



**Minneapolis**  
Park & Recreation Board

# Minneapolis Chain of Lakes Regional Park: Calhoun/Bde Maka Ska - Harriet Master Plan

*A 25 year vision for park improvements*

**Master Plan Report**  
**DRAFT**

April 12, 2017

A person wearing a hat and sunglasses is reaching up towards a beach ball. The background is a blurred outdoor setting, possibly a beach or park. A teal wavy line is on the right side of the page.

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# Acknowledgements

The Minneapolis Park and Recreation Board (MPRB) thanks all community members and stakeholders who actively participated in the master plan process by submitting comments, completing surveys, and/or attending listening sessions, meetings, and open houses. The appointed Community Advisory Committee met twelve times over a ten month period and several members gave additional hours to serve on the Equity Subcommittee.

The passion and dedication of individuals who love the parks and volunteer their time help make the Minneapolis park system what it is today.

## Bde Maka Ska

The Dakota people inhabited the area around the Chain of Lakes for hundreds of years before European settlers arrived. European surveyors in the early 1800s named the largest of the water bodies in the Chain of Lakes Lake Calhoun, but the Dakota already had a name for it: “Bde Maka Ska” or Lake White Earth.

In 2015 the MPRB Commissioners directed legal counsel to explore the actions required to change the name of Lake Calhoun and in September directed staff to add “Bde Maka Ska” to all the Lake Calhoun monument signs.

One of the first recommendations approved by the appointed Community Advisory Committee (CAC) in March 2016 relates to the restoration of the name Bde Maka Ska to Lake Calhoun.

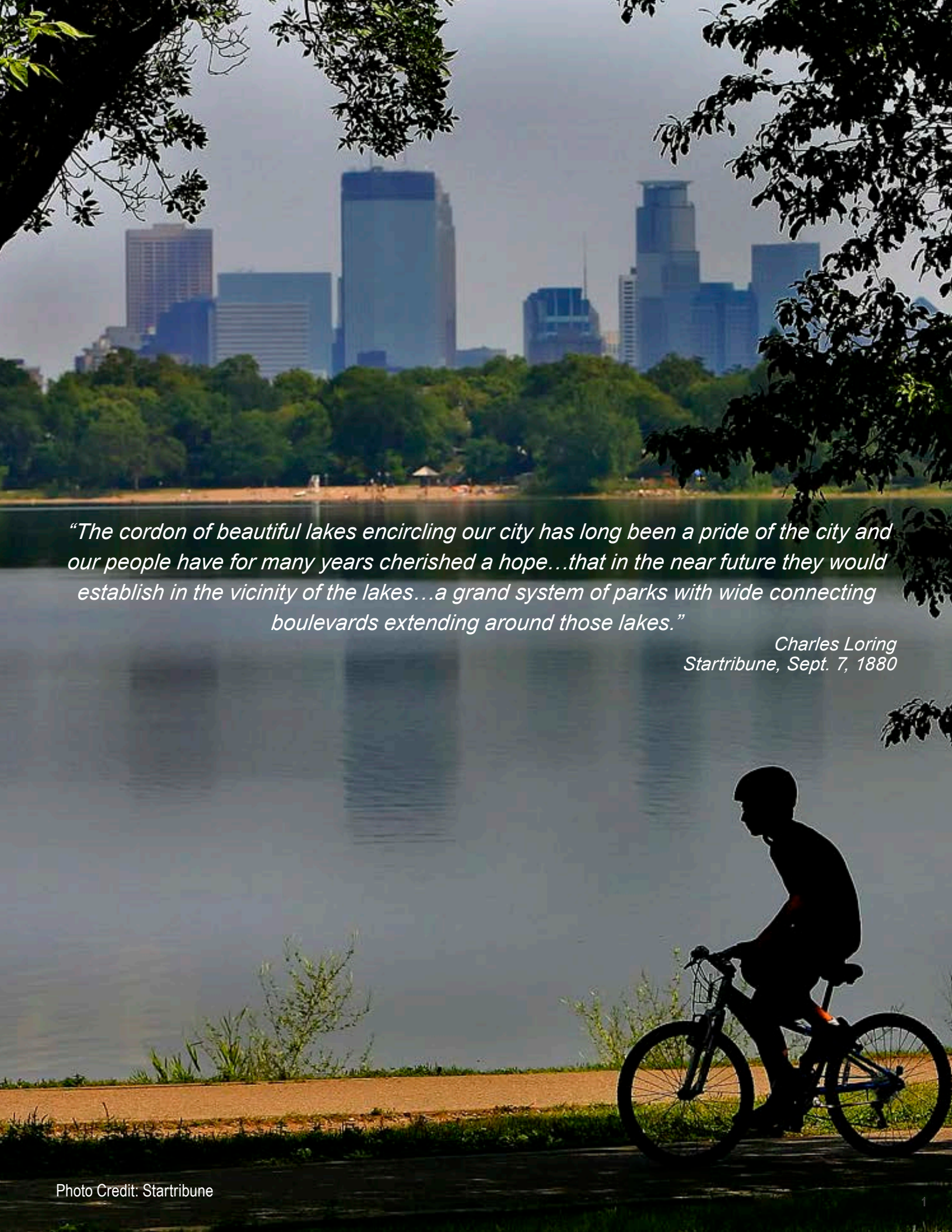
*“The CAC recommends that the Park Board support the official and legal restoration of the name “Bde Maka Ska” to Lake Calhoun and advocate for such restoration in all appropriate fora, including the Hennepin County Board, the Minnesota Department of Natural Resources, and the Minnesota Legislature. To the extent that the Park Board determines that such restoration requires legislative action, the CAC recommends that the Park Board include such action in its legislative agenda.”*

A summary of the discussion about this topic and the rationale behind the recommendation are included in the Master Plan document that follows.

Until such time as the Minneapolis Park and Recreation Board of Commissioners approves the recommendation for the name restoration and takes additional action with Hennepin County and the Minnesota Department of Natural Resources, Lake Calhoun remains the legal name of record. If the name de Maka Ska is restored, references to Lake Calhoun in the Master Plan will be removed.

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A silhouette of a person riding a bicycle on a path next to a large body of water, with a city skyline in the background. The person is on the right side of the frame, riding towards the left. The water is in the middle ground, and the city skyline is in the background. The sky is clear and blue. There are trees and foliage in the foreground and background.

*“The cordon of beautiful lakes encircling our city has long been a pride of the city and our people have for many years cherished a hope...that in the near future they would establish in the vicinity of the lakes...a grand system of parks with wide connecting boulevards extending around those lakes.”*

*Charles Loring  
Startribune, Sept. 7, 1880*





# Introduction

## 1.1 Overview

On a fine summer day, as many as 10,000 people enjoy the trails around Lake Calhoun/Bde Maka Ska and Lake Harriet in southwest Minneapolis. Trail users make up a large majority of the estimated five million annual visits to the Minneapolis Chain of Lakes Regional Park, the most heavily-used regional park in the seven-county metropolitan area. Within a highly urbanized context of busy streets, neighborhoods, and business centers, the Chain of Lakes offers a refuge of clean water, shady lawns, woodland habitat, and safe places to play and recreate.

Lake Calhoun/Bde Maka Ska and Lake Harriet are the largest and most popular lakes within the Minneapolis Chain of Lakes Regional Park. As iconic destinations within the Minneapolis park system, these two parks form the backbone of the historic Grand Rounds: a system of parkways, trails, and green space that have made Minneapolis world renowned.

Although 90% of operating and maintenance costs for the Chain of Lakes are born by Minneapolis taxpayers through its Minneapolis Park and Recreation Board (MPRB), capital investment in the Minneapolis Chain of Lakes Regional Park is largely funded by the citizens of Minnesota through appropriations from the State and the Metropolitan Council (Met Council). MPRB manages many regional parks and trails and allocates state and Met Council funding on a rotating basis. The Lake Calhoun/Bde Maka Ska and Lake Harriet portions of the Chain of Lakes have not received significant capital investment since 1997. Since then, Met Council has adopted new policies requiring local agencies to prepare updated master plans in order to receive funds.





In 2015-2016 the community met to develop a master plan for Calhoun/Bde Maka Ska and Harriet. The public was eager to discuss the many issues facing these parks. The following master plan, once approved by the Board of Commissioners of the Minneapolis Park and Recreation Board and adopted by the Metropolitan Council, will set a 25 year vision for Lake Calhoun/Bde Maka Ska and Lake Harriet. The master plan will guide future investment in the parks, most immediately the \$2.4 million to Calhoun/Bde Maka Ska and Harriet available for constructed improvements in 2017.

## List Of Abbreviations

**AIS** *Aquatic Invasive Species*

**BMPs** *Best Management Practices (Stormwater Management)*

**CAC** *Community Advisory Committee*

**MPRB** *Minneapolis Park and Recreation Board*

**MCWD** *Minnehaha Creek Watershed District*

**Met Council** *Metropolitan Council*

**SWLRT** *Southwest Light Rail Transit*

**TMDL** *Total Maximum Daily Load regulatory is a term in the US Clean Water Act describing a value of the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards.*

**Universal design or Design for All** *is used in this document in reference to playgrounds and beaches. Universal design is a barrier-free built environment with access for all, regardless of ability or age. This could include adaptive or assistive technology.*

**WPA** *Work Progress Administration was a New Deal agency that, from 1935-1943, employed 8.5 million people to build public works projects. Minneapolis parks were the recipient of many of their efforts, including the existing stone and concrete walls around the shorelines of Lake Harriet and Lake Calhoun/Bde Maka Ska.*

## 1.2 Parks in the Twin Cities Metropolitan Area

### Metropolitan Regional Parks System

The regional parks system was established by the Minnesota Legislature in 1974 when the Metropolitan Council (Met Council) was put in charge of overseeing the acquisition and development of a regional park system throughout the seven county Twin Cities metropolitan area. The regional parks, park reserves, regional trails, and special recreation facilities are owned and operated by ten implementing agencies, including the MPRB, while system-wide funding and visioning is managed by the Met Council. Today, there are 102 regional amenities in a system that sees more than 47 million annual visits.<sup>1</sup> In Minneapolis, many of the regional parks pre-date the establishment of the regional system in 1974. The Chain of Lakes and other major Minneapolis parks were incorporated into the regional system and now receive funding from the State and Met Council.

Met Council staff and the appointed Metropolitan Parks and Open Space Commission facilitate planning and funding for the regional parks system. Policies guiding this work support the regional goals for parks and open space, including protection of the region's water quality, implementation of best management practices, and coordination with other regional functions like housing and transportation.

The Met Council works with implementing agencies such as the MPRB to realize improvements according to the Met Council policies and practices. The Met Council's planning requirements, set forth in documents such as the 2040 Regional Parks Policy Plan and Thrive MSP 2040, help to ensure consistency throughout the region. Master plan approval by the Met Council is necessary in order to receive acquisition, development, and operational funding.

<sup>1</sup> Met Council 2040 Thrive MSP Regional Parks Policy Plan

Map of Met Council's Regional Parks System.

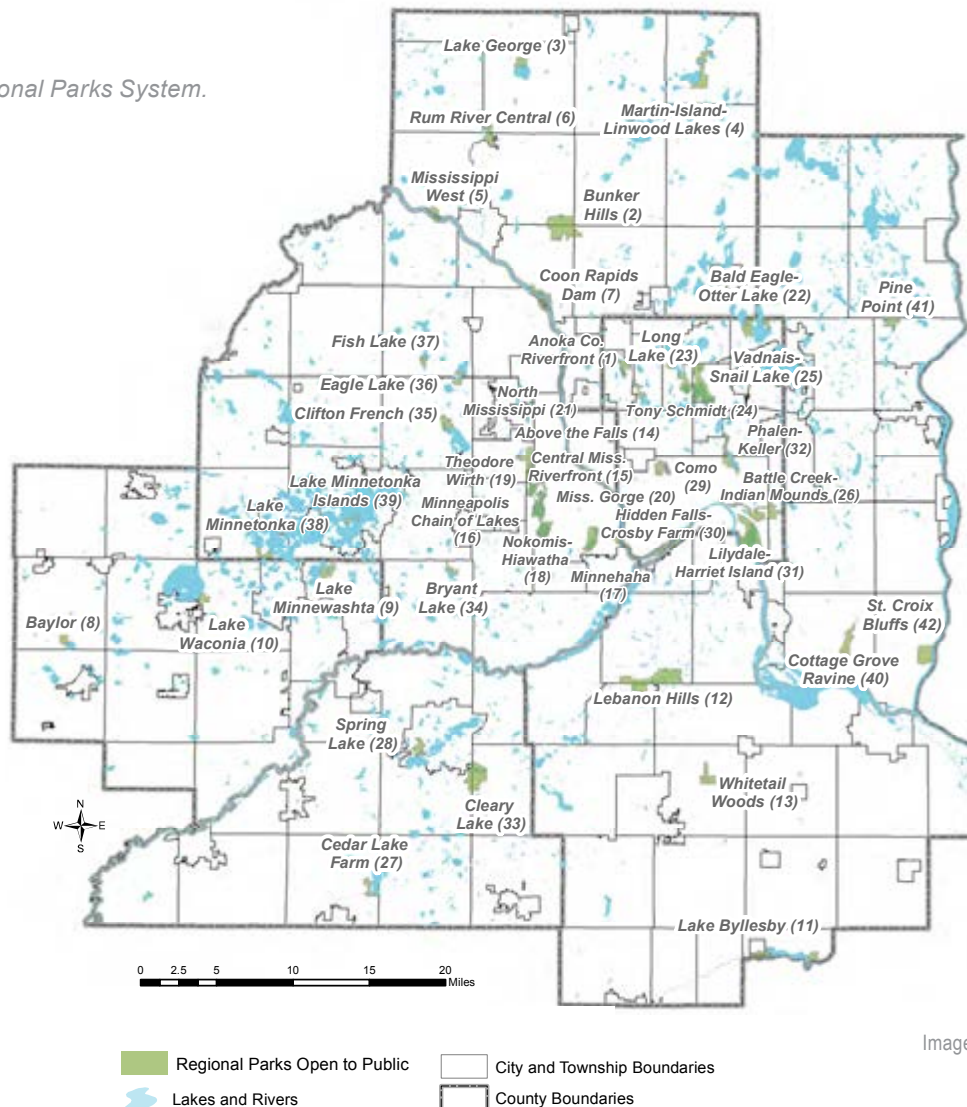


Image Credit: Met Council

### **Minneapolis Park and Recreation Board**

The Minneapolis Park and Recreation Board (MPRB) oversees parks in the City of Minneapolis. The park system receives approximately 22 million visits each year across 179 park properties. Parks range from local neighborhood play lots to large natural areas, and includes the 55-mile Grand Rounds National Scenic Byway. MPRB provides administration, planning, development, programming, maintenance, and police protection for parks and recreational facilities in the system. It also offers environmental, recreation and other programs and services for park users of all ages and abilities.

Established by the Minnesota Legislature in 1883, MPRB is the governing agency responsible for improving, operating, and maintaining the Minneapolis Chain of Lakes Regional Park. The nine-member Board of Commissioners is an independently elected body responsible for maintaining and developing the Minneapolis park system to meet the needs of Minneapolis citizens. Every four years, commissioners are elected to this Board: one from each of the six park districts within the city and three who serve at-large. This unique structure allows independent decision-making so that MPRB can efficiently oversee a diverse system of land and water.

### **Capital Improvement Plan Or CIP:**

*A six-year plan for spending funds for major planning projects and on-the-ground improvements. The CIP is approved by the Board of Commissioners every year along with the annual budget process.*

### **Capital Project:**

*A single undertaking, be it large or small, to improve a park in some way. A capital project may be anything constructible, from playground replacement to trail work to new buildings. Capital projects are budgeted in the CIP.*

### **Regional Park Funds:**

*Money that can be used by MPRB only in regional parks. Several sources contribute to overall regional park funds, including: the statewide Clean Water, Land, and Legacy Amendment of 2008, construction bonds authorized by the state and the Met Council, Minnesota Lottery proceeds dedicated to operations and maintenance, and donations from outside parties. This Master Plan was funded with Parks and Trails Legacy dollars, one part of the sales tax funded by the Clean Water, Land, and Legacy Amendment of 2008.*

## 1.3 Content and Organization

The Master Plan is divided into three distinct documents.

The **first** is an executive summary: a workbook that succinctly describes key features of the plan and provides an easy reference of recommendations and plan graphics, as well as spreadsheets identifying project priorities.

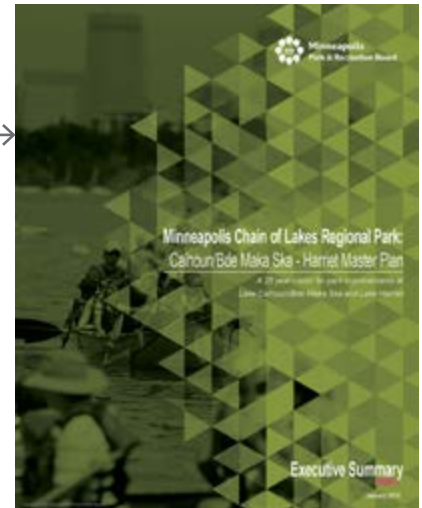
The **second**, is the master plan report: an explanation of the master plan recommendations in more depth, with detail about the master plan context, planning process, and rationale. It includes project cost estimates, implementation strategies, and master plan ramifications to MPRB operations and maintenance.

The **third** is the Appendix: a compilation of critical reports, memorandums, and background information that will be coupled electronically with the master plan report for future reference.

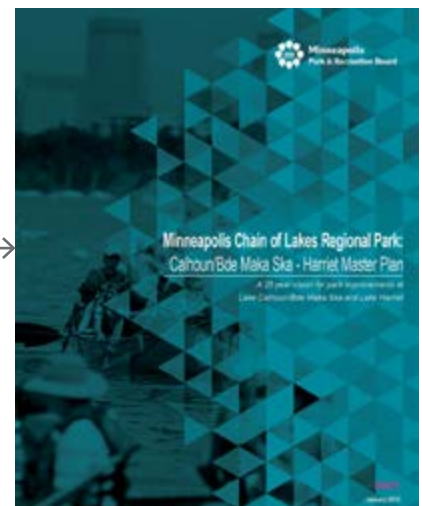
### Appendices\*

- A: Analysis Assessment
- B: Previous and Concurrent Studies
- C: Community Engagement Documentation
- D: Initial Design Concepts
- E: CAC Meeting Notes
- F: Sub-committee and additional outreach notes
- G: Needs assessment Matrix
- H: Operations and Maintenance Analysis
- 
- Z: Signed Approval Resolution

\*Appendices are not included in the printed document nor on the project website. This background information is contained in approximately one thousand pages of documents, making it cost-prohibitive and cumbersome to produce and store. Summaries of each appendix topic are included in the body of this document. Appendices may be made available for review via e-mail transmittal by requesting them from the project manager. Visit [minneapolisparcs.org/currentprojects](http://minneapolisparcs.org/currentprojects) and select Calhoun/Bde Maka Ska-Harriet Master Plan to find applicable contact information.



Executive Summary



Master Plan Report



Appendix

## 1.4 Regional Park Boundary and Master Plan Study Area

The Minneapolis **Chain of Lakes Regional Park** is located in the southwestern quadrant of the City of Minneapolis. It includes 1066 acres of water and 489 acres of land (1555 total acres) associated with Lake Harriet, Lake Calhoun/Bde Maka Ska, Lake of the Isles, Dean Parkway, Cedar Lake, and Brownie Lake. The boundaries of the Minneapolis Chain of Lakes Regional Park have not changed in the last half century and no additional acquisitions are planned as a result of this master plan.

Due to the size and complexity of the overall regional park, and the fact that the Minneapolis community tends to see

each lake as a separate park area, only two lakes are included in this master plan. Other portions of the regional park have been planned separately but not brought forward for Met Council approval (Brownie Lake Small Area Plan approved by MPRB in 2012, Dean Parkway in 2013, and South Cedar Lake South Beach Concept in 2016). The most recent regional park-wide planning effort, 1997 Chain of Lakes Regional Park Comprehensive Plan, included five separate citizen advisory committees (CAC) that met with MPRB staff and consultants for more than two years. The plan was accepted, but never officially approved by the MPRB Board of Commissioners.



