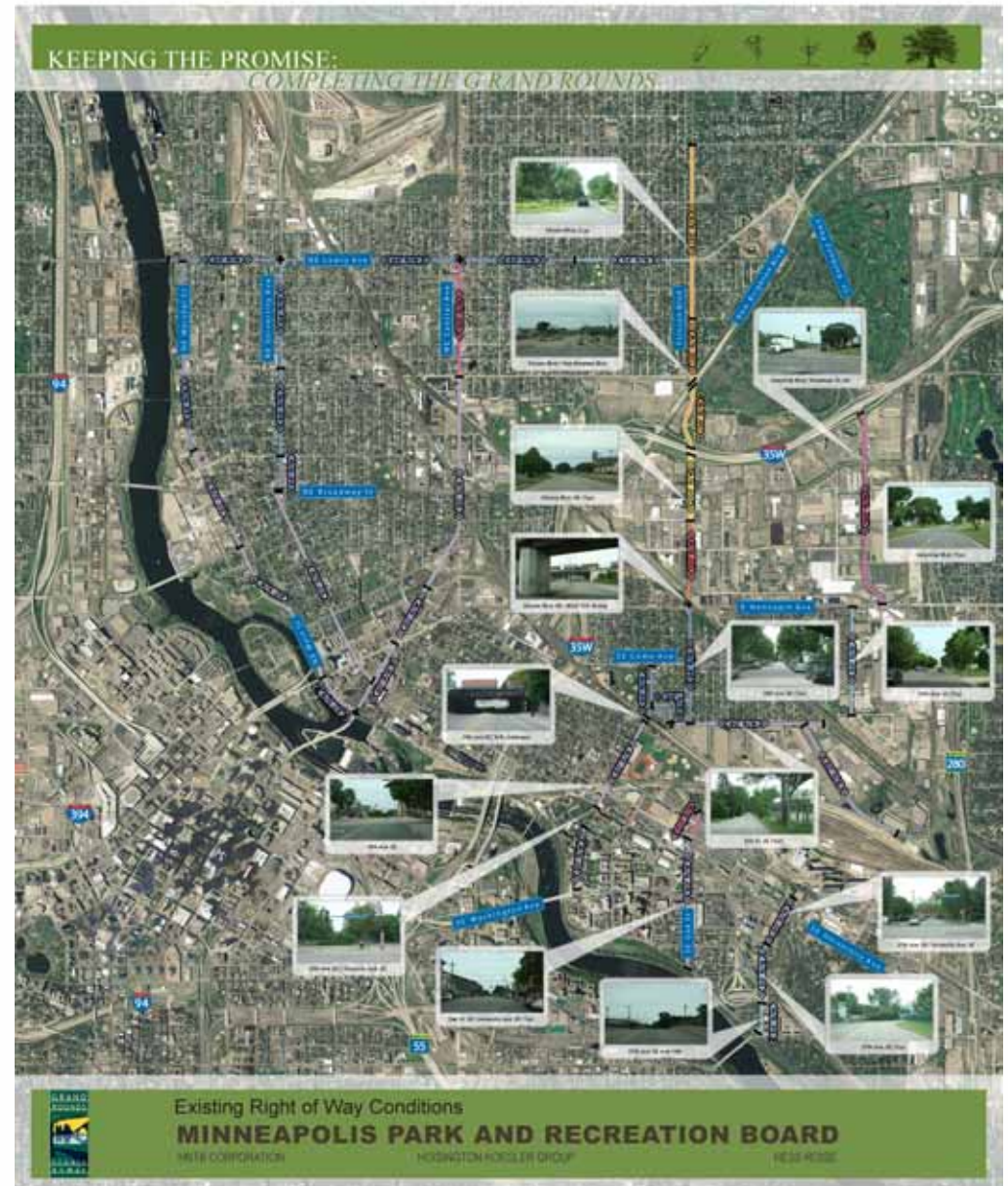




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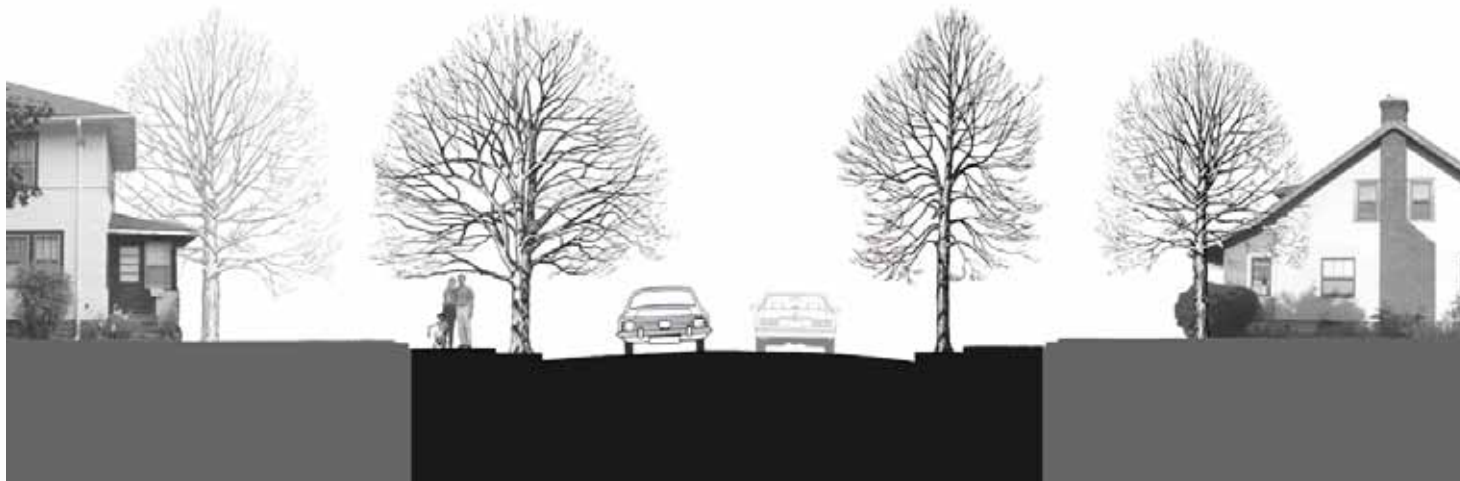
# Study Area Road Right of Way