Image of the Grand Rounds National Scenic Byway and the Minneapolis Chain of Lakes Regional Park

Image Credit: Met Council



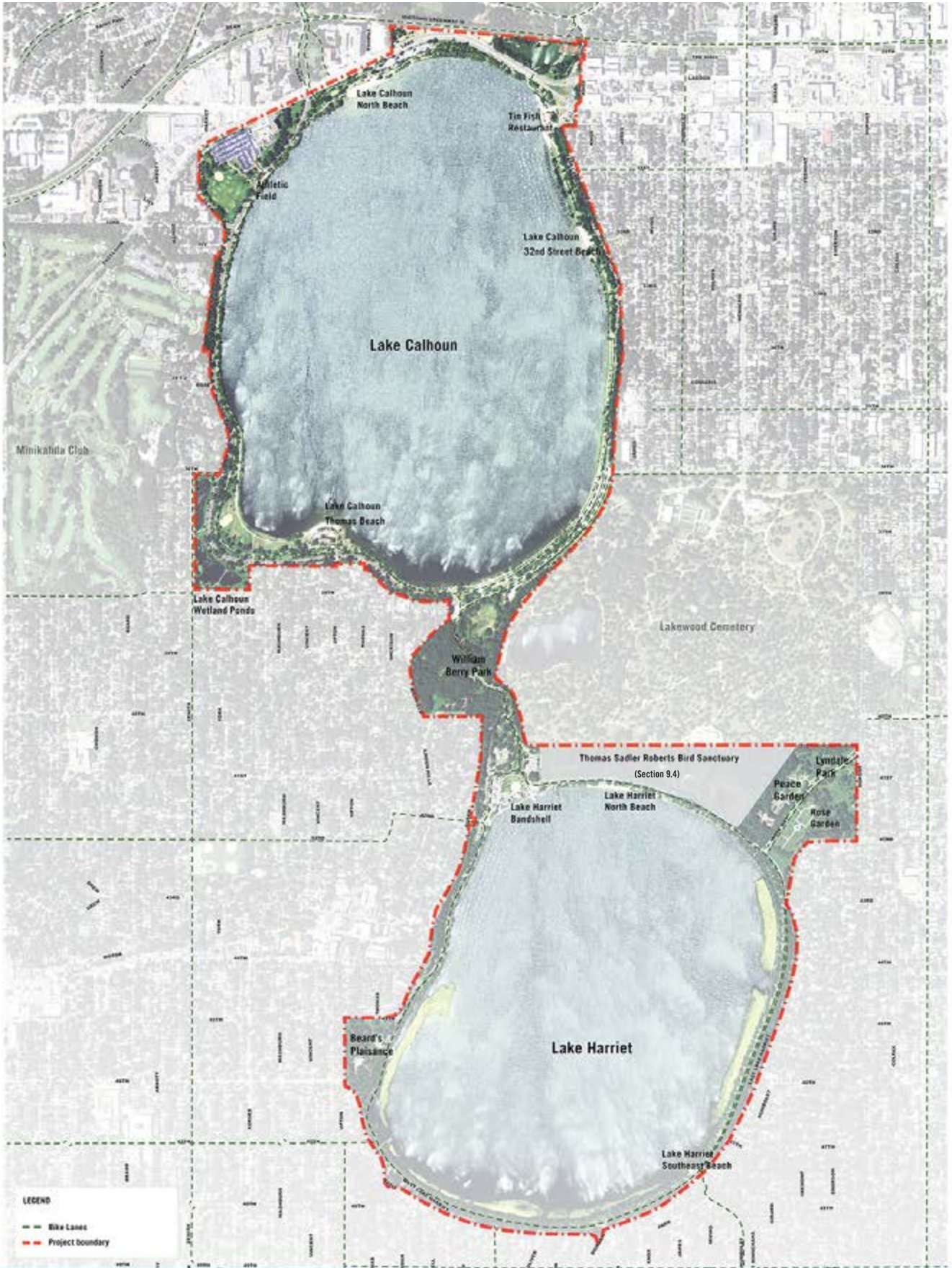
Most of the parkland around Lake Calhoun/Bde Maka Ska and Lake Harriet was acquired after 1880 and in the early 1900s. Lake of the Isles, Cedar Lake, and Brownie Lake were purchased somewhat later when Theodore Wirth was park superintendent. Under Wirth, the Park Board constructed navigable channels and lagoons to connect four of the five bodies of water in what became known as the Chain of Lakes. Today, Brownie Lake forms the upper limit of the chain, flowing south into Cedar Lake which flows east through the Kenilworth Channel into Lake of Isles. A constructed lagoon and channel connect Isles to Lake Calhoun/Bde Maka Ska. Because Harriet is seven feet lower in elevation than Calhoun/Bde Maka Ska, a permanent navigable channel between the two lakes was never constructed. Today a control structure between Calhoun/Bde Maka Ska and Harriet keeps water levels fairly constant in the upper chain. Harriet's water levels are controlled by another structure at the head of Minnehaha Creek, which flows out of the southeast corner of the lake. Minnehaha Creek flows in a southeasterly direction into the Mississippi River. The creek and associated parkways and trails constitute Minnehaha Parkway Regional Trail, another regional park owned and managed by MPRB.

The two lakes in the scope of this master plan - Harriet especially - are set within a context of well-established residential neighborhoods and are near two thriving commercial centers: West Lake Street and Uptown. Major non-residential land

holdings around Calhoun/Bde Maka Ska (clockwise starting west) are the Bakken Museum, Minikahda Club, the Calhoun Executive Center, and Lakewood Cemetery (SE Calhoun/Bde Maka Ska).

With a few exceptions, the project boundary is formed by the MPRB property line, which generally follows the outer edge of the parkways encircling Lake Calhoun/Bde Maka Ska and Lake Harriet. The Midtown Greenway is the northern edge of the study area. MPRB parcels contiguous to the parkways are also included: Northwest Calhoun/Bde Maka Ska is bounded by Excelsior Boulevard, and southeast Calhoun/Bde Maka Ska by Lakewood Cemetery. William Berry Parkway, between Calhoun/Bde Maka Ska and Harriet, is part of the project study area. Lake Harriet's project boundaries include Lyndale Park eastward to King's Highway and also Beard's Plaisance. The Thomas Sadler Roberts Bird Sanctuary (RBS), on the northern shore of Lake Harriet and adjacent to Lakewood Cemetery, was excluded from the project because it had its own parallel master planning process and funding. However, the RBS plan and recommendations are included in this document as section 9.4.

The map to the right identifies the project boundary and extents of the scope of work in detail.



## 1.3 Project Context - History

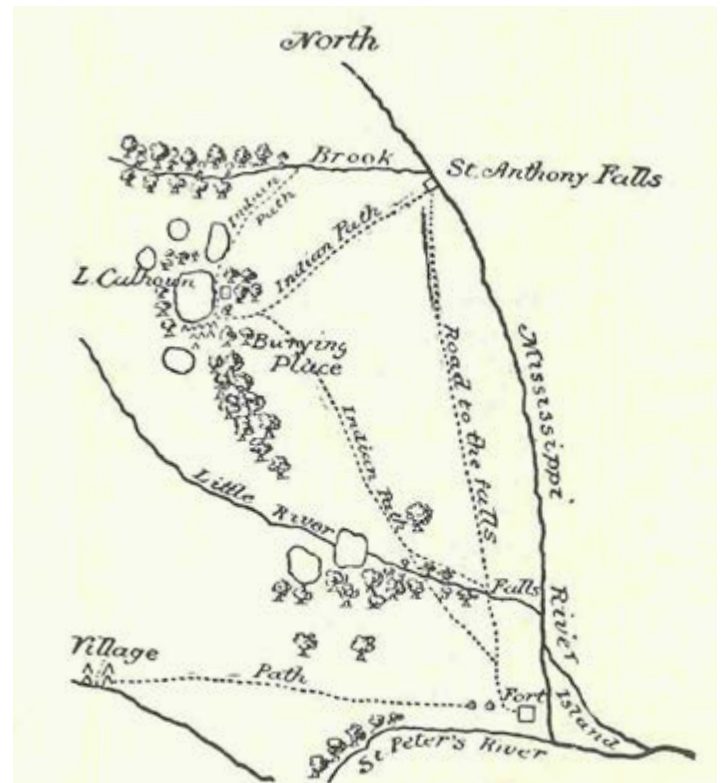
### Pre-European and Early European Settlement

Archeological evidence shows that Native Americans inhabited this region for thousands of years, perhaps since the most recent glaciers receded around 12,000 years ago. Humans were probably drawn to the beauty and natural resources of the area, especially the lakes, the largest of which was known to the Dakota people as Bde Maka Ska, or Lake White Earth, referring to its white sand beaches. The lakes received water from large wetlands and lakes to the north before emptying into Minnehaha Creek and ultimately the Mississippi River. The lakes were rich in wild rice, shellfish, waterfowl, and fish. The surrounding oak savannah and prairie uplands provided abundant game.

The Dakota consider the confluence of the Mississippi and Minnesota rivers to be the birthplace of their people and sacred. The Dakota have inhabited the lands and waterways of a region which included the Chain of Lakes for centuries. They lived in villages, hunted and fished, and grew crops on small plots, sharing their harvests with their neighbors so that no one starved. The Ojibwe, who expanded into the area west of the Great Lakes in the 1600s, lived to the north in the forests. They would enter Dakota lands to hunt and trade. Sporadic conflicts between the Ojibwe and Dakota occurred up until the 1830's.

For several decades prior to 1800, European explorers and traders interacted with the indigenous Dakota. In the Treaty of 1805, negotiated by Zebulon Pike, two of seven Dakota leaders agreed to sell, "for an unspecified amount of money," land at the confluence of the Mississippi and Minnesota Rivers, a place sacred to the Dakota because they believe it to be the origin of their people. The Dakota were never paid the value of the land and the treaty was never ratified. In 1820 the U.S. military established its presence in the area with the construction of Fort Snelling and extended its influence to the Chain of Lakes. The church also arrived and built several missions, seeking to convert native people to Christianity. As whites explored the area and began to settle, Bde Maka Ska became known as Lake Calhoun, named after John C. Calhoun, Secretary of War until 1825 under President James Monroe, and Bde Uman (the Other Lake) became Lake Harriet, after a military commander's wife.

As more whites settled in the area, game became scarce. Over the harsh winter of 1828-1829 many Dakota starved. Mahpiya Wicasta (Cloud Man), a Dakota leader, decided to give white man's farming a try. After getting other families to accept assistance, Mahpiya Wicasta contacted Major Lawrence Taliaferro. He then moved his band to the uplands on the east side of Lake Calhoun/Bde Maka Ska, naming the settlement Heyata Otunwe or the Village to the Side. In 1829, Taliaferro, Indian agent at Fort Snelling, supported Heyata Otunwe, which he called Eatonville. He provided seed and plows, which Cloud Man's band used to successfully grow crops for a decade.



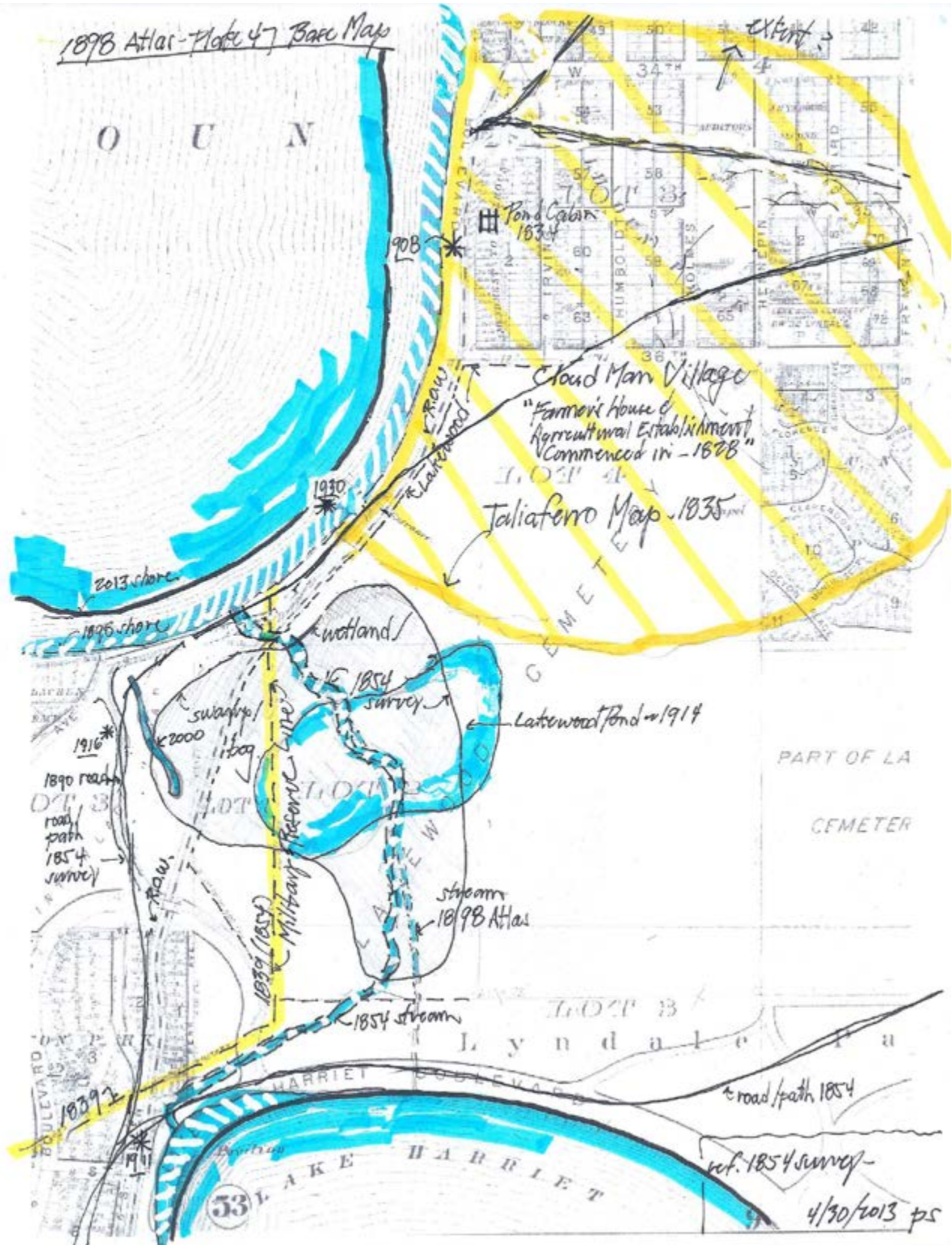
This crudely-drawn map, sent by the Pond brothers to their family back home, was one of the earliest ever drawn of this area.



Source: Minnesota Historical Society

A 1835 map by Taliaferro shows the Cloud Man Village (Eatonville) as extending slightly north of present day W 34th Street, south into current Lakewood Cemetery, and east past Fremont.





An 1898 survey of Calhoun/Bde Maka Ska - Harriet was annotated by Peter Sussman, a local architect and historian.



George Caitlin painting of Cloud Man Village .

Source: Minnesota Historical Society

In 1834 Gideon and Samuel Pond, both missionaries, arrived at Bde Maka Ska with the purpose of converting the Dakota to Christianity, teaching them farming, and assimilating them into white culture. They built a cabin in 1834 at the edge of the high bank on the east side of Calhoun/Bde Maka Ska where St Mary's Greek Orthodox Church now stands. The Pond brothers wrote the first dictionary of the Dakota language in order to translate the Bible and speed conversion. They are commemorated today by a bronze plaque on a boulder along the lake located below the site of their cabin.

In 1839, Mahpiya Wicasta's band of Dakota left their village at Bde Maka Ska because the site was vulnerable to attack by the Ojibwe. The band moved to what is now Bloomington. Following the Dakota War of 1862, Dakota all over Minnesota were rounded up and imprisoned. Approximately seventeen hundred elderly individuals, women, and children were imprisoned in a concentration camp at Fort Snelling over the winter of 1862-63. Many, including Mahpiya Wicasta, died. The following spring, survivors were loaded onto a steamboat and sent up the Missouri River to Crow Creek in South Dakota.

The effects of the forced expulsion of the Dakota people from Minnesota after 1862 and subsequent historical trauma of the unacknowledged genocide are still deeply felt today. Dakota returning to the Chain of Lakes area have expressed that they do not feel welcome in the park because there is little recognition or

expression of their history. The only acknowledgement of Native American history or of the Dakota inhabiting the area within the Minneapolis Chain of Lakes Regional Park is a small plaque on a boulder on the south side of Lake Calhoun/Bde Maka Ska near a cedar tree. The very name Lake Calhoun is particularly onerous to Native Americans because John C. Calhoun, as Secretary of War, drafted the treaties that removed indigenous peoples from their homelands and set up the Bureau of Indian Affairs as part of the War Department. Other minority communities that have experienced oppression and discrimination by Euro-Americans also object to the name of Lake Calhoun, because John C. Calhoun was a slave owner.

Members of the Dakota community were active in the master planning process. They articulated that their history and culture must be interpreted at Lake Calhoun/Bde Maka Ska and should include acknowledgement of Mahpiya Wicasta (Cloud Man) and Heyata Otunwe (Village to the Side). Place and language are of enormous importance to the Dakota; interpretation should be in the Dakota language as well as English. They want restoration of the name Bde Maka Ska to Lake Calhoun and for the MPRB to engage the Native American community in addressing their environmental concerns, including restoration of indigenous plant communities. The acknowledgement of the Dakota past, including restoration of place name, is seen by many as a racial equity issue.<sup>1</sup>

**Sources:**

History of the Santee Sioux, United States Indian Policy on Trial. By Roy W. Meyer. 1967, University of Nebraska Press  
Mni Sota Makoce: The Land of the Dakota by Gwen Westerman and Bruce White. 2012 Minnesota Historical Society Press

<sup>1</sup> [DiversityFoundation.org](https://www.diversityfoundation.org)

In 2012 the MPRB Board of Commissioners passed a resolution to allow a memorial to Chief Cloud Man in the William Berry Park area. The memorial was to include a tree, a rock, and a plaque, and would be funded by private donations. When the selected site flooded in 2014 and with the master plan for Calhoun/Bde Maka Ska-Harriet on the horizon, the memorial planning group decided to include memorial plans as part of the scope of the master plan.

In September of 2015, in response to advocacy from community members, the MPRB Board of Commissioners passed a resolution to add Bde Maka Ska to all the park monument signs identifying Lake Calhoun. Although members of the Native American community thought this was a “nice gesture,” they continue to seek restoration of the name Bde Maka Ska and elimination of the name Calhoun from only the lake and park (not from the parkways or other place names in the area). A majority (15-4) of the Community Advisory Committee, led by its Equity Subcommittee, supported a resolution to restore the name (see Chapter 7: Equity).

“The very name Lake Calhoun is particularly hurtful to Native Americans because John C. Calhoun, as Secretary of War, drafted the treaties that removed indigenous peoples from their homelands and set up the Bureaus of Indian Affairs as part of the War Department. Other minority communities that have experienced oppression and discrimination by Euro-Americans also object to the name of Lake Calhoun, because John C. Calhoun was a slave owner. Likewise, many whites find it appalling that Calhoun’s namesake is attached to one the City’s best assets”.

In early 2016 MPRB applied to the Minneapolis Art in Public Places program to fund art which would interpret the Native American and Dakota history and culture of the area and memorialize Mahpiya Wicasta. The project was awarded \$225,000 to create public art that would be planned, installed, and maintained by the City of Minneapolis in the Lake Calhoun/Bde Maka Ska area. The engagement with the community began in the fall of 2016. The public art will be integrated with construction improvements in the southeast corner of Lake Calhoun/Bde Maka Ska and perhaps elsewhere around the lake.



*Dakota elder and Cloud Man descendant Sydney (Syd) Beane, second from left, leads a sunrise ceremony on the southeast shore of Lake Calhoun/Bde Maka Ska in 2009 as part of the MN 150 Year Sesquicentennial. Joining him are fellow Cloud Man descendants, community members, and local politicians Minneapolis Mayor R.T. Rybak and City Councilmember Robert Lilligren.*

**History Since Statehood**

In 1857, only one year after Minneapolis was incorporated as a town and five years before the Dakota were exiled from Minnesota, Captain Edward Murphy donated two blocks of land to the city for a public park. 26 years later in February of 1883, legislative authority for a system of parks and parkways in the City of Minneapolis was approved by Governor Lucius F. Hubbard. One of the primary reasons the Board of Park Commissioners was created was to establish parks at Lake Calhoun/Bde Maka Ska and Lake Harriet.

Within weeks of its official inception, the Board of Commissioners hired H.W.S. Cleveland, a prominent landscape gardener, to create a comprehensive plan for development of parks in Minneapolis. In 1883, Cleveland outlined his vision of large parks connected by a system of pleasure drives or boulevards that took advantage of existing natural features, including Lake Calhoun/Bde Maka Ska and Lake Harriet. The system later became known as the Grand Rounds. Between 1883 and 1907, the newly established Board of Park Commissioners sought through purchase, donation, and condemnation the acquisition of the shoreland around Lake Calhoun/Bde Maka Ska and Lake Harriet.

Throughout its history, the Park Board has manipulated and altered the natural landscape for two main reasons: function and aesthetics. The most substantial changes took place during the tenure of Theodore Wirth, superintendent of parks from 1906 to 1935. Under his guidance, the park system grew from 1,810 acres to more than 5,000. Lakes were dredged, shorelines filled, islands lost and rebuilt, springs buried, creeks rerouted, ponds built, swamps drained, and a lake or two eliminated. Wirth wanted the people of Minneapolis to enjoy their park system and built many recreational amenities. In 1911, Wirth completed the dredging of the lagoon between Lake of the Isles and Lake Calhoun/Bde Maka Ska and the construction of bridges over the linking channel; one for the railroad and the other for traffic on Lake Street.

During the Great Depression, many federally funded projects were built, including the stone walls (1940s Work Progress Administration or WPA) along the shores of Calhoun/Bde Maka Ska and Harriet. The next great investment in the Chain of Lakes came in the 1970's when a team of landscape architects Eckbo, Dean, Williams and Austin made improvements to the parkways and lighting along the Grand Rounds.

<p><b>pre-1800's</b></p>	<p>The Dakota inhabit the lands and waterways of a region including the Chain of Lakes. The largest lake was known to the Dakota people as Bde Maka Ska, or Lake White Earth.</p>	<p><b>1834</b> Gideon Pond and his brother, both missionaries, arrived at Bde Maka Ska with the purpose of converting the Dakota to Christianity.</p> <p><b>1857</b> Two blocks of land are donated by Captain Edward Murphy to the city of Minneapolis for a public park.</p>	<p><b>1862</b> After the war of 1862, Dakota all over Minnesota are rounded up and imprisoned. Approximately seventeen hundred elderly individuals, women, and children are imprisoned in a concentration camp at Fort Snelling.</p>
<p><b>1828</b></p>	<p>Mahpiya Wicasta (Cloud Man) moves his band to the uplands on the east side of Lake Calhoun/Bde Maka Ska, naming the settlement Heyata Otunwe or the Village to the Side.</p>	<p><b>1839</b> Mahpiya Wicasta's band of Dakota leaves their village at Bde Maka Ska because the site was vulnerable to attack by the Ojibwe.</p>	<p><b>1883</b> Minneapolis Board of Park Commissioners (Park Board), is established by a voter referendum. Horace Cleveland devises his plan for the Park System.</p>





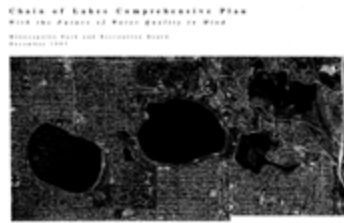
Image of east Lake Calhoun Parkway at 36th Street in the early 1900's.

Source: Minnesota Historical Society

**1888** Completion of Lake Harriet was under acquisition by the Park Board.



**1910** All of Lake Calhoun comes under the Board of Park Commissioners' control.



**1997** Comprehensive Plan for the Minneapolis Chain of Lakes Regional Park is completed.



**2012** A charrette study is conducted for the North Calhoun and South of Lake of the Isles areas.

**1890** Land between the two lakes is acquired to create Interlachen Park, now known as William Berry Park.

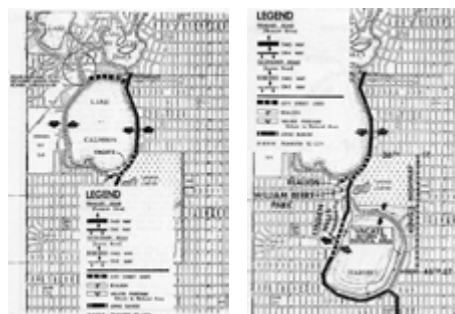
**1911**

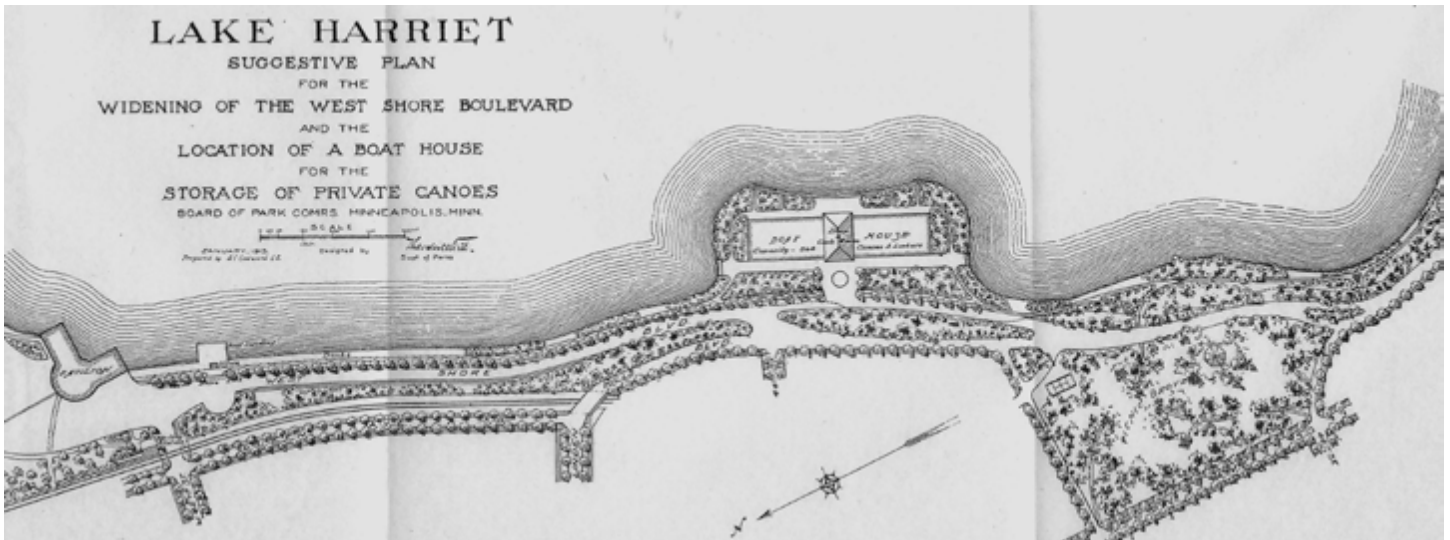


The channel between Lake Calhoun/Bde Maka Ska and Lake of the Isles is completed.

**1971**

The Citizens Parkway Committee's recommendations for Lake Calhoun/Bde Maka Ska and Lake Harriet is published.





Plan of the Lake Harriet's Boat House from 1913.

Source: Minnesota Historical Society

Excerpts from David Smith's 2008 "Parks, Lakes, Trails and So Much More", contained in the Appendix, give a much more detailed history of the acquisition and development of the two lakes and of William Berry, the parkland between them.

In the 1990's MPRB helped form the Clean Water Action Partnership to make improvements to water quality in the lakes and also hired the landscape architecture firm of Michael Van Valkenburgh Associates to prepare the 1997 Chain of Lakes Comprehensive Plan. These two major planning efforts and subsequent construction projects, including wetland restorations,

did result in improvements to lake and parkland conditions. In 1997 separated bicycle and pedestrian trails around the lakes were widened and repaved. Almost twenty years later, annual visits have doubled to an all-time estimated high of 5.5 million (2014) and much of the park infrastructure is aging. A charrette or workshop in the fall of 2012 to discuss issues impacting north Calhoun/Bde Maka Ska showed that the community was eager to discuss the future of the two most popular lakes in the Chain of Lakes. With \$3.7 million slated for planning and capital improvements, a master planning process began in 2015.



Lake Calhoun/Bde Maka Ska in 1912.

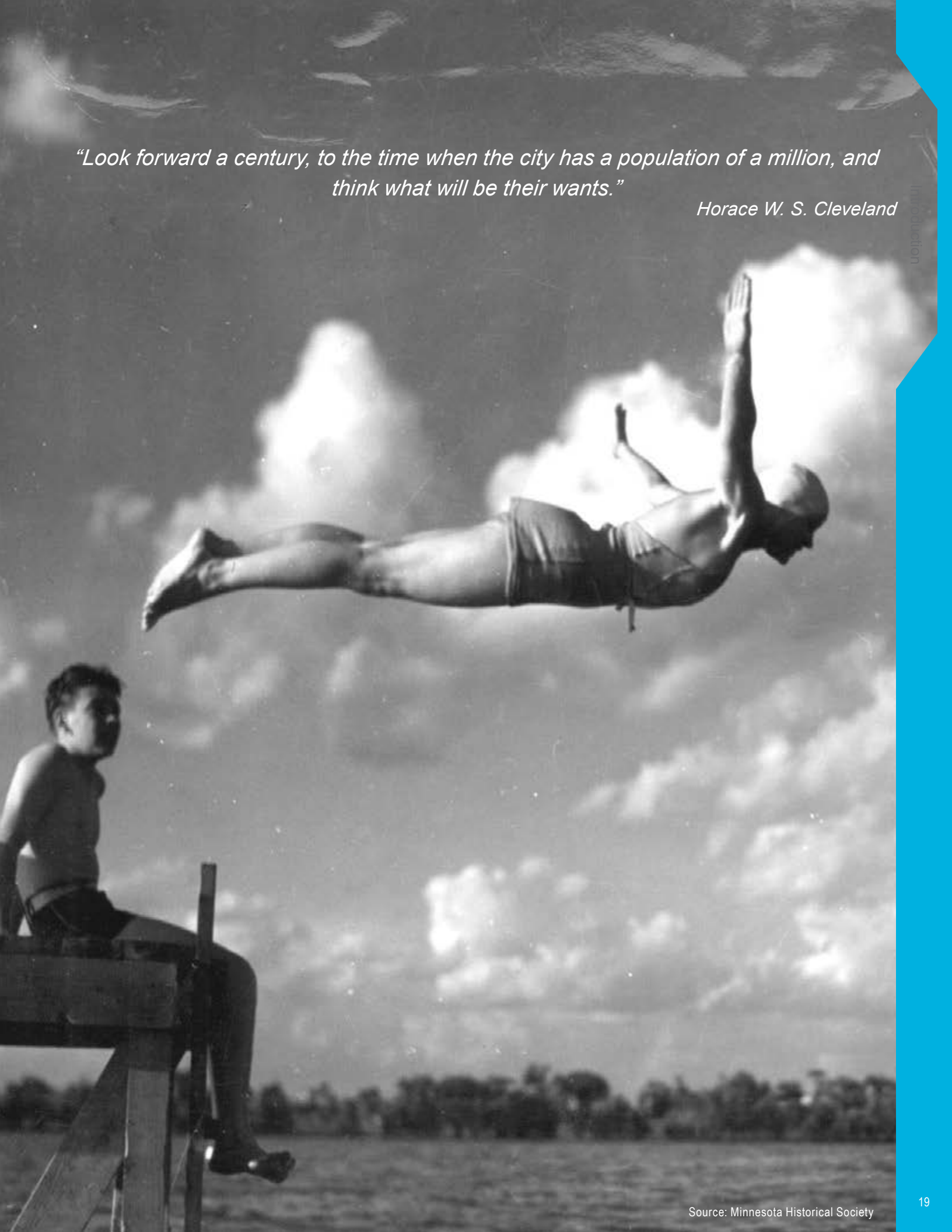
Source: Minnesota Historical Society

Outdoor recreation became more and more a part of the Minnesota scene in the late 1800s and early 1900s. The Lake Calhoun bathing beach in Minneapolis

was already a crowded place in 1912 when this picture was taken. Automobiles took swimmers and visitors right to the water's edge.

*"Look forward a century, to the time when the city has a population of a million, and think what will be their wants."*

*Horace W. S. Cleveland*







# 2

## Master Plan Vision



## 2.1 Master Plan Organization

Lake Calhoun/Bde Maka Ska and Lake Harriet are places where complex human and natural systems intersect and converge. The community spent many months striving to understand these systems and developing thoughtful and informed plans and recommendations regarding their future. Chapters 3 through 9 describe a wide variety of recommendations for the park as a whole and also for certain focus areas within the park. The community engagement process that led to these recommendations is described in Chapter Ten).

Five topic areas affect both lakes and are not specific to a particular geographic location. Each of the five chapters below describes current conditions and the recommendations of the master plan:

- Natural resources
- Access and circulation
- Recreation, events, and enterprises
- Cultural and historic resources
- Equity

Several of the master plan recommendations are specific to geographic locations. Chapters 8 and 9 detail master plan recommendations with plan graphics and descriptive images for nine focus areas around the two lakes: six at Lake Calhoun/Bde Maka Ska and three at Harriet.

### Lake Calhoun/Bde Maka Ska Focus Areas:

- Northeast Calhoun/Bde Maka Ska
- North Calhoun/Bde Maka Ska
- Northwest Calhoun/Bde Maka Ska
- Southwest Calhoun/Bde Maka Ska
- East Calhoun/Bde Maka Ska
- Southeast Calhoun/Bde Maka Ska and William Berry

### Lake Harriet Focus Areas:

- Bandshell Area – Lake Harriet
- Lyndale Gardens – Lake Harriet
- Lower Road – Lake Harriet

Chapter 10 describes the community engagement that led to the master plan and Chapter 11 the demographics and trends shaping the future demand for facilities and services at the parks.

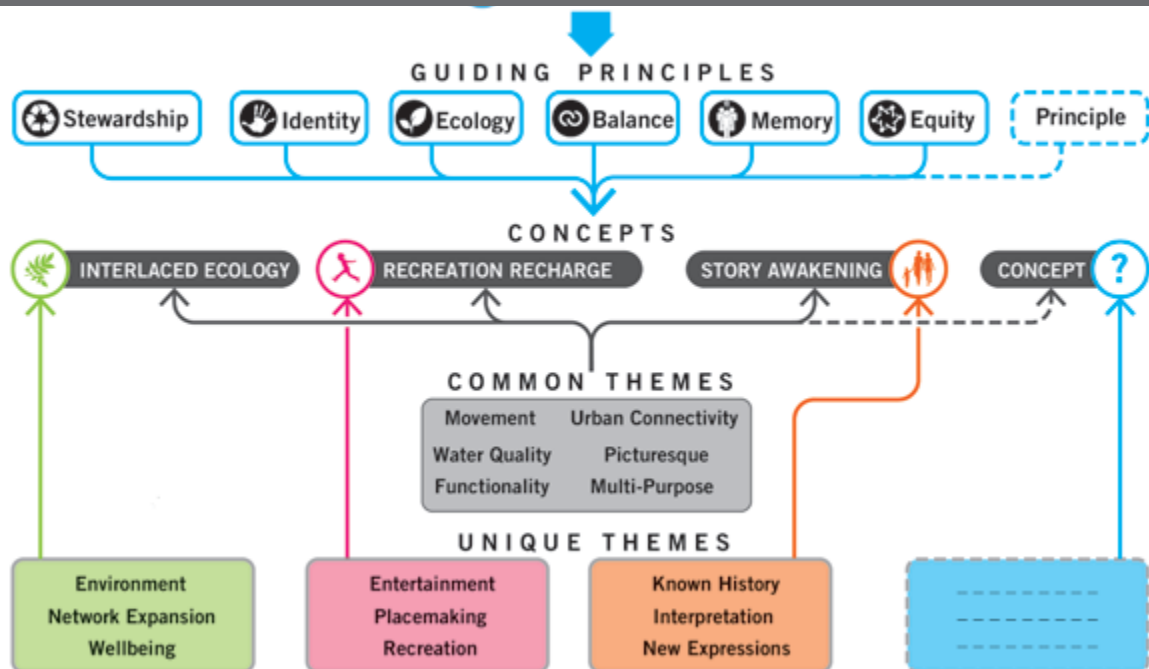
The final chapters discuss implications of the master plan. Implementation details projects and the costs to build them. Maintenance and Operations outlines the efforts and funding needed to maintain the parks.

## 2.2 Vision, Guiding Principles, and Themes

The community involved in the master planning process consistently sought to **balance natural resource conservation and recreational opportunities**. Overlaying this was a strong desire to reveal the natural and human history of the lakes, especially pre-European settlement, and to express the stories of more recent residents, including those from other cultures.

### Vision:

*“Lake Calhoun/Bde Maka Ska and Lake Harriet, as part of the Minneapolis Chain of Lakes Regional Park, are a dynamic convergence of human and natural systems where the community can connect with the outdoors and each other to enjoy nature, to recreate, and to celebrate stories, past and present”.*



### Guiding Principles

Early in the planning process and through a series of continuum line exercises, the community was asked its position on a number of issues facing Calhoun/Bde Maka Ska and Harriet. The core values expressed through these exercises were summarized into seven guiding principles:



**Stewardship:** Care for what exists before introducing new things. Use current funding to resolve existing problems, while recognizing the need to accommodate future changes.



**Identity:** Recognize Lake Calhoun/Bde Maka Ska and Lake Harriet as part of a regional destination and of the urban fabric of Minneapolis. Acknowledge that each park has a unique character and energy.



**Ecology:** Invest in practices that improve the environmental health of the lakes and parkland.



**Balance:** Mitigate the long-term impact of human use on park resources and consider use impacts on park resources as new improvements are planned.



**Memory:** Reveal untold stories and share collective memories as a defining experience of the lakes.



**Equity:** Provide a comfortable experience for people with diverse abilities and needs and for all races and ethnicities.



**Resiliency and Responsiveness:** Build resiliency and flexibility into improvements to respond to climate change and changes in the demographics of the region. Use technological innovations to address issues and improve communication with the public.

## Themes

Comments and ideas heard from many groups and individuals early in the planning process were categorized into themes which, along with the guiding principles, informed the three master plan concept alternatives.

- **Movement:** Improve multi-modal transit systems, enhance safety for all modes of movement, and provide access and connections to and within both parks.
- **Water Quality:** Preserve, protect, and improve the water quality of the lakes, which is critical to their recreational popularity. Maintain a diverse ecosystem to benefit wildlife and aquatic life.
- **Multi-purpose:** Design flexible spaces and facilities that can be used for a variety of purposes and which are accessible to all users. Park spaces and facilities should accommodate diverse users regardless of race, culture, ability, gender identity, or sexual orientation.
- **Picturesque:** Maintain the unique and scenic character of each lake. Consider strategies that target aesthetics and preserve the beauty of both lakes.
- **Urban Connectivity:** Improve connections to the neighborhoods and city around the lakes. Provide amenities to link to key destinations within and outside of the parks.
- **Functionality:** Improve park facilities to provide a more pleasant and comfortable experience for visitors and park users and those commuting through the area.
- **Environment:** Invest in environmental stewardship to improve the health of the park's ecosystems. Consider the ecological impacts and sustainability of built improvements.
- **Network expansion:** Expand ecological corridors and repurpose existing areas to create and strengthen "green" connections within the parks and into the region. Consider strategies ranging from site-specific improvements to regional and broad scale policies.
- **Well-being:** Provide opportunities and facilities that allow users to experience healthier and more active lives and to find refuge in nature.
- **Entertainment:** Improve the distribution of events around both lake areas and expand the range of activities and cultural events that cater to a growing and diverse community.
- **Placemaking:** Create public spaces that are memorable and iconic and that promote people's health and well-being.
- **Recreation:** Renew facilities that support existing recreational use. Add, modify or expand facilities that respond to trends that reflect the region's changing demographics.
- **Known History:** Preserve and restore existing historic and cultural features around the lakes. Expand story-telling of pre-European settlement and of the Native American culture.
- **Interpretation:** Interpret history through a comprehensive approach that is inclusive of race, culture, and ability.
- **New Expressions:** Reexamine the past to reveal unique stories. Share and sustain collective memories. Create ceremonial areas to celebrate the area's rich history and to welcome new stories that can be incorporated over time.