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# 27<sup>th</sup> Ave SE



54 FT ROW

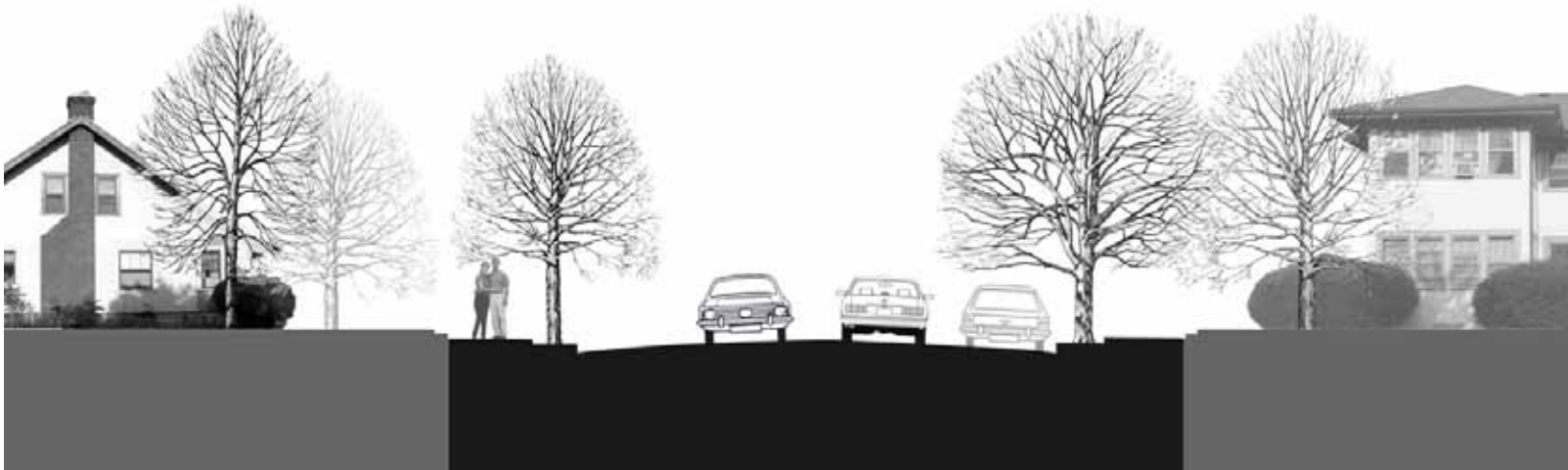




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# Como Avenue



64 FT ROW

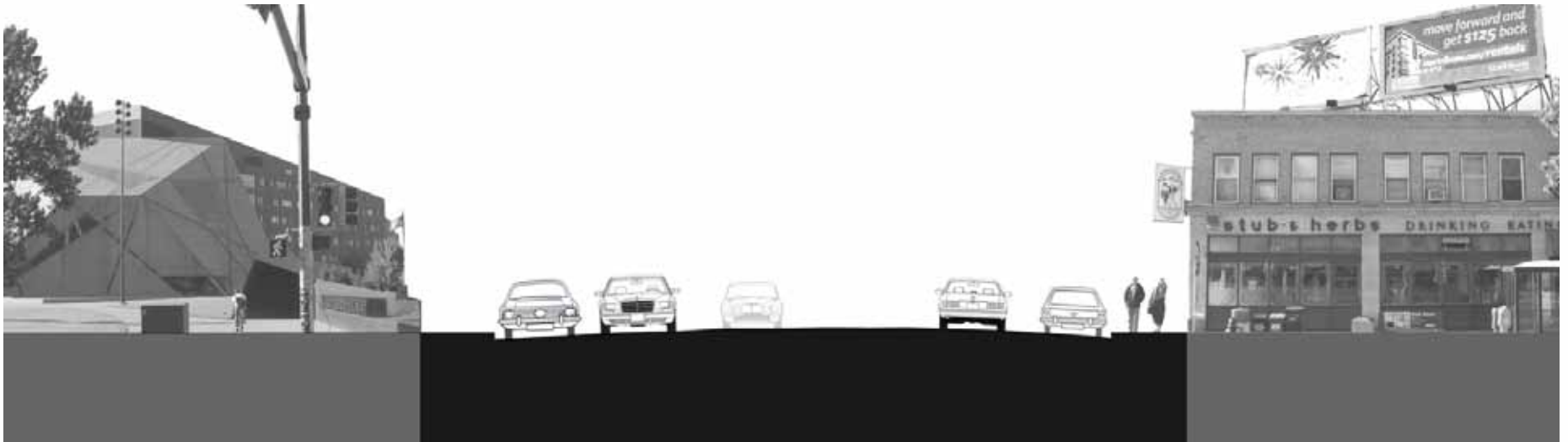




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# Oak Street