### Themes

#### Movement:

This theme focuses on investing in solutions that improve multi-modal transit systems, enhance safety for all modes of transportation, and provide connections and access to and from both lakes.

#### Range of Outcomes:

- Improve circulation - over enhanced and utilize infrastructure + connections
- Provide access to users of all needs
- Improve bicycle and pedestrian access from surrounding parks and neighborhoods
- Address challenges for bikes and pedestrians
- Expand storage space for bicycles on the paths
- Improve parking
- Fill existing gaps and expand with new designs in the system
- Consider a shuttle service and/or increased public transit directly to the lakes
- Consider alternative transportation and last-mile modes around the lakes to encourage water access to lakefront trails and views of the parklands adjacent to the lakes
- Increase options for lake public transit direction to shoreline, trails, services and infrastructure



### Themes

#### Water Quality:

Preserve, protect, and improve the water quality of the lakes which is critical to their recreational popularity. Maintain a diverse ecosystem to benefit wildlife and aquatic life.

#### Range of Outcomes:

- Overall Project Area
- Water quality improvements
- Reduce impervious areas
- Increase riparian shoreline vegetation
- Increase riparian vegetation for shading and improving water quality
- Create permeable for high standard stormwater management practices throughout lake storage watershed area







# 3

## Master Plan Recommendations: Natural Resources

## 3.0 Natural Resources

### Introduction

Natural Resources is one of five topic areas with master plan recommendations that apply to Lake Calhoun/Bde Maka Ska and Lake Harriet as a whole. They should be considered in any capital improvement, operational method, or program.

Early in the planning process, the public identified preservation and enhancement of the park's natural resources as one of its top priorities. Water quality was especially important. The community expressed concern that the ecological health of the park and the two lakes are compromised by the current amount of human use and wanted to protect and improve these natural resources for future generations. The community also recognized that recreational use of the Chain of Lakes Regional Park, and of Calhoun/Bde Maka Ska and Harriet in particular, will only increase in the future.

Throughout the public engagement process, the community consistently favored a balance between preserving and enhancing natural resources and accommodating recreational use. The recommendations on page 28 (supported by the Community Advisory Committee or CAC) guide investment in and management of the park's natural resources





## Natural Resources Recommendations:

1. *Maintain and improve water quality in Lake Calhoun/Bde Maka Ska and Lake Harriet.*
2. *Consider stormwater management in all new development and redevelopment in the Chain of Lakes, including use of Best Management Practices to reduce runoff and retain and treat stormwater, and green infrastructure solutions where feasible and in harmony with other park uses.*
3. *Reduce and repair erosion along the shorelines, while maintaining views and adequate access from the parkways and trails.*
4. *Increase efforts to prevent and control invasive species, both terrestrial and aquatic.*
5. *Protect, maintain, and enhance existing native plant communities. Increase pollinator-friendly native plantings and habitat.*
6. *Regarding vegetation:*
  - A. *Using the master plan as a base, develop and implement a tree planting plan for the parks in consultation with Forestry and Water and Natural Resources staff.*
  - B. *Replant heritage native trees as they age and die out.*
  - C. *Strive for a no-net-loss of trees in project areas.*
  - D. *In manicured landscapes, plant trees and vegetation that preserve views and the open space designated for recreation as well as providing sun and shade options for park users.*
  - E. *Plant species-appropriate natural areas and landscapes (e.g. in oak savannah restoration areas, eliminate non-oaks and restore savannah groundcover).*

## 3.1 Natural History and Human Intervention

Glaciers receded from the Chain of Lakes area of Minnesota about 12,000 years ago, leaving behind a flat to rolling landscape of sand and gravel interrupted by lakes and wetlands. The landscape was slowly drained by Minnehaha Creek and ultimately by the Mississippi River. Eventually oak savannah and prairie uplands evolved around the lakes.

Native Americans used fire and farming techniques to manage the open landscape around the lakes until European settlers arrived and began plowing large tracts of rich upland soils in the late 1830's (see also *History and Cultural Resources*). The Park Board began acquiring the lands around the lakes in the 1880's. During a thirty year period after Superintendent Theodore Wirth was hired in 1906, major physical changes to the parks were constructed, including a channel connecting Lake of the Isles to Lake Calhoun/Bde Maka Ska, dredging and reshaping shorelines, and filling low areas and wetlands to create space for recreation. Wirth regarded wetlands as "shallow, weed-blocked, mosquito-breeding water areas."

As the city expanded, a grid of streets shaped surrounding neighborhoods and sewers were built. At first sanitary sewers also took stormwater, leading to combined sewer overflows

(CSOs) that would flush a mix of sanitary sewage and surface runoff into the lakes during major precipitation or snowmelt events. Sewer systems have had a major impact on water quality in the Chain of Lakes for decades. Although separate systems for sanitary and storm sewers were constructed in new developments starting in 1939, sewer separation in Minneapolis did not begin in earnest until the 1960's.<sup>1</sup>

By the advent of the Clean Water Act in 1972, water quality in the Chain of Lakes had greatly declined. Even with the absence of sewage, the stormwater entering the lakes was laden with nutrients, pollutants and sediment. In 1990 the Minneapolis Park & Recreation Board formed the Minneapolis Chain of Lakes Clean Water Partnership (CWP) with multiple agencies and started one of the largest urban lake restoration projects in the United States. Beginning in 1995 a number of steps, not always politically popular, were taken to improve the quality of the lakes, including the construction of wetland complexes at SW Calhoun/Bde Maka Ska and Cedar Lake, installation of "grit chambers" around the lakes to remove heavy sediments and trash from storm sewer inflows, and alum treatments to remove dissolved phosphorus (which causes algae blooms) and limit internal phosphorus loading. These efforts have resulted in the quality

<sup>1</sup> Source: [www.ci.minneapolis.mn.us/publicworks/stormwater/cso/cso\\_history](http://www.ci.minneapolis.mn.us/publicworks/stormwater/cso/cso_history)

## Water Quality Facts:

### **Lake Calhoun/Bde Maka Ska:**

421 acres. Average depth: 35 ft. Maximum depth: 90 feet

### **Lake Harriet:**

353 acres. Average depth: 29 ft. Maximum depth: 82 feet

**Watersheds:** *The Chain of Lakes is within the hydrologic boundary of the Minnehaha Creek Watershed District. Calhoun/Bde Maka Ska's watershed includes Lake of the Isles, Cedar Lake, and Brownie Lake and totals 11 square miles, extending as far west as Highway 100 in St Louis Park. The entire Calhoun/Bde Maka Ska drainage area plus an additional 2 square miles drains into Harriet. Water flows northwest to southeast. Calhoun/Bde Maka Ska is connected to Harriet through a series of pipes and a constructed stream. The Chain of Lakes flows into Minnehaha Creek and then into the Mississippi River*

### **Best Management Practices (BMPs) for stormwater management:**

**Goals:** *remove debris, pollutants and nutrients from the runoff and slow the rate of runoff.*

**Examples of BMPs:** *managing stormwater at its point of origin, reducing salt use, street sweeping, constructing wetlands and grit chambers, alum treatments.*

*A water body can be nutrient impaired and/or pollutant impaired. The State Pollution Control Agency (PCA) and the Minnehaha Creek Watershed District (MCWD) have requirements that limit the nutrients and pollutants allowed in water bodies, called **Total Maximum Daily Load (TMDL) goals**. Once a water body exceeds these goals, it is identified or labeled as impaired. Increased pollutants (nitrogen, phosphorus, chloride, PFOs, and PAHs) in lakes lead to degraded water quality and ecosystem health.*

*Lake Calhoun/Bde Maka Ska and Lake Harriet typically rate among the cleanest for recreation in the Twin Cities and in the Minnehaha Creek Watershed District.*

### **Aquatic Invasive Species (AIS) already present in Calhoun/Bde Maka Ska and Harriet:**

- Eurasian Water Milfoil
- Curly Leaf Pondweed
- Common Carp

of both lakes progressively improving. Currently, for recreational purposes, both urban lakes have had excellent water quality, although Lake Harriet slipped to a "B" in 2016 Lake Grades Report.<sup>2</sup>

Efforts to maintain and improve water quality are on-going. MPRB and a variety of partners (City of Minneapolis, Minnehaha Creek Watershed District, Minnesota Pollution Control Agency, neighborhood groups, Minnesota Department of Natural Resources) continue cooperation to clean and protect the lakes from the impact of human use and development.

The landscape character established in the Wirth era – open vistas of the water across manicured lawns, tree-lined parkways and paths – largely remains. While most of the trees in the parkland surrounding Lake Calhoun /Bde Maka Ska and Lake Harriet have been planted, remnants of native plant communities still exist. These remnants are increasingly treasured for their beauty/landscape diversity and play a role in the health of the ecosystems of the lakes and lands around them. Parklands, such as the Chain of Lakes Regional Park, help preserve contiguous natural areas throughout our cities that keep air and water clean and provide corridors of movement for wildlife and people alike.

<sup>2</sup> Minnehaha Creek Watershed District

## 3.2 Water Quality and Stormwater Management

Lake Calhoun/Bde Maka Ska and Lake Harriet exist within a developed urban watershed. The rain falling on roofs, pavement, and lawns, flows quickly into storm sewers. The storm sewer systems from multiple communities send this runoff directly into the Chain of Lakes. With the stormwater come pollutants, road salt, trash, and sediment which all affect water quality.

The larger watershed of Calhoun/Bde Maka Ska and Harriet, over which the MPRB has little direct control, has the biggest impact to their lake water quality; the lakes simply receive what is given to them. Investments in the treatment of runoff from the relatively narrow strip of parkland immediately surrounding Calhoun/Bde Maka Ska and Harriet will not have a major impact on the quality of their waters. In addition, land around the lakes is limited and highly valued for recreation.

MPRB and other agencies have worked diligently to improve water quality and have been successful. Constructed wetlands, grit chambers, alum treatments have been some of the methods used. By accepted scientific measures and within the system of the seven county metropolitan lakes, the water quality of Lake Calhoun/Bde Maka Ska and Lake Harriet ranks high.<sup>1</sup> Calhoun/Bde Maka Ska and Harriet meet all nutrient criteria set forth by the Minnesota Pollution Control Agency (MPCA) and are generally in the top 25% of the lakes within the ecoregion.<sup>2</sup>

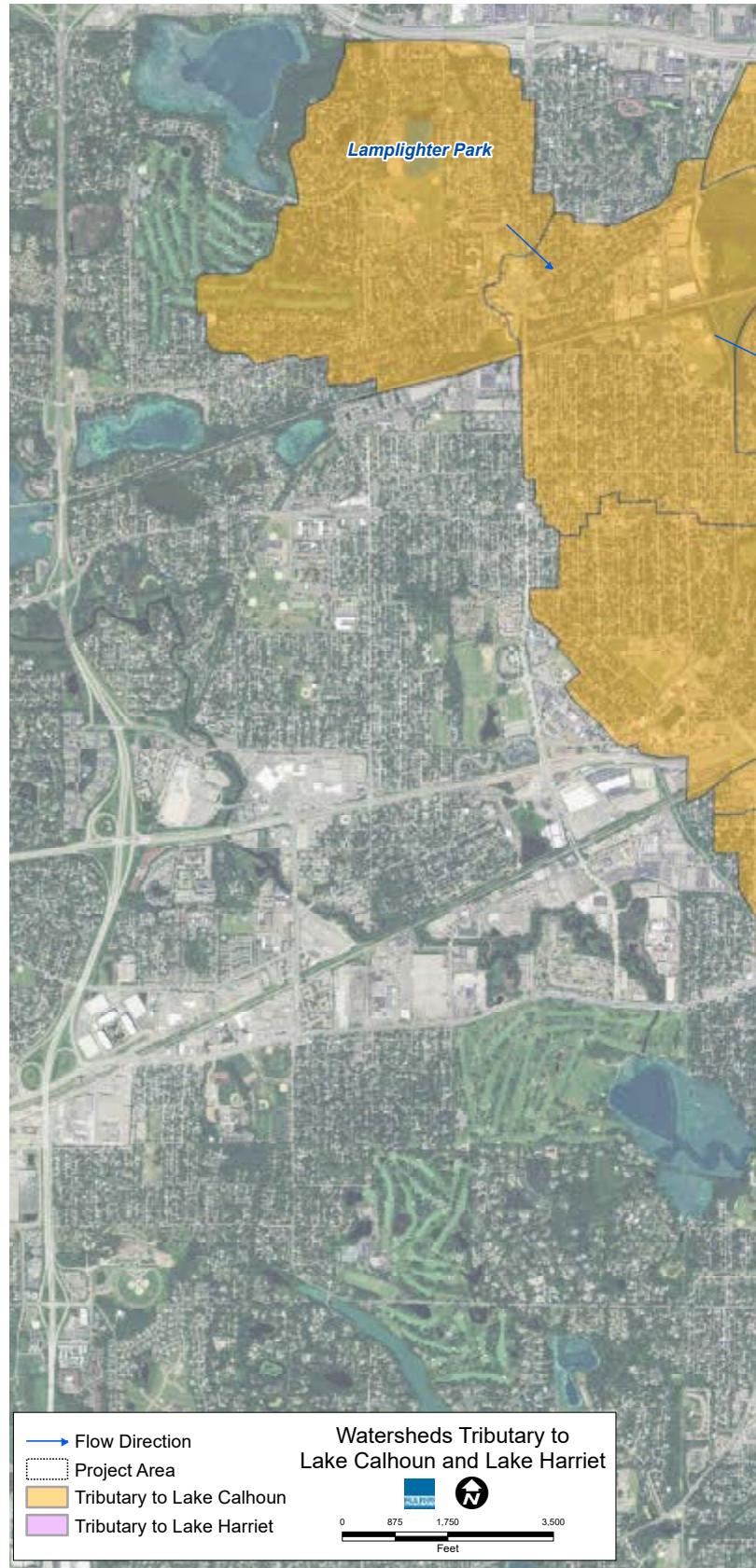
The high water quality status of Calhoun/Bde Maka Ska and Harriet means that state and regional funding for projects improving water quality will likely be prioritized towards more nutrient-impaired water bodies.

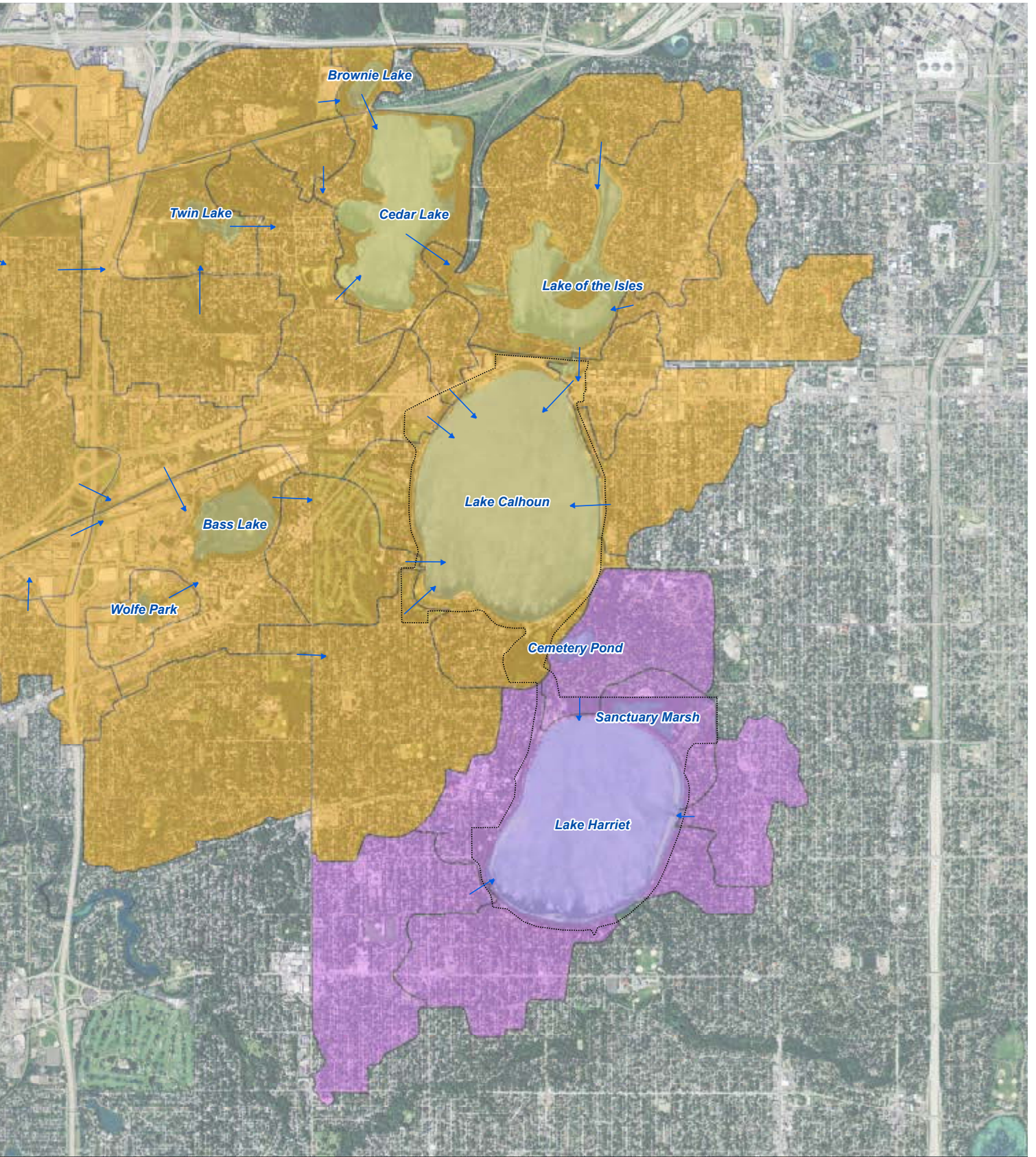
1 (Source: MCWD 2013 Hydrologic, Hydraulic and Water Quality Monitoring Report.)

2 (Source: 2013 Water Resources Report, MPRB.)



Failing storm sewer infrastructure along Lake Harriet's Lower Road leads to flooding and road closures.





Two Natural Resources Recommendations address water quality:

1. Maintain and improve water quality in Lake Calhoun/ Bde Maka Ska and Lake Harriet.
2. Consider stormwater management in all new development and redevelopment in the Chain of Lakes, including use of Best Management Practices (BMPs) to reduce runoff and retain and treat stormwater, and green infrastructure solutions where feasible and in harmony with other park uses .



*The master plan recommends boardwalks as a way to treat stormwater, creating wetlands between the shoreline and boardwalks.*



*BMP's for paved surfaces include permeable pavers with filtration beneath.*

The **master plan** includes creative ideas for incorporating ecological benefits into recreational amenities. For example, boardwalk trails create opportunities to treat storm water before it empties into the lake. Rock layers below elevated recreational lawns provide floodwater storage. Wetlands to treat storm water runoff are woven into manicured landscapes and parking lots are re-built to filter run-off. Any additional or replacement of impervious surfacing (parking lots and trails) within the project boundaries will incorporate Best Management Practices (BMPs) to treat stormwater runoff.

For the nine focus areas discussed during the master planning process, the concept debate between ecological restoration and recreational development often resulted in a preference to balance the two ends of the spectrum. Although storm water ponds and wetlands are shown for several of the focus areas and are designed to be recreational amenities as well as ecological enhancements, the public did not suggest recreating pre-European settlement conditions by restoring wetlands in areas currently used for recreation.

Maintaining and improving water quality in Calhoun/Bde Maka Ska and Harriet is a complex issue requiring a variety of ongoing efforts:

- maintenance of existing BMPs to ensure their performance is optimized;
- on-going monitoring and vigilance;
- funding and implementation of the recommendations of further studies such as lake diagnostic and management plans;
- preparation of cost-benefit analyses for any existing and proposed stormwater treatment facilities, including maintenance;
- cooperation, including the sharing of resources, by multiple agencies and jurisdictions;
- a cooperative and educated public;
- financial and political commitment over the next decades to modify infrastructure and watershed practices.

Two conditions around the lakes that impact water quality were not addressed in the master plan process.



**De-icing salt** used on roads and trails in the park and throughout the larger watershed in winter contributes to a slow and permanent rise in the salinity/chloride levels of the lakes. Although the public was interested in plowing pedestrian as well as bicycle trails in winter, MPRB staff is concerned about the negative impact of salting more pavement close to the lakes. In addition Metropolitan Parks and Open Space Commission (MCPOSC) user counts do not indicate a heavy demand or sufficient number of visitors to warrant plowing a second path.

Discontinuing the practice of sanding and salting roads/parkways/trails in the watershed is unlikely. Purchase of equipment capable of more carefully calibrated application rates and staff training will reduce the amount of salt entering the system. Street sweeping before thaws can also help reduce this problem.



**Compacted soils** around the lakes increase the rate of run-off and do not allow infiltration of stormwater. Compacted soil is especially prevalent along the trails and in high use areas like the event space around the Bandshell at Harriet.

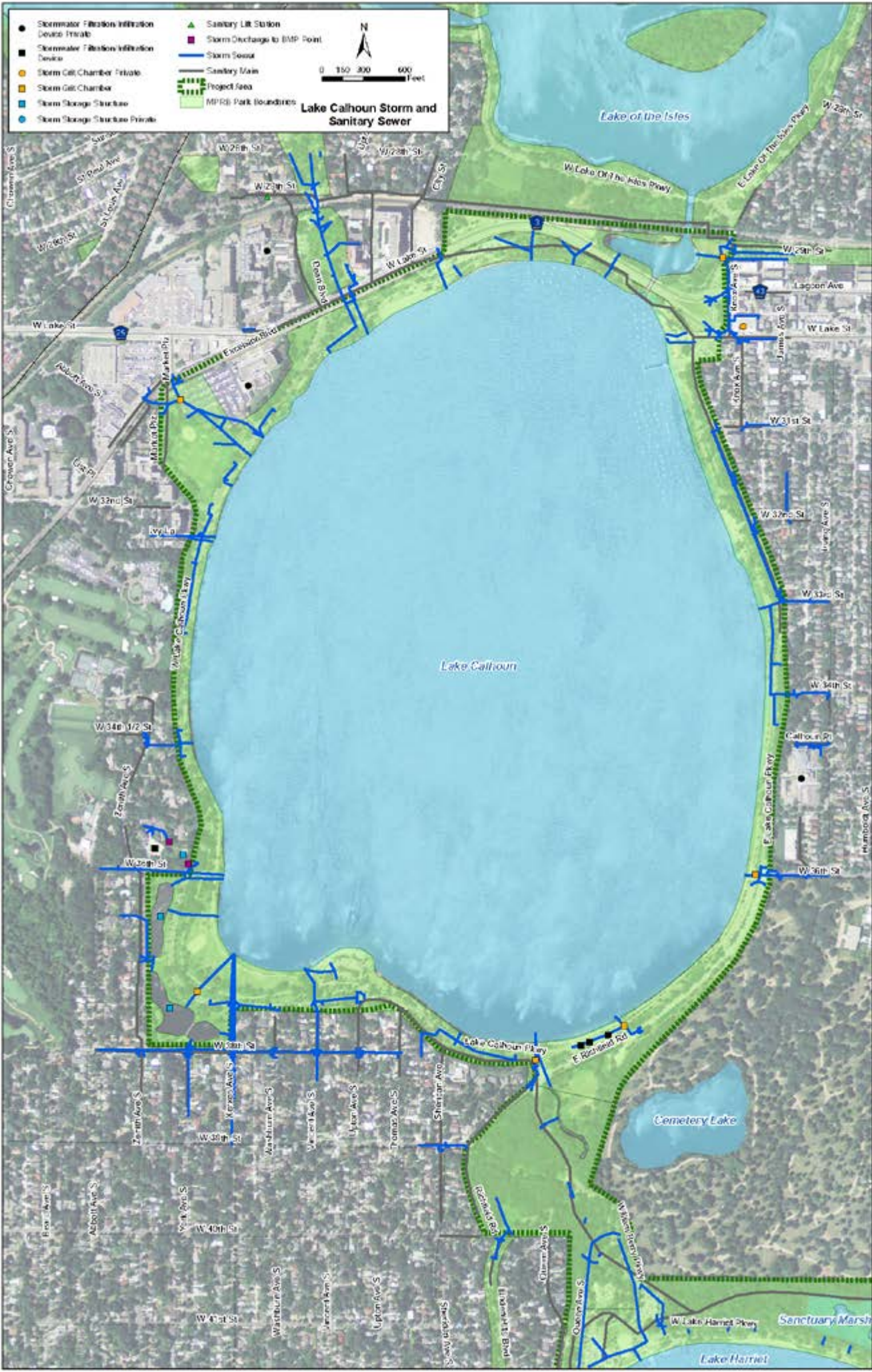
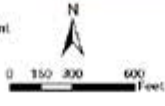
Several solutions are possible including physical interventions and program modifications. Converting turf to natural areas, fencing sensitive infiltration areas, improving soil profiles and aerating compacted areas are some physical interventions that could reduce soil compaction. Programming changes might include reducing the frequency of events where large numbers of visitors congregate.

Certain conditions affect public perception of water quality but do not always indicate impairments. Some are natural lake occurrences. The majority of people who contact MPRB Environmental Stewardship regarding water quality in the Chain of Lakes have expressed concerns about these conditions:

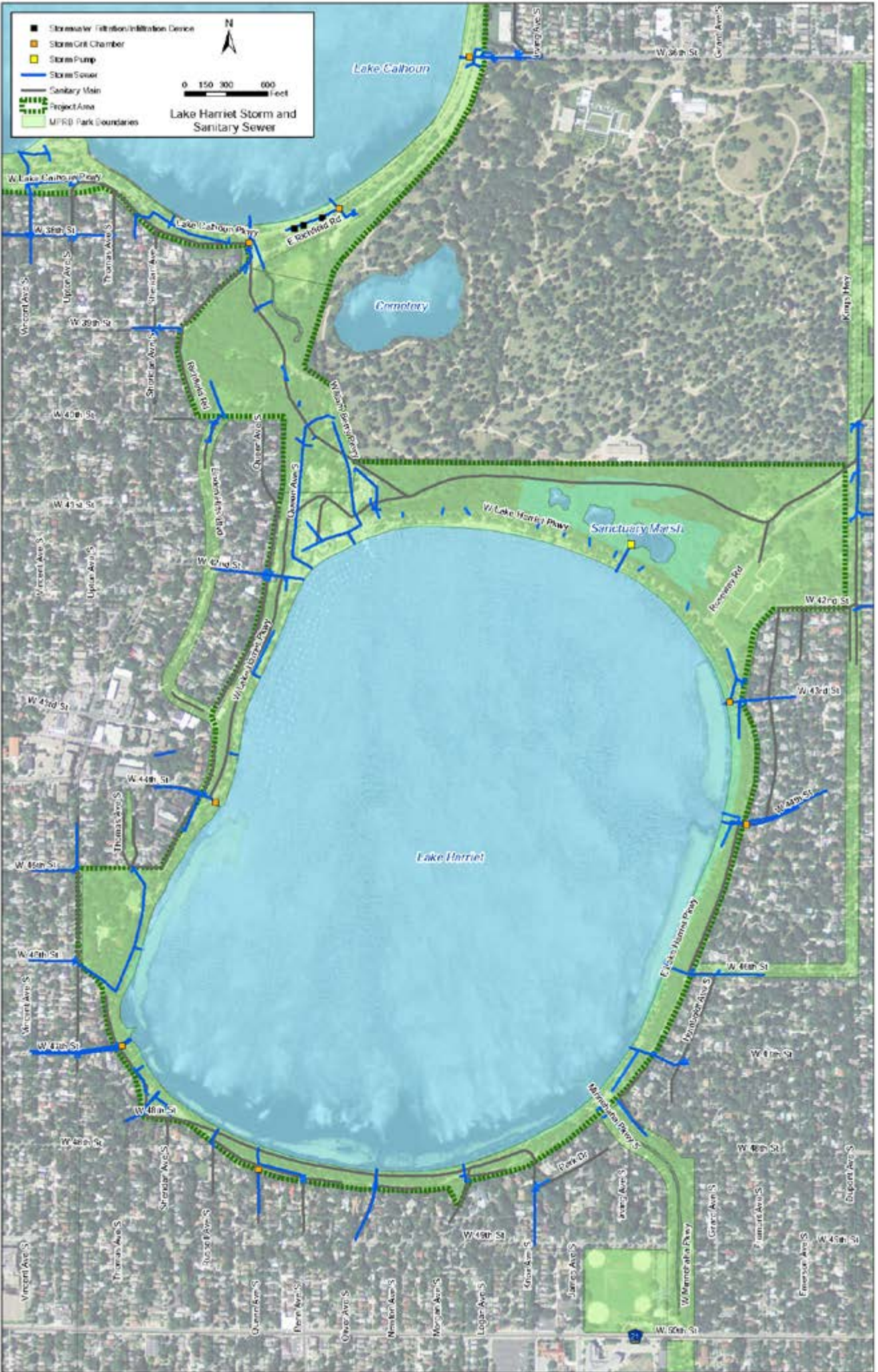
- mats of milfoil (aquatic invasive species) and filamentous algae (indicative of nutrient loading but also a natural occurrence in lakes)
- trash, including natural debris and litter, which often gets trapped in the milfoil and algae mats;
- odors from dead fish and decaying organic matter (a natural phenomenon)

● Stormwater Filtration Infiltration Device Throat	▲ Sanitary Lift Station
■ Stormwater Filtration Infiltration Device	■ Storm Discharge to BMP Point
○ Storm Cell Chamber Private	— Storm Sewer
□ Storm Cell Chamber	— Sanitary Main
■ Storm Storage Structure	▨ Project Area
■ Storm Storage Structure Private	▨ MPRB Park Boundaries

**Lake Calhoun Storm and Sanitary Sewer**







### 3.3 Shoreline Erosion



The shorelines of open lakes like Calhoun/Bde Maka Ska and Harriet are not static entities. Ice pushes soil and vegetation into ridges and wave action and fluctuating water levels erode vegetated shores. Emergent and robust shoreline vegetation can absorb some of the energy of these eroding forces. During the 1930s and 1940s the Works Progress Administration (WPA) built several hundred feet of walls along the shores both lakes. Today these walls are in need of almost \$2 million in repairs. Riprap (boulders placed into the soil) is a less popular method of controlling erosion around the lakes but is sometimes a necessity when banks are steep.



Another major erosive force affecting shorelines is the human desire to access the water's edge, especially for fishing. An informal survey by canoe showed that eroded paths to the water's edge occur at approximately 50-foot intervals around both lakes. This erosion contributes to a perception of poor water quality in Calhoun/Bde Maka Ska and Harriet. Eroded access points are difficult to reclaim. Plantings are destroyed unless protected by fencing on all sides.



Repairing shoreline erosion and improving access to the lakes is a recommendation of the master plan (Natural Resource recommendation #3). Possible strategies include:

- Reducing the number of access points by 50%. Designate remaining access points to the water's edge by making them more comfortable with constructed paths, steps, and accessible ramps. Access points shaded by trees have proved popular at other Chain of Lakes shorelines.
- Removing non-designated existing access points by repairing erosion and protecting any plantings for a few growing seasons with a robust fence that surrounds the plantings.
- Repairing WPA walls.
- Reclaiming and protecting eroded shoreline where possible (e.g. at non-beach areas) with emergent vegetation and shoreline plantings, with fencing to surround them during establishment periods.
- Where necessary, armoring steep banks with riprap.
- Protecting sections of shoreline from erosion with boardwalks paralleling the water's edge. Boardwalks are also recreational amenities. As in-lake structures, they must be accessible and designed to withstand the forces of wind, water, and ice.



Barr, Foster, ArcGIS 10.3, 2015-09-30 07:51 File: I:\Projects\23\271442\Maps\Shoreline Access Locations.mxd User: jll2

### 3.4 Invasive Species

One Natural Resources recommendation addresses invasive species:

4. Increase efforts to prevent and control invasive species, both terrestrial and aquatic.

As the climate warms and human populations become more mobile, plants and animals are also moving more quickly around the globe. Non-native flora and fauna can dramatically affect natural areas, including a lake's ecology and subsequently its recreational use. Calhoun/Bde Maka Ska's and Harriet's risks for invasive species include those brought in by boats, dumped bait, aquarium dumps, water gardens, and the horticultural trade.

Aquatic Invasive Species (AIS) have become a problem in Lakes Calhoun/Bde Maka Ska and Harriet. Eurasian milfoil, common carp, and curly leaf pondweed are present in both lakes. Eurasian milfoil and curly leaf pondweed are aquatic plants that form a dense mat around the shoreline, interfering with recreation, trapping trash, and resulting in the public perception of water quality issues. Carp churn up lake bottoms and muddy the water, releasing nutrients. Milfoil is a recent pest, arriving in Minnesota in the 1980's, while carp and curly leaf pondweed have been present in the Chain of Lakes for a century.

Because water quality is so important to the public, MPRB's Environmental Stewardship staff focus limited resources to prevent new species from entering the lakes and to control the spread of AIS. The four options for preventing/controlling AIS have advantages and disadvantages:

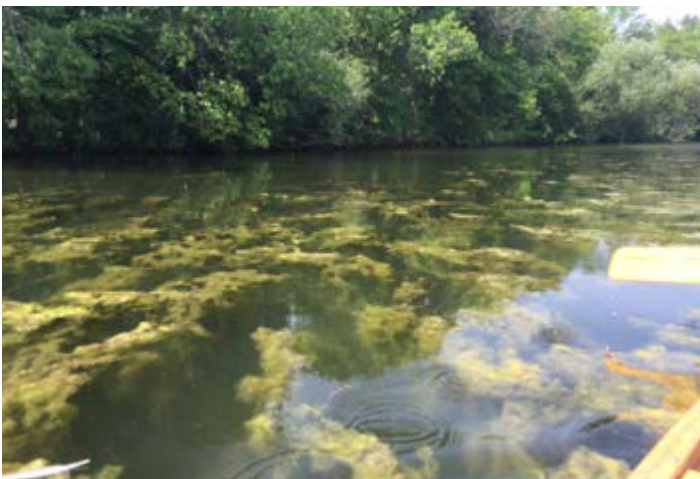
- Prevention: MPRB has invested considerably in prevention programs, especially those related to AIS that "hitchhike" on water-related equipment such as improperly cleaned boats and trailers that have come from infested waters. Two species of particular concern that are spread in this manner are zebra mussels and the spiny water flea. Once they establish in a lake, they are impossible to eradicate and have profound effects on the lake's ecology and recreational use. To prevent the spread of these AIS, MPRB limits the number of boat launches to one per lake and hires inspection staff. With these methods, the MPRB has thus far been successful in preventing the spread of new AIS into the lakes. These prevention programs will be an on-going expense for the MPRB.
- Control with chemicals: Chemical use in the parks is politically controversial and unsustainable. Milfoil can become resistant to the herbicides used to control it. Increasing application rates eventually kills native lake



*Off-loading harvested milfoil.*



*MPRB seasonal staff inspect all boats and trailers prior to launching.*



*Filamentous algae blooms in the spring are a natural occurrence in lakes.*

vegetation and lake-wide applications are not feasible. The MPRB is not using chemicals to control fully established AIS where eradication is not possible. The CAC was not supportive of the use of chemicals.

- **Mechanical Controls for Plants:** Currently the MPRB mechanically harvests milfoil and curly leaf pondweed. The Minnesota Department of Natural Resources (DNR) allows 50% of the shoreline less than 15 feet deep to be cut. The two harvesters working in the Chain of Lakes off-load cut vegetation onto conveyors and truck it offsite, an operation that occurs at the most congested locations at the two lakes: the northeast corner of Calhoun and east of the Bandshell at Harriet. Control of milfoil and other shallow lake undesirable plants will be an on-going expense for the MPRB, unless more effective (and safe) methods of control are discovered.
- **Mechanical Controls for Fish:** In the 1990s, MPRB installed control structures between Harriet and Calhoun to prevent the common carp from migrating between the two lakes. The structure proved ineffective and dangerous to maintain and was abandoned.
- **Biological Controls:** No biological control yet exists for milfoil, although the University of Minnesota is researching some options. The MPRB has partnered with the University of Minnesota in research on the milfoil beetle and its interactions with Eurasian water milfoil periodically since the 1990s. A native beetle has shown some promise in controlling milfoil, however, weed harvesting and lack of thick organic matter at the shoreline limit their populations.

MPRB Stewardship staff will continue to follow research and explore more effective alternatives for controlling AIS. New methods may require funding additional studies prior to implementation (e.g. a population survey of common carp) and would apply to all lakes in the Chain of Lakes Regional Park, since they are all hydrologically connected.

Terrestrial Invasive Species degrade Calhoun and Harriet's upland plant communities and have dramatically changed the landscape present before the park board became an entity. European buckthorn and garlic mustard are two of the many invasive species which can out-compete native plants and dramatically change the ecological function of natural areas. Controlling heavier infestations of buckthorn requires heavy equipment and skilled operators. Following initial removal, on-going control efforts are required in perpetuity. Currently the

MPRB has one staff person to supervise volunteer labor and seasonal work crews to handcut and pull buckthorn and garlic mustard. Chemical herbicides are only used on cut buckthorn stumps to keep them from re-sprouting. Biological controls have not been developed, although many efforts have been made.

The oak savannah which surrounded the lakes before pre-European settlement is especially vulnerable to invasive plants such as buckthorn which forms a dense understory canopy that prevents regeneration of native plants. Fire, which is needed to perpetuate prairie and savannah ecosystems, has been suppressed and is no longer an option in the urban environment.

Enhancing ecosystems which have been degraded and fragmented by urbanization is valued by the community (Natural Resource recommendation #5). MPRB has made repeated efforts over the last few decades to remove invasives and replant native plants, but it does not currently have the staff or resources to control these pests.



*Terrestrial invasive species can out-compete native plants and dramatically change the ecological function of natural areas.*

## 3.5 Landscape

**Lawns.** Much of the landscape around Calhoun/Bde Maka Ska and Harriet is mown turf planted with shade trees and some evergreens. Large lawn areas around the lakes are periodically seeded and aerated. However, heavy recreational use means that soils become compacted. Several of the recreational lawns (many of them filled wetlands) have poor soil profiles to begin with and suffer as they are subject to flooding, especially NW Calhoun/Bde Maka Ska, SW Calhoun/Bde Maka Ska, the north end of William Berry, portions of the Lower Road at Harriet, and the south end of the Rose Gardens in Lyndale Park. Along paved trails, compacted “cow paths” are created by runners seeking to avoid pavement.

Although the community sought a balance between recreation and ecology, it did not suggest that existing lawn areas popular for recreation be converted to native landscapes. However, the master plan seeks multiple functions for recreational amenities; e.g. more intensely managed lawns might be reconstructed over flood storage areas with the edges of these open spaces converted to wetlands.

Pollinator lawns, which provide food and nutrients to bees and other pollinating insects, were recommended by the CAC (Natural Resources recommendation #5). Sunlight and floral abundance are the major factors limiting local pollinator diversity in urban settings. The MPRB is working with the University of Minnesota Bee Lab to assess the impact on turf seeded with low-growing floral species and the effect on bee diversity and abundance. Aesthetics are being evaluated. The MPRB is just beginning to assess the feasibility of bee lawns in the Minneapolis park system, and is studying installation and maintenance costs. Once the parameters of implementation are determined, pollinator lawns can become part of the landscape at Calhoun/Bde Maka Ska and Harriet.

**Maintaining healthy turf.** The Chain of Lakes is considered one of the crown jewels of the Minneapolis Park System and is a premier destination in the Twin Cities. Some cities with similar park assets have made policy decisions to limit the number of major events at each location, allowing the lawns to “rest” after each event and requiring event organizers to invest in the restoration of the lawns as part of permit fees. In the future, as the use of the Chain of Lakes increases, turf management and investment may become more of a funding priority. When implementing master plan recommendations in the focus areas, soil de-compaction programs and turf management plans should be included.



Seek sustainable techniques that improve soil drainage and include stormwater management practices.

Two of the five master plan's **Natural Resource recommendations** concern landscapes and vegetation. Both recommendations are multi-faceted:

5. Protect, maintain, and enhance existing native plant communities. Increase pollinator-friendly native plantings and habitat.
6. Regarding vegetation:
  - A. *Using the master plan as a base, develop and implement a tree planting plan for the parks in consultation with Forestry and Water and Natural Resources staff.*
  - B. *Replant heritage native trees as they age and die out.*
  - C. *Strive for a no-net-loss of trees in project areas.*
  - D. *In manicured landscapes, plant trees and vegetation that preserve views and the open space designated for recreation as well as providing sun and shade options for park users.*
  - E. *Plant species-appropriate natural areas and landscapes (e.g. in oak savanna restoration areas, eliminate non-oaks and restore savannah groundcover).*

**Trees.** Most of the trees in the manicured landscape around the lakes have been planted by MPRB Forestry over the last century. Trees are highly valued by the community. The CAC made specific recommendations regarding trees at Calhoun/Bde Maka Ska and Harriet (Natural Resource recommendation #6).

**Native plant communities** still exist around Calhoun/Bde Maka Ska and Harriet, although many are degraded. A large alley of mature cottonwoods shades a portion of the north shore of Lake Calhoun/Bde Maka Ska. Mature bur oaks survive on the eastern hillsides of both lakes and in the picnic areas of William Berry Parkway and Beard’s Plaisance. Fire suppression has allowed the prairie-savannah landscapes to succeed into woodlands especially on steeper hillsides, the uplands of William Berry between the two lakes, and in the Roberts Bird Sanctuary.

Naturalized areas are added to optimize landscape connectivity and augment park aesthetics. They are multi-functional (stormwater management, habitat) and provide an added dimension to the recreational experience of the lakes (boardwalk trails). The goal for natural resources protection for the parks can be summarized as prioritizing the protection of the highest quality resources (preventing further degradation) and enhancing forested areas where practicable (i.e. in areas where native

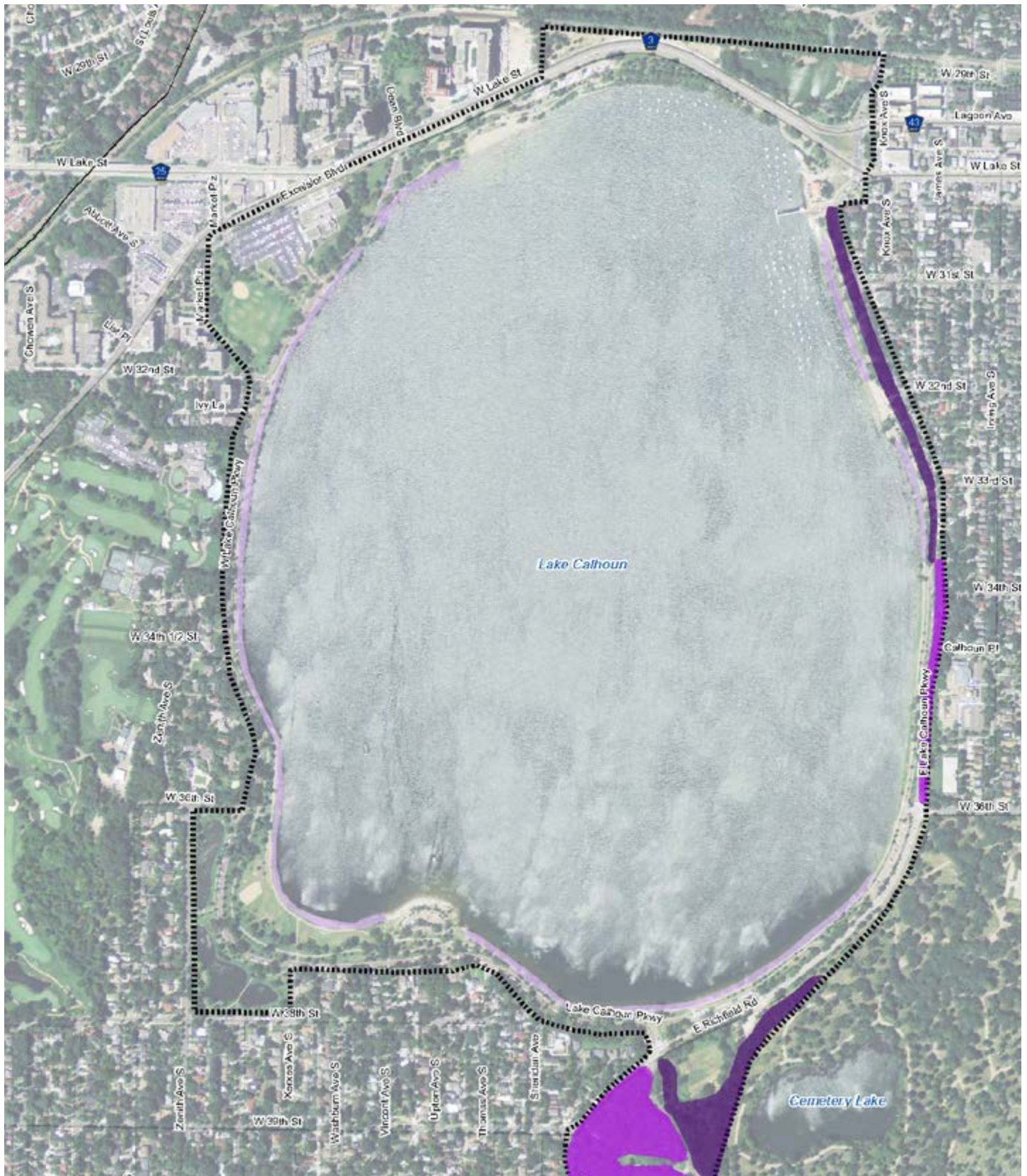
plants are present and where infestations of invasive species are low).

Natural areas and woodlands provide valuable wildlife habitat and corridors. Contiguous tree canopy around Lake Harriet, the Lyndale Park Gardens, and Lakewood Cemetery are especially important for bird life. The Chain of Lakes has been identified by Audubon as an Important Bird Area (“an area identified as being globally important for the conservation of bird populations”) because many species have been recorded within the area. Corridors of green space allow birds as well as mammals such as deer, fox, and raccoon to move from the Mississippi River valley, up Minnehaha Creek, into the Chain of Lakes.

Many of the natural areas have become infested with invasive species such as European buckthorn, Siberian elm, and garlic mustard. MPRB staff and volunteers have worked hard in the last decades to control these terrestrial invasive plant species. Oak savannahs are especially vulnerable to infestations but are very valued landscapes. MPRB, with almost 7000 acres of land to maintain in the city, has very limited staff for invasive species control and will continue to need the public’s help with these on-going efforts in years to come.



*Include pollinator lawns where appropriate, in order to provide food and nutrients to bees and other pollinating insects.*



**Ecological Quality**

**Most Significant** – These plant communities have a tree canopy fully composed of native trees with a diversity of native shrub and herbaceous species exist on the ground plane. Invasive species are present but occupy less than 50% of the ground plane.

**Moderate Significance** – These plant communities have a tree canopy fully composed of native trees although few native shrub and herbaceous species compose the ground plane. Invasive species are present occupying greater than 50% of the ground plane.

**Least Significance** – These plant communities have a tree canopy composed mostly of native species with only occasional native shrubs and herbaceous species on the ground plane. These plant communities are the most impacted by human activities, but are still restorable (especially shorelines).



Project Area






0 150 300 600 Feet

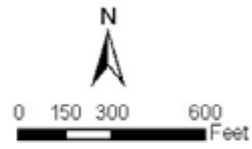
**Lake Calhoun  
Ecological Quality -  
Native Plant Community  
Significance**





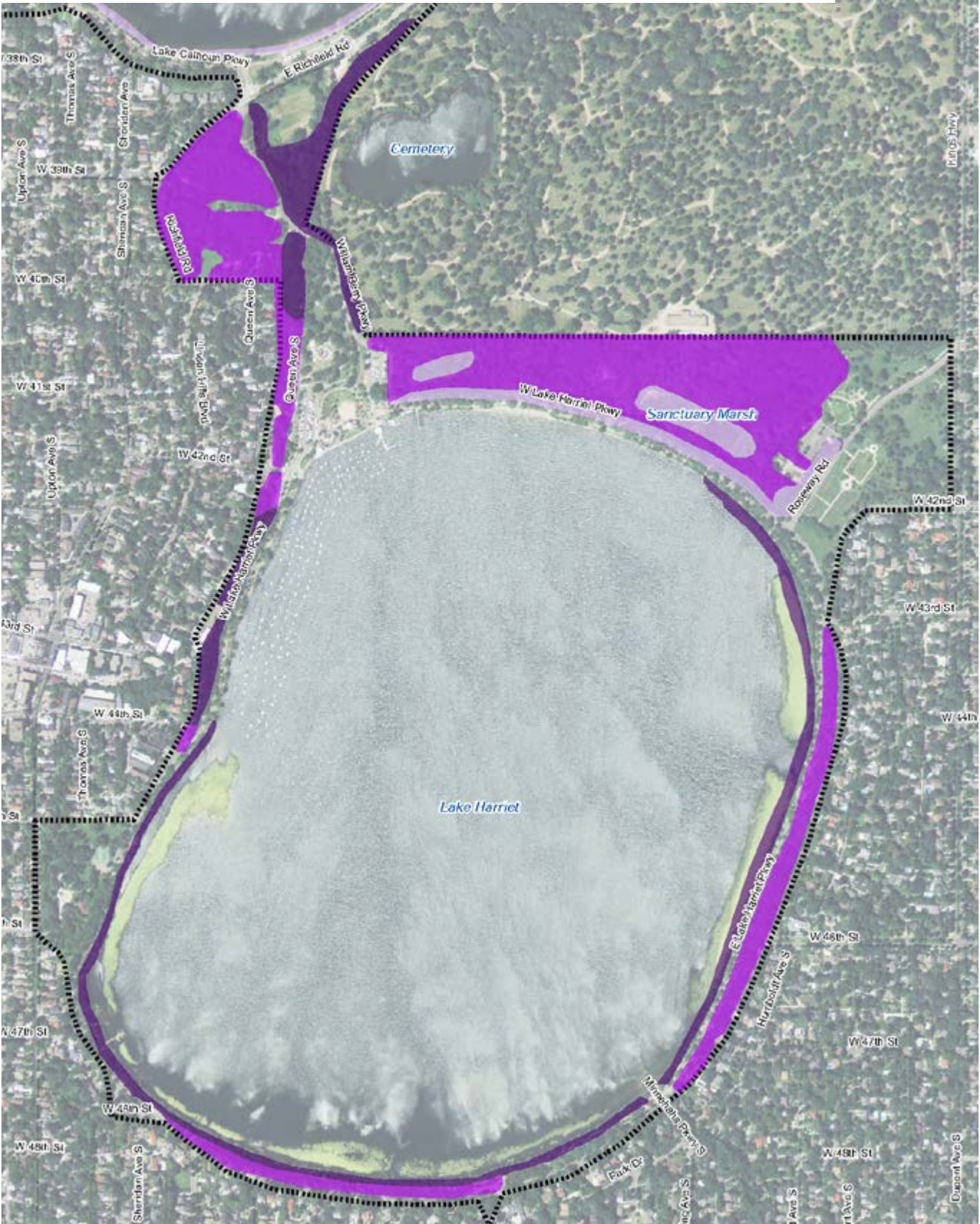
**Ecological Quality**

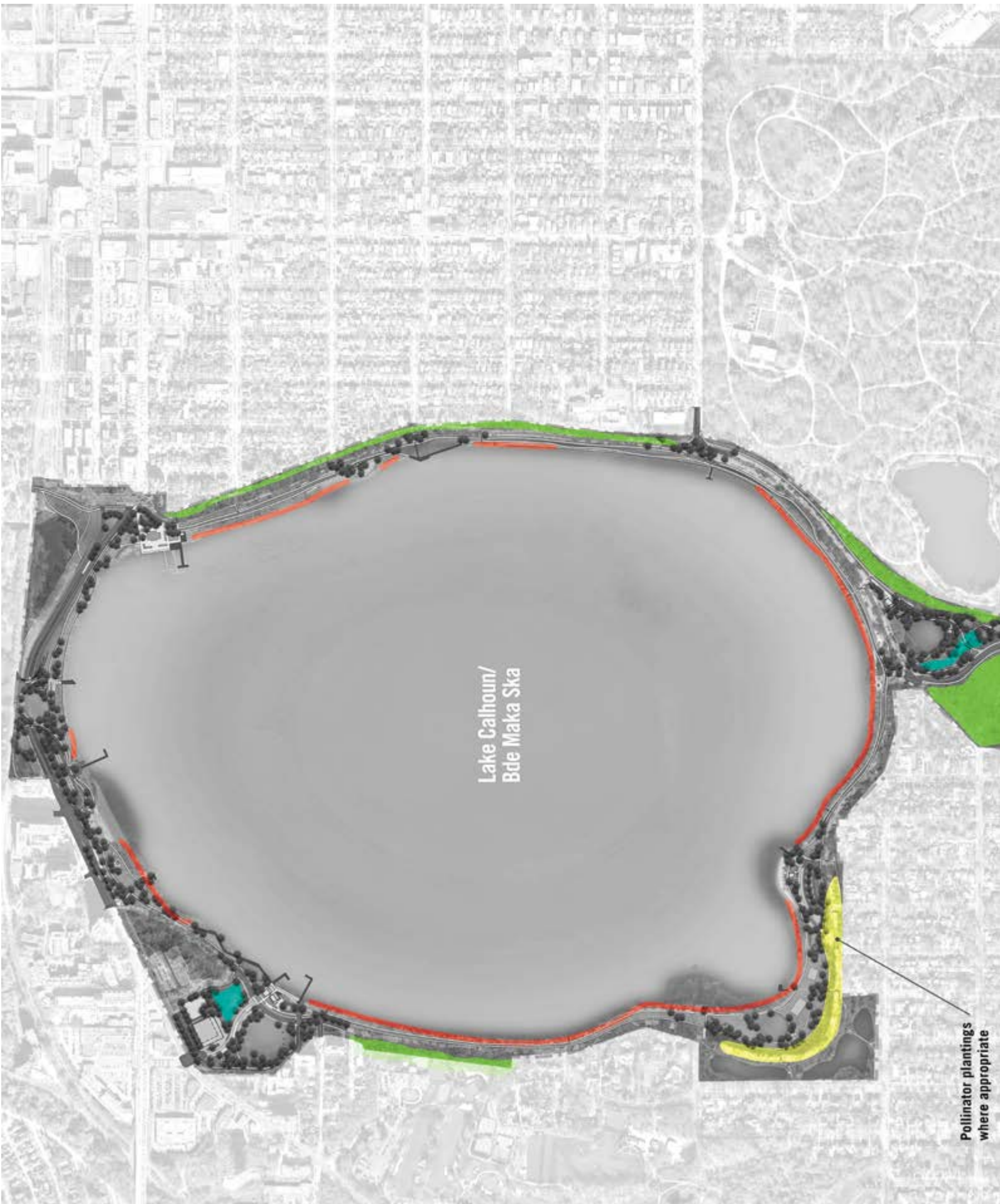
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**Lake Calhoun  
Ecological Quality -  
Native Plant Community  
Significance**

 **Project Area**

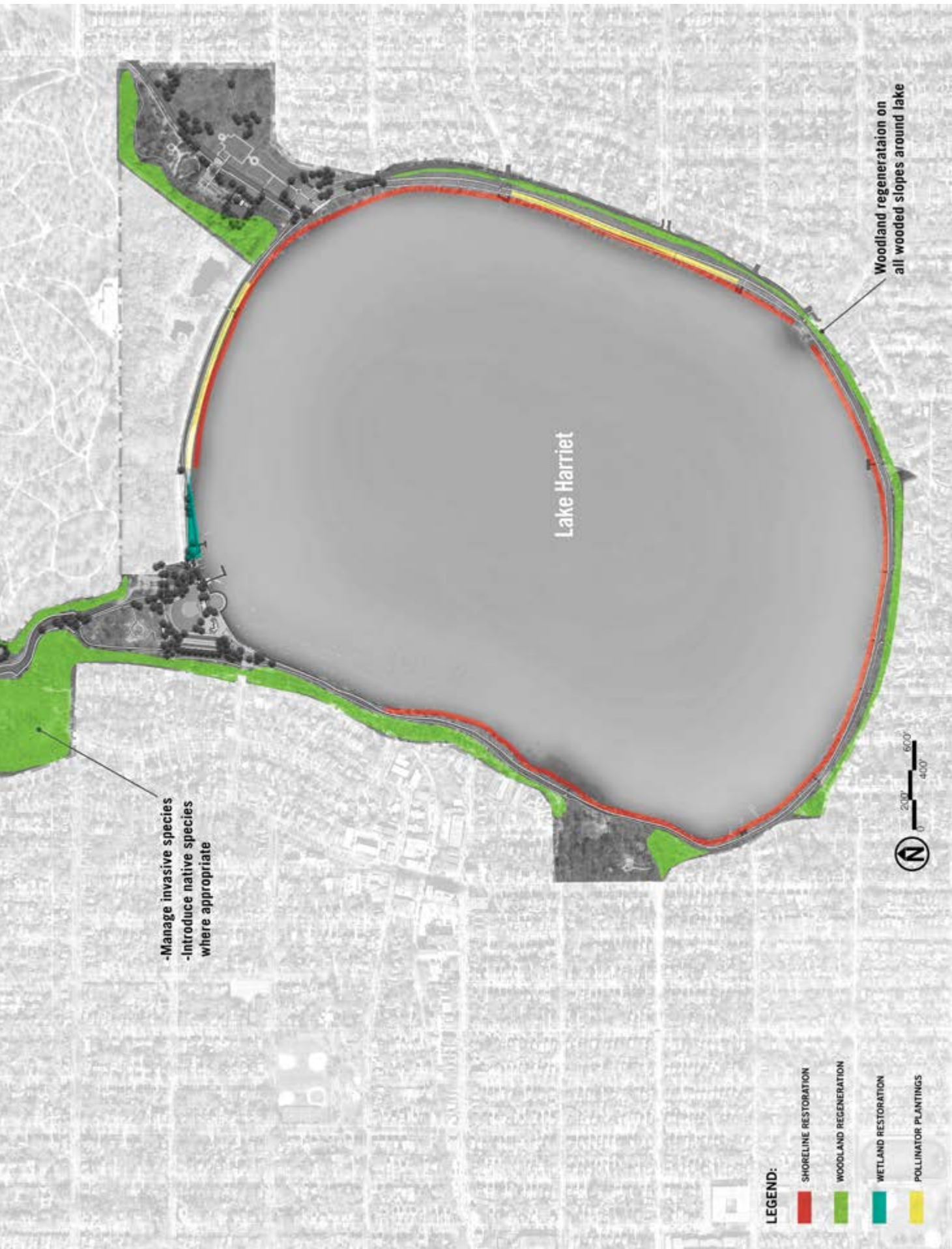




Lake Calhoun/  
Bete Maka Ska

Pollinator plantings  
where appropriate

Natural Resources Improvements Map.





A cyclist wearing a red and black jersey with 'Dagupan' and 'ROAD' visible, a black helmet, and sunglasses is riding a road bike on a snow-covered path. The path is flanked by snow-laden trees and a snow-covered field in the background. The scene is captured in a winter setting with soft lighting.

# 4

## Master Plan Recommendations: Access and Circulation

## 4.0 Access and Circulation

### Introduction

Lake Calhoun/Bde Maka Ska and Lake Harriet are heavily used by pedestrians, bicyclists, and motorists. In extremely limited space, the park features a fully connected but interweaving system of trails and roadways and parking areas. Trails are the most used amenity in the entire park, and the parkways serve a variety of purposes, from transit connections to commuting to pleasure driving.

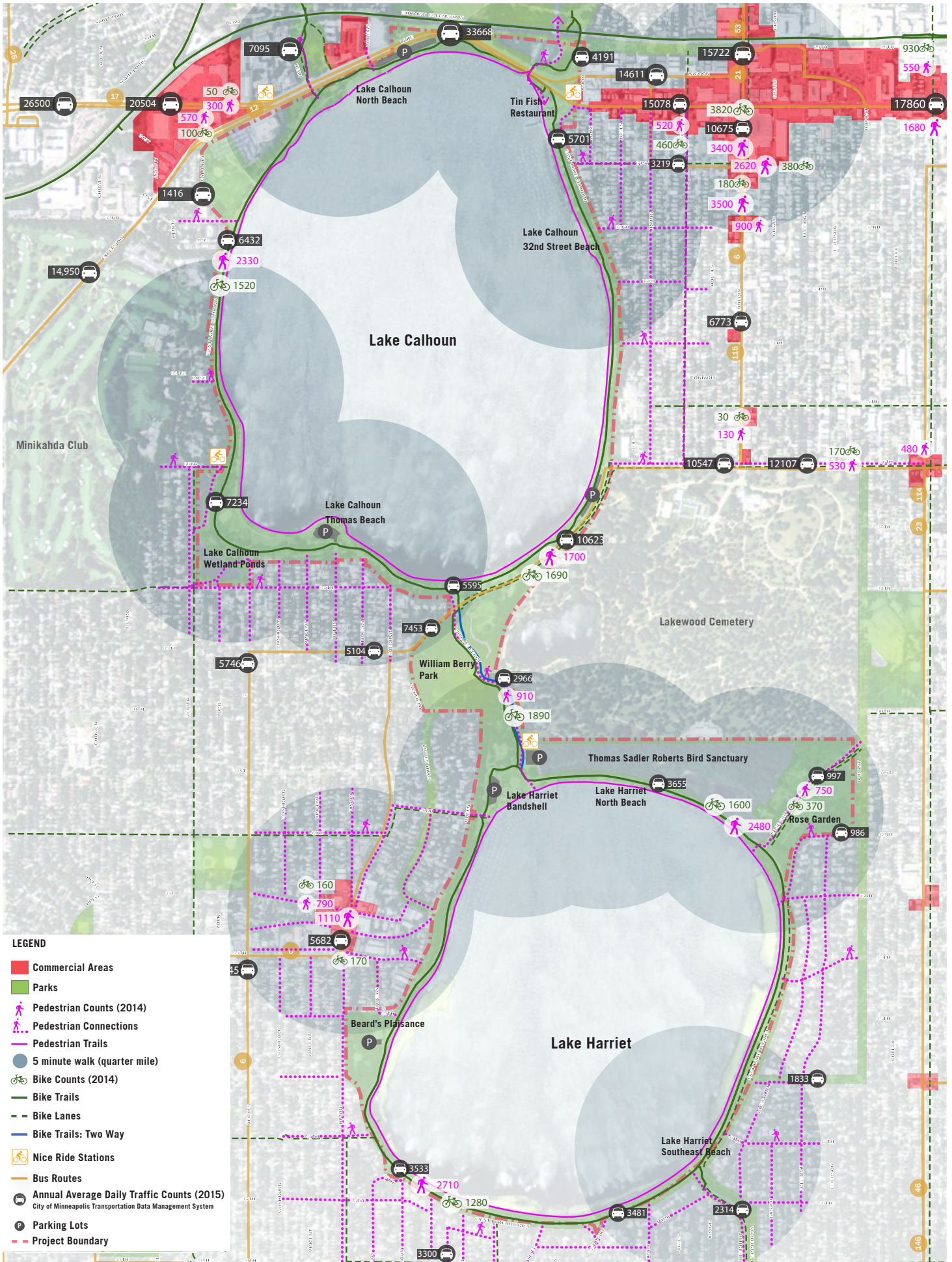
The recommendations to the right, supported by the Community Advisory Committee (CAC), guide investment in and management of the park's access and circulation.



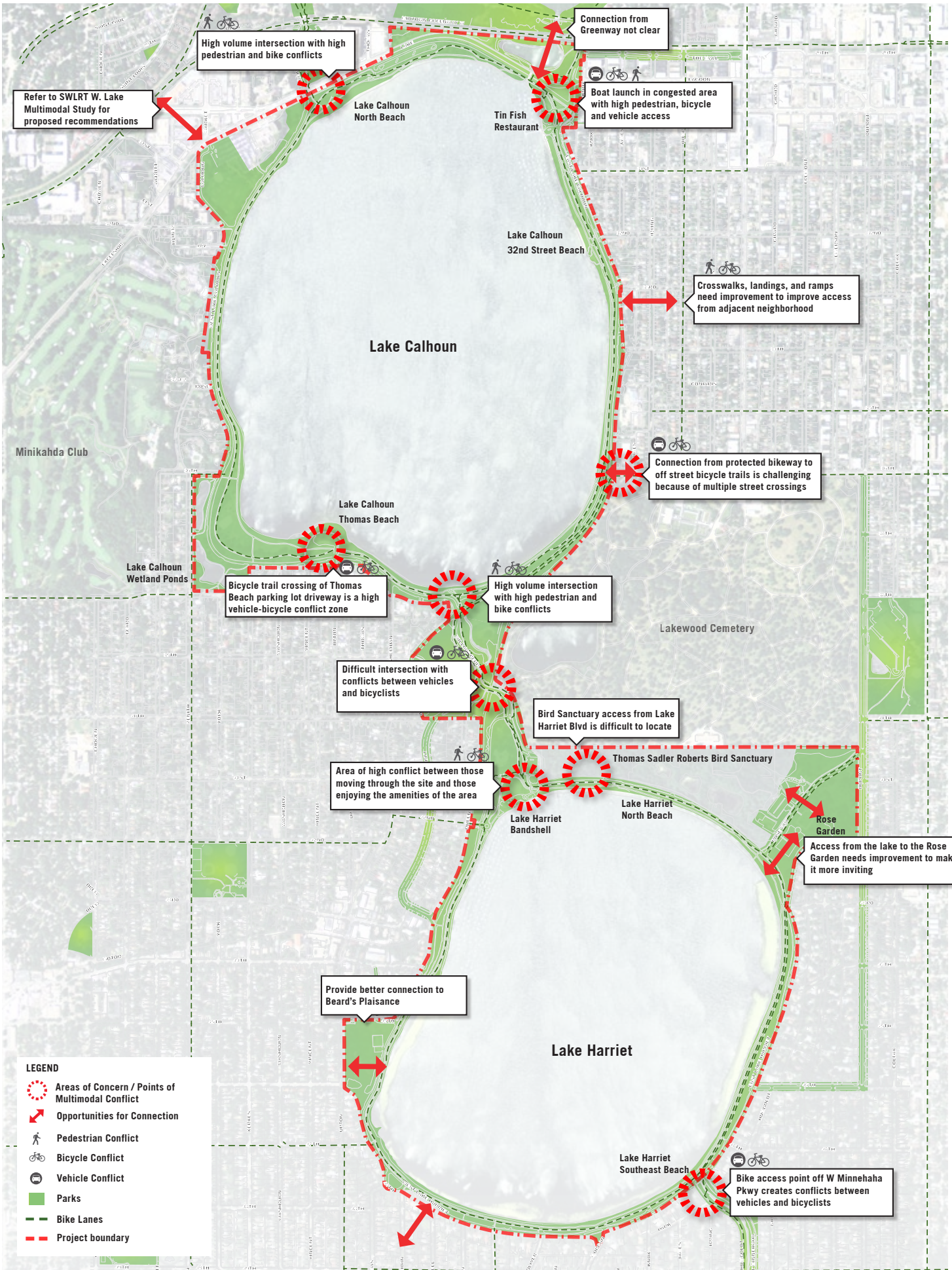


## Access and Circulation Recommendations:

1. *Improve access to and around Lake Calhoun/Bde Maka Ska and Lake Harriet, focusing on non-motorized solutions.*
2. *Modify trail systems and recreational features to make them universally accessible.*
3. *Pursue opportunities to develop, in collaboration with Metro Transit or other provider, a circulator bus route or shuttle around the lakes.*
4. *Continue to work with other agencies to improve the safety of crossings of heavily traveled roads such as Excelsior Boulevard, Lake Street, and Richfield Road. Support Hennepin County's efforts to reconfigure Lake Street to better accommodate park users and benefit surrounding parklands.*
5. *Improve way-finding and directional signage around the lakes. Consider the use of cell phone apps and other technologies to provide information to the public.*
6. *Final determination of a one-way vs. two bicycle trail system will be based on further study that will take into consideration safety, additional impervious surface, tree impacts, and stormwater management.*









*Bicycle and pedestrian trails are typically separated, with the pedestrian trails located closest to the water.*



*Looking south at the intersection of West Calhoun Parkway and W Lake Street. W Lake Street crossings are formidable and turning vehicles have injured bicyclists and pedestrians.*

## 4.1 Roads and Parkways

### Existing conditions.

The parkways and the trails around the Chain of Lakes are part of the historic Grand Rounds, a continuous corridor of parkland that encircles the City. This system of winding tree-lined parkways and trails is a beloved and iconic feature of the City. However, HWS Cleveland, the landscape architect who envisioned the design in the 1880s, could not have predicted the traffic volumes of today. The parkways and trails are historic recreational features, but they are also major components in a traffic network for those commuting both by bicycle and by car into and through the city.

Because the Chain of Lakes interrupts the grid of city streets which surround it, vehicular traffic often uses the parkways around the lakes as commuting routes and counts are high during rush hours. Any changes to the parkways, such as converting from a two-way to a one-way, would have major impacts on surrounding neighborhoods. In addition, large land uses adjacent to the lakes, such as Lakewood Cemetery and Minikahta Club, limit options for drivers.

Most of the roads within the master plan study area are parkways owned by the MPRB. The pavement, storm sewers, and lighting of the parkways are maintained by the City of Minneapolis. The parkways are typically 24 feet wide with parking bays on the outer perimeter of the roadbed. The relative narrow cross section tends to slow traffic speeds, but makes on-street bike lanes infeasible. Unique curbs, lighting, and a red chip seal-coat over bituminous are distinctive design features of the parkways. A two-way system moves traffic around Calhoun/Bde Maka Ska and through William Berry. Because of constraining topography, Lake Harriet's parkways are one-way counterclockwise.

Other agencies have jurisdiction over the roads within the project area. West Lake Street, carrying 40,000 cars a day, is a Hennepin County highway that bisects the Chain of Lakes, forming an intimidating barrier between north Calhoun/Bde Maka Ska and south Lake of the Isles. The City of Minneapolis owns Richfield Road which intersects with the parkway system at the south end of Calhoun/Bde Maka Ska.

### Related Master Plan Recommendations.

The master planning process produced no overall recommendations related to roads or parkways within the project area. It does recommend converting the Lower Road along east Lake Harriet to a two way bicycle trail (see Lake Harriet Focus Area - Lower Road). Traffic would move onto an existing parallel parkway uphill of the Lower Road.

The CAC and many from the local community want less vehicular traffic on the parkways. They object to the use of the parkways as commuting corridors. Although there was discussion of converting parkways around Calhoun/Bde Maka Ska to a one-way system (as they are around Harriet), the CAC realized vehicular traffic

flow would be disrupted and north-south commuters would move onto neighborhood streets. The bicycle community expressed frustration that two-way motor vehicle travel is given preference over bicycles on the parkways and that two-way bicycle travel on the bicycle trails is prohibited. This significantly limits bicycle access and mobility and leads to wrong way riding on the bicycle trails or people riding bicycles on the pedestrian trails. These issues were not resolved by the master plan. A multimodal traffic study in cooperation with the City and County would be required.

## 4.2 Transit

### Existing conditions.

Metro Transit provides bus service along West Lake Street and along Richfield Road. Other mass transit impacting the lakes, Calhoun/Bde Maka Ska in particular, is the proposed Southwest Light Rail Transit (SWLRT). Metropolitan Council, the implementing agency for the SWLRT, is planning a station at West Lake, a few blocks from the northwest corner of Lake Calhoun/Bde Maka Ska. The West Lake Multi-modal Transportation Study, sponsored by the City of Minneapolis in anticipation of the pedestrian and bicycle traffic generated by the West Lake Station, occurred simultaneously with the Calhoun/Bde Maka Ska Harriet master planning process and included recommendations which impact Calhoun/Bde Maka Ska.

### Related Master Plan Recommendations.

The community recognizes that additional visitors will come to the lakes from the West Lake Station of the SWLRT. To improve connections from the West Lake Station to Lake Calhoun/Bde Maka Ska, the master plan incorporates applicable recommendations from the West Lake Multi-modal Study and goes a step further by adding a wide promenade through the green space at northwest Calhoun/Bde Maka Ska, allowing pedestrians and bicycles a direct route to Calhoun/Bde Maka Ska from the West Lake commercial area and Midtown Greenway (*NW Calhoun/Bde Maka Ska - recommendation #6*).

In lieu of adding more parking lots, the CAC supported a circulator bus around the lakes (including Lake of the Isles) that would connect Chain of Lakes transit stops and other arrival points to key destinations within the park (*Access and Circulation recommendation #3*). Some of the amenities requested included fully accessible stops, shelters with related seating, and an understandable and reliable schedule (i.e. service during evenings and weekends during peak season and for events). A circulating bus route would improve access for seniors, persons with disabilities, and those depending on transit for transportation. Currently many park destinations are a long distance from existing transit stops. The extent of the transit circulator within Chain of Lakes and how it connects to other regional parks will be addressed during the process of implementation.

## 4.3 Trails

### Existing Conditions.

Calhoun/Bde Maka Ska, Harriet, and William Berry have separated pedestrian and bicycle trails constructed in 1997-98. The trails conform with MPRB's guidelines of separated bicycle and pedestrian trails wherever possible, locating the pedestrian trail closest to the water resource. Both trails are constructed of bituminous (although some segments of the pedestrian trails are concrete), eight feet wide with a nine inch concrete band on both sides of each trail. As part of the master plan, a trail condition assessment report was prepared for the 12.7 miles of trails around the two lakes. The study did not include the more than three miles of connecting trail segments or those in William Berry Park.

Curb cuts, ramps, and stairways provide access points onto the trail system. Currently there are eight pedestrian ramps around Harriet, only one of which is compliant with standards established by the Americans with Disabilities Act (ADA). None of the 11 ramps around Calhoun/Bde Maka Ska are compliant. Most of stairways leading down into the parks from parkways above need redesign and replacement.

Almost 80% of the estimated 5 million visits to the Chain of Lakes Regional Park are to use the trails. At peak times around Calhoun/Bde Maka Ska, an automated counter logs almost 1,000 users per day. For safety reasons and because of the volume of use, the eight-foot wide bicycle trails are one-way clockwise around each lake; although William Berry Parkway has a two way trail. The one-way system can create greater travel distances for recreational bicyclists and for commuting bicyclists, especially for those traveling from the southwest corner of Harriet to the on-street system on 36th Street West, a route that adds five extra miles.

### Related Master Plan Recommendations.

Although there are no recommendations specifically related to the replacement of trail paving, it was listed as a high priority for implementation and is inferred in the Guiding Principle of Stewardship ("taking care of what we have, before building new things"). Trails are the most popular recreational feature around the two lakes; keeping them in good condition is critical to park users.

Many cyclists wanted a two way system, but with current widths and traffic counts, this conversion was deemed unsafe and even dangerous during peak periods of use. Widening the bicycle trails to the 14 foot width recommended for safe use would add several acres of pavement around both lakes and result in the loss or damage to several hundred trees. Most members of the CAC found this price unacceptable. The CAC declined to make a recommendation regarding bicycle trails and felt additional study was needed.



*Trails are heavily used year-round. In winter, only the bicycle trail is plowed and is used by both pedestrians and cyclists.*



*Recent improvements to adjacent trails along Dean Parkway show safer and accessible facilities including ADA-compliant ramps and automated pedestrian crossing features.*

Some two way bicycle trail segments are added in the master plan (see focus area recommendations). These proposed additions would ease some of the longer routes and would enhance connectivity to the City's on-street system.

Relieving congestion at NE Calhoun/Bde Maka Ska received universal support. This popular gathering space intersects with heavily used trails. The congestion is due in part to the movement of bicycles through the Refectory area to and from the underpass of the bridge over the channel. The trails along the channel cannot be widened and there are many near misses reported between bicycles and pedestrians on the southeast side of the bridge. The master plan recommends removal of the bike trail underneath the Lake Street bridge, replacing it with a multi-use at-grade trail crossing of W Lake Street and Lagoon on the west side of East Calhoun Parkway (NE Calhoun/Bde Maka Ska recommendation #6). The at-grade crossing was one recommended by the West Lake Multi-modal Transportation Study and is included in the upcoming 2017 Trail Improvement project. It requires revamping pedestrian ramps and synchronizing traffic signals. Although the at-grade crossing of Lake and Lagoon has been well accepted by the community, the removal of the underpass bicycle trail is less popular.

Another area of concern at NE Calhoun/Bde Maka Ska is the width of the trails on the south side of the bridge where huge volumes of trail traffic are pinched together onto a narrow walkway. Since the bridge is historically significant it cannot be modified or widened. The master plan supports cooperating with Hennepin County to reduce lane widths in this area and add space on the bridge for wider and separated trails (North Calhoun/Bde Maka Ska - Recommendation #1). This recommendation was also part of the West Lake Multi-modal Transportation Study.

At Lake Harriet one of the primary goals for the Bandshell area was to clarify circulation and reduce potential conflicts between bicyclists, pedestrians, and drivers. Many pedestrians randomly cross the existing bicycle trail to reach amenities on either side of the trail. Recommendations include rerouting the bicycle trail out of the center of activities to the perimeter, along the parkway.

As trails are reconstructed, improved access will be a critical component. All new construction will be compliant with ADA standards. Additional curb cuts are needed around the lakes for those entering the lake trails from adjacent neighborhoods and parkway parking spaces.

Various solutions for trail crossings of roads with high traffic volumes are recommended in the master plan:

- Roundabout at 36th Street West. (East Calhoun/Bde Maka

Ska Focus Area –Recommendation #5)

- “Barnes Dance”, or “pedestrian scramble” at the signalized intersection of Richfield Road and William Berry Parkway. (S Calhoun/Bde Maka Ska and Wm Berry Focus Area – Recommendation #2).
- A raised crossing to give primacy to pedestrians along East Harriet Parkway between Rose Way Road and East Lake Harriet Boulevard, southwest of the Rose Gardens. (Lyndale Park – Recommendation #3).
- The “Lid” or land bridge that crosses over West Lake Street. (North Calhoun/Bde Maka Ska - Recommendation #2)

Crossing West Lake Street is a formidable proposition for many. The corridor is currently designed to move vehicular traffic quickly into and out of Minneapolis. As a Hennepin County roadway, it is one of the most heavily used non-freeway corridors in the state. It acts as a major barrier for north-south bicycle and pedestrian movement between the between Lake of the Isles and Lake Calhoun/Bde Maka Ska.

Bridging Lake Street is an idea that has been explored in many studies over the decades. A 2012 charrette or design study envisioned a “lid” over Lake Street. The idea included depressing the roadbed in the area between Thomas Avenue and the Lagoon channel and bridging the highway with a wide “intensive green roof” that could support trees, trails and other recreation uses.

The master plan develops the idea of the lid (see North Calhoun/Bde Maka Ska Focus Area – Recommendation #2) which was almost unanimously supported by the CAC. The proposed lid is wide enough and its green roof deep enough to support trees, trails, and other recreational uses. At its last meeting the CAC expressed that it did not want this “exciting idea to be relegated to the shelves”. The CAC passed a motion that additional funding be sought to move this project to fruition, even though it was listed as a long term priority for implementation. The lid would be a cooperative venture between Hennepin County and the MPRB.

Interim solutions to improve the trail connection between Lake of the Isles and Calhoun/Bde Maka Ska have been proposed in conjunction with the Greystar development at the northeast corner of Thomas Avenue and W Lake Street. A tunnel under the Midtown Greenway includes a ramp to the elevated trail on the north side (connections on the south side of the Midtown Greenway are discouraged by the county). A less expensive solution discussed was improvements to the crosswalk and resynchronization of the traffic lights on the east side of the Thomas-Lake intersection.



Proposed Plan for Bicycle/Pedestrian Circulation and Wayfinding



## 4.4 Parking

### Existing Conditions

Parking is limited for Calhoun/Bde Maka Ska and Harriet visitors. Lack of parking or a lack of information about available parking was one of the issues most frequently raised by non-local visitors and people of color. Large lots exist at North Beach on Calhoun/Bde Maka Ska, northwest Calhoun/Bde Maka Ska (shared with the Calhoun/Bde Maka Ska Executive Center, a privately owned office building), Thomas Beach, southwest Calhoun/Bde Maka Ska, and at the Lake Harriet Bandshell. Lyndale Park has a small lot near the Peace Gardens. Harriet has boat and trailer parking near its launch; Calhoun/Bde Maka Ska does not. In addition, there are many parking bays along the parkways, usually along the outer curb, which makes policing of illicit activities easier but also forces pedestrians to cross the parkway to reach the park. None of the parking lots employ Best Management Practices for stormwater treatment with the exception of one lot at southeast Calhoun/Bde Maka Ska, which has rain gardens and “grass-pave” overflow parking.

A huge reservoir of parking along streets in adjacent neighborhoods is heavily used by non-local visitors, especially during events, week nights, and weekends. This situation is not popular with local residents. The lack of convenient parking near desired destinations make some feel unwelcome at the Chain of Lakes and may discourage some visitors from returning.



*Existing off-street parking lot at west side of Lake Harriet's band shell.*



*Popular events and park visits during weeknights and weekends demand a high number of parking spaces.*

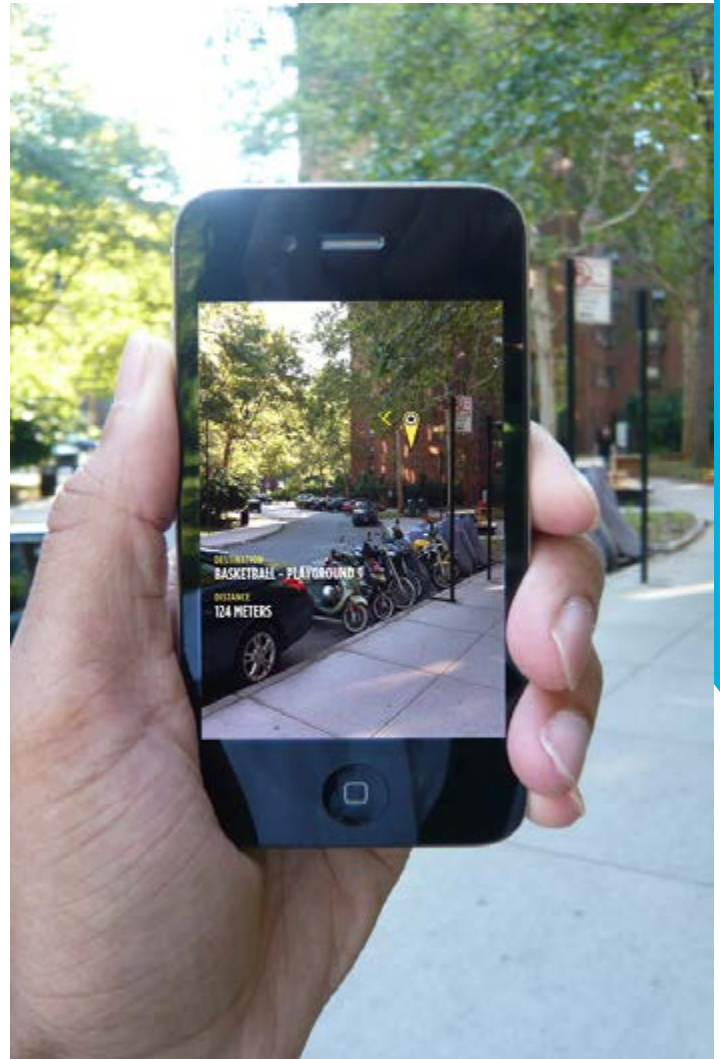


### **Related Master Plan Recommendations**

The CAC was open to the idea of a shared parking ramp in lieu of a shared surface lot at NW Calhoun. Moving the boat launch and sailing club and school to NW Calhoun/Bde Maka Ska would require a small lot for temporary boat and trailer parking with an area for AIS inspections (see *NW Calhoun/Bde Maka Ska Focus Area*) Additional parking bays in the William Berry area were approved if picnicking is added (*S Calhoun and Wm Berry Focus Area – Recommendation #7*). On-street parking along Rose Way Road is recommended when and if an off-street multi-use trail is constructed on its west side (*Lyndale Park Gardens and North Harriet – Recommendation #2*).

The CAC supported reconstruction of all parking areas to employ stormwater BMPs, including reinforced turf areas for overflow parking that would not need winter plowing. This support is inferred in Natural Resources Recommendation #2 and specifically recommended for all focus areas that have parking lots.

To improve access for regional visitors and communities of color, the CAC favored a circulator bus program and using technology, especially cell phone applications, to communicate information about available parking (see *Access and Circulation – Recommendation #5*).



*Recommendations to improve access to the lakes include the use of apps to properly and timely communicate circulation and parking availability.*





# 5

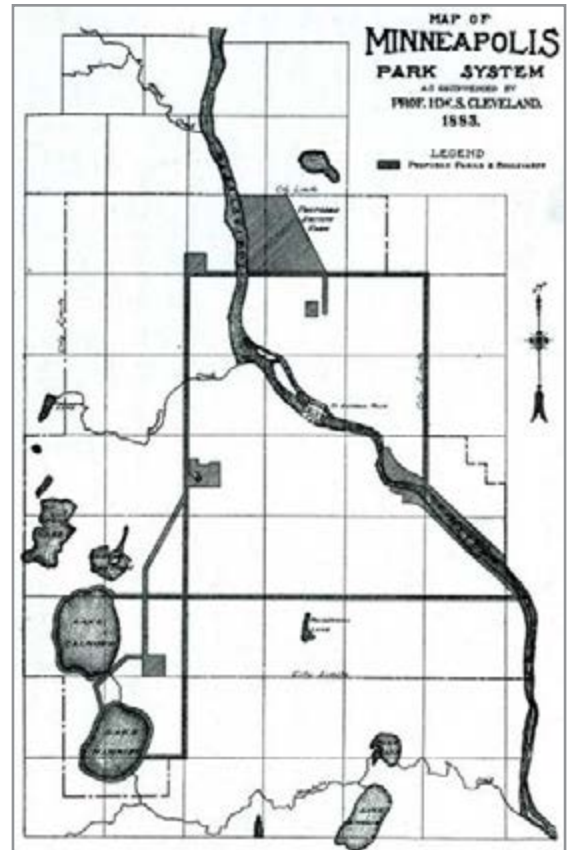
## Master Plan Recommendations: Historical and Cultural Resources

## 5.0 Cultural and Historic Resources

The Chain of Lakes is part of the Grand Rounds, which has been determined eligible for listing in the National Register of Historic Places as a historic district. Resources in the Grand Rounds were inventoried and evaluated between 2008 and 2010 and included in a draft National Register nomination. At that time, the period of significance was determined to be 1887–1942. This timeframe is currently being reevaluated to include modifications made to update and unify the system in the 1970s. Between 1973 and 1978, the Grand Rounds received its first comprehensive update following the plans of landscape architecture firm Eckbo, Dean, Williams and Austin, as well as the recommendations of the local Citizens Parkway Committee. An inventory of buildings, structures, objects and sites and as well as consultant recommendations related to the nomination are included in a report in the Appendix for this document, “Lake Calhoun/Bde Maka Ska And Lake Harriet Master Plan: Preliminary Cultural Landscape Recommendations”, July 30, 2015 (Hess, Roise and Company).

By law, any projects receiving federal funds are required to apply for a Section 106 review and approval. Section 106 requires federal agencies to consider the effect of projects on historic properties. Section 106 encourages but does not mandate preservation; rather it requires exploration of methods to avoid or reduce harm to historic properties and determines whether a project has an **adverse effect** on a property or district. Section 106 Reviews are implemented locally through the Minnesota Historic Preservation Office (the MnHPO).

Any projects affecting properties that are actually listed in the National Register and/or the State Register that receive state funds may also be subject to requirements of Minnesota Statute Chapter 138. Any projects affecting properties that are identified as local landmarks or within a locally designated historic district may also be subject to review and approval by the Minneapolis Heritage Preservation Commission (HPC).



Pond Brothers map circa 1830's. Gale Library, Minnesota Historical Society

Properties are identified as contributing or not contributing to the Grand Rounds Historic District. Non-contributing resources were constructed after the period of significance, which ends in 1978. Some properties are also individually listed in the National Register; these are indicated by the notation NRHP.

<b>Inventoried Properties at Lake Calhoun</b>		
<b>Type of Property</b>	<b>Name of Property</b>	<b>Status</b>
Site	Lake Calhoun	Contributing
Structure	Lake Calhoun-Lake of the Isles Channel	Contributing
Structure	Lake Calhoun Parkway	Contributing
Object	Pond Brothers Boulder	Contributing
Object	Dakota Boulder	Contributing
Object	Naval Memorial Tablet	Contributing
Site	Swimming Beaches (3)	Contributing
Object	Marine Corps Tablet	Contributing
Structure	Railroad Bridge over East Calhoun Parkway	Contributing
Building	Lake Calhoun Park Pavilion	Contributing
Object	World War I Memorial Mast	Contributing
Structure	Park Board Bridge No. 1	Contributing
Structure	WPA Shoreline Walls	Contributing
<b>Inventoried Properties at William Berry Park</b>		
<b>Type of Property</b>	<b>Name of Property</b>	<b>Status</b>
Site	William Berry Park	Contributing
Object	William Berry Boulder	Contributing
Structure	William Berry Parkway	Contributing
Structure	Linden Hills Boulevard	Contributing
Structure	Interlachen Bridge	Contributing (NRHP)
<b>Inventoried Properties at Lake Harriet</b>		
<b>Type of Property</b>	<b>Name of Property</b>	<b>Status</b>
Site	Picnic Grounds	Contributing
Site	Lake Harriet	Contributing
Structure	Beard's Plaisance Pavilion	Contributing
Object	Lake Harriet Mission School Boulder	Contributing
Structure	Lake Harriet Parkway	Contributing
Site	Beaches (2)	Contributing
Structure	Lake Harriet Band Shell	Non-contributing
Building	Band Shell Refectory, Lake Harriet Yacht Club, and Boat Rental Kiosk	Non-contributing
Structure	Picnic Pavilion at Band Shell	Non-contributing
Building	Linden Hills Depot	Non-contributing
Building	Restroom Buildings (2)	Contributing
Structure	WPA Shoreline Walls	Contributing
Site	Beard's Plaisance and Picnic Grounds	Contributing
Structure	Queen Avenue Bridge	Contributing (NRHP)
Structure	Como-Harriet Streetcar Line and Trolley	Contributing (NRHP)
<b>Inventoried Properties at Lyndale Park</b>		
<b>Type of Property</b>	<b>Name of Property</b>	<b>Status</b>
Site	Roberts Bird Sanctuary	Contributing
Object	Heffelfinger Fountain	Contributing
Object	Phelps Fountain	Contributing
Site	Lyndale Park	Contributing
Site	Peace Garden	Non-contributing
Site	Municipal Rose Garden	Contributing
Site	Perennial and Annual Garden	Contributing
Site	Lyndale Park Trial Garden/Perennial Border	Contributing

Each of these resources is a physical piece of evidence that reveals the values of the park board during its long history. Understanding the historical context underlying these resources can help assess their significance and inform decisions about their future. *Please refer to the appendis for more information about the master plan's historical overview.*

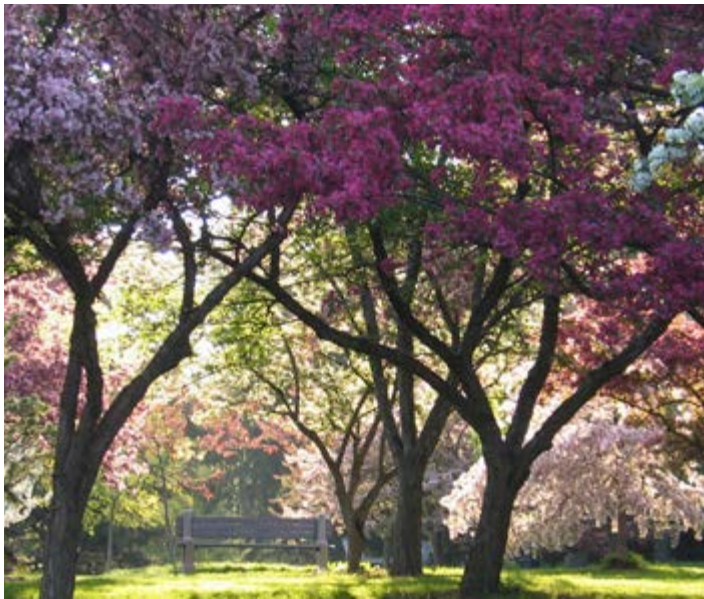
In addition to the National Register period of significance, which necessarily focuses on the European-American history of the park, other historical themes are equally important. In particular, the Native American story of the landscape was considered by the CAC to be of primary significance.

All changes around Calhoun/Bde Maka Ska and Harriet will be reviewed in light of “The Secretary of the Interior’s Standards for the Treatment of Historic Properties” which outlines four approaches to the maintenance and repair of historic resources: Preservation, Rehabilitation, Restoration, and Reconstruction. The Standards were updated with “Guidelines for the Treatment of Cultural Landscapes” to provide a framework for applying these treatment options to complex landscapes like those at Lake Calhoun/Bde Maka Ska and Lake Harriet.

Historic preservation may conflict with the ecological improvements and new recreational amenities proposed in the master plan. For this reason, historic preservation consultants should be involved in the planning of projects that affect historic structures or landscapes around Calhoun/Bde Maka Ska and Harriet.



A 1930's bronze plaque from the Daughters of the American colonists is the only recognition around the two lakes of the Dakota inhabitation of the area before Euro-American settlement.



## Master Plan Historical and Cultural Resources Recommendations:

1. *Reveal and interpret the natural and human history of the lakes. Expand interpretive programming around the lakes regarding Native American use and history of the area.*
2. *Consider the preservation, rehabilitation, or restoration of historic objects, buildings, and structures around the lakes.*
3. *Balance historic preservation with current recreational needs and ecological health, maintaining flexibility to respond to contemporary uses and needs.*



*The Hefflefinger Fountain at Lyndale Park, is a contributing element to the Grand Rounds.*







# Master Plan Recommendations: Recreation, Events, and Enterprise

## 6.1 Introduction

Recreational activities around the Chain of Lakes today are surprisingly similar to what they were 150 years ago. People swim and play on the beaches, fish along the shore, and boat on the water in the summer. Families and groups gather for picnics, using park amenities such as restrooms, playgrounds, and lawns for games and activities. Visitors still enjoy strolling around the lakes, although today bicyclists, roller bladers, dog walkers, and runners have joined them. As the number of cars has increased, pleasure driving along the parkways has been replaced by commuting traffic. In spite of increased numbers of visitors, the Chain of Lakes is still a refuge; a place to play, relax, and enjoy the outdoors.

Although MPRB does not have recreational staff in its regional parks, it does program events at the Lake Harriet Bandshell. From Memorial Day to Labor Day, concerts or movies are held daily except for Tuesdays. All 106 movie/concert events are free and in total account for almost a quarter of the five million visits to the Chain of Lakes.

In addition to concerts, MPRB works with private vendors/organizations to provide services to park visitors. These enterprises generate almost a million dollars annually for the MPRB general fund. The vendors provide food (Tin Fish at Calhoun/Bde Maka Ska and Bread and Pickle at Harriet), equipment rental (Wheel Fun) and organize races (Anderson Races) around the lakes. Calhoun/Bde Maka Ska and Harriet are popular fund-raising venues for a variety of organizations.

Permits for events such as races/walks, weddings and other ceremonies, for rentals of the picnic shelter at Beard's Plaisance, and for buoys and canoe/kayak racks also generate general fund revenue for the MPRB.

## 6.2 Recreation

**Swimming.** Lake Harriet has two beaches: North Beach (lifeguarded daily 12-7 pm) and Southeast (no lifeguard), and Lake Calhoun/Bde Maka Ska/Bde Maka Ska has three: North Beach (no lifeguard), 32nd Street Beach (lifeguarded on weekends noon-7), and Thomas Beach (lifeguarded daily noon-7 pm).

Although Calhoun/Bde Maka Ska and Harriet have some of the best water quality in the metro area, swimming is not taught at either of these lakes. MPRB aquatics staff lacks the facilities - changing rooms, restrooms, offices, and storage - needed for instruction. This deficiency of facilities also affects lifeguards. None of the beaches are considered universally accessible. The nearest accessible beach is at Wirth Lake in Theodore Wirth Regional Park, north of the project area, and at Nokomis-Hiawatha Regional Park's main beach.

*THE MASTER PLAN calls for Thomas Beach to be universally accessible and to provide facilities for lifeguards and swimming instruction (see SW Calhoun/Bde Maka Ska Focus Area recommendation #3 and #4).*

**Boating and Launching.** Gas powered motors are not allowed on either lake, with the exception of emergency rescue watercraft and tenders for races such as regattas and triathlons. Electric motors are allowed. Launching at Calhoun/Bde Maka Ska allows boaters to enjoy the Lagoon, Lake of Isles, Cedar Lake, and Brownie Lake.

Boat launches are located in the most congested spots at each lake: the northeast corner of Calhoun/Bde Maka Ska and the Bandshell area of Harriet. The launches are used by sailors, fisherman, emergency vehicles, and MPRB Environmental Stewardship staff. Currently each boat is inspected for AIS (Aquatic Invasive Species) prior to launching. Those entering the launch areas must constantly be on the lookout for the hundreds of bicyclists and pedestrians crossing the driveways. This is especially an issue at the Harriet launch, because launchers must cross the trails when backing down the driveway into the water. Congestion at the NE Calhoun/Bde Maka Ska turnaround at the launch is further complicated by sailors rigging their boats, multiple daily deliveries to Tin Fish, garbage collection, accessible parking, and parents dropping off and picking up their children who are attending sailing school.



The Calhoun/Bde Maka Ska boat launch has no parking for boats and trailers. The North Beach lot is striped for boat trailer parking, but many choose to park on the streets of the adjacent ECCO neighborhood to the east of Calhoun/Bde Maka Ska. The launching areas at both lakes are used by weed harvesters in operation five days a week, several hours a day. Several times each day the harvesters dock at the launches to unload vegetation to be trucked off-site. At Calhoun/Bde Maka Ska the harvester uses a second launch site located just north of the Refectory/Tin Fish and next to the Wheel Fun rental booth.

**THE MASTER PLAN.** *Unraveling the congestion and safety issues caused by the intersection of boating-related activities and trail use presented the greatest challenge in the master plan. Launching operations add to the congestion at each lake. The CAC approved recommendations relocating both boat launches at Lake Calhoun/Bde Maka Ska (see the NE, North, and NW focus areas) and reconfiguring the driveway and trails at the launch on Lake Harriet (see Bandshell focus area).*

**Sailing.** Founded in 1989, Lake Calhoun Sailing School offers classes for ages four to adult with scholarships available. Over a thousand students each summer take advantage of the lessons offered weekdays during the summer at two hour intervals. Participants rig their boats on a sandy beach extending some 200 feet south of the NE Calhoun/Bde Maka Ska boat launch, dragging their boats in and out of the water during lessons. Sailing School equipment is stored in an MPRB-owned garage south of the Calhoun Refectory (Tin Fish). During stormy weather, Tin Fish provides shelter to students. A motorized tender operated by the Sailing School and Sailing Club docks in the northeast corner and helps stranded sailors and other boaters, including those who rent boats from Wheel Fun. Facilities are not accessible for adaptive sailing programs. In the winter, the Sailing School stores its boats in the area between the trails and water's edge south of the Calhoun Refectory (Tin Fish).

The Calhoun Yacht Club (CYC) was organized in 1901 to promote sailing, yacht racing, ice-boating, and social events. The CYC hosts a few regattas on summer weekends. Sometimes participants rig on the trails near the launches which frustrates runners and walkers.

## Master Plan Recreation, Events and Enterprise Recommendations:

1. *Redistribute recreational uses and facilities appropriately to alleviate congestion and safety concerns.*
2. *Expand and/or re-adapt existing spaces for new recreational activities in response to changing trends and/or demographics.*
3. *Expand winter programming and recreational opportunities.*
4. *Add comfort facilities around the lakes for park users including restrooms, changing facilities at beaches, bicycle parking, more benches, and other flexible seating. In picnic areas, provide movable tables, additional grills, and adjacent un-programmed open space to accommodate larger and more culturally diverse gatherings.*
5. *