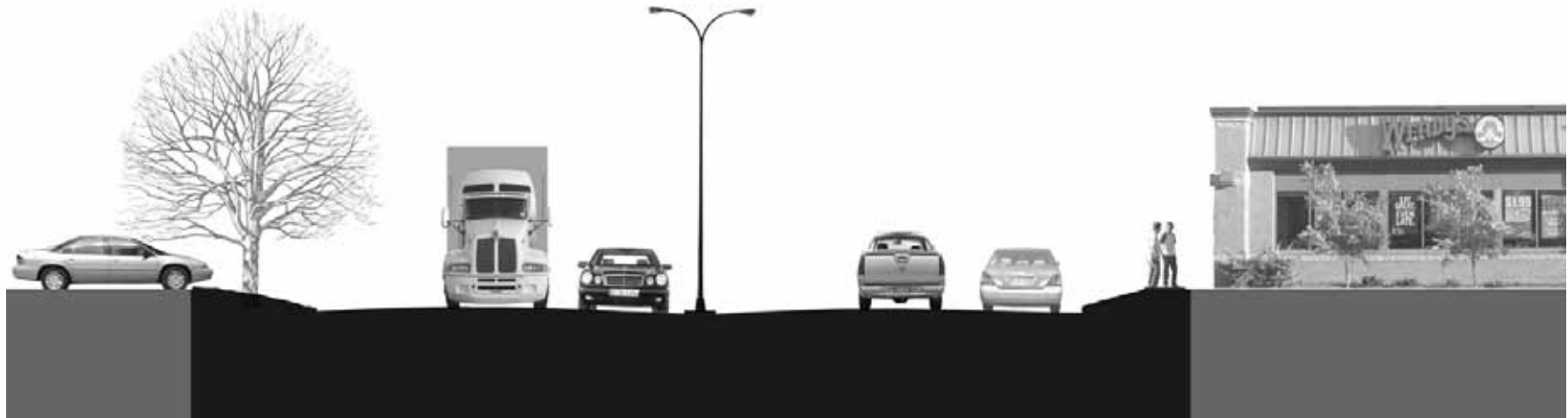
80 FT ROW



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# Industrial Boulevard



100 FT ROW



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# Stinson Blvd N. of NB Blvd



135 FT ROW





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# Stinson Blvd N. of Hennepin



200FT ROW

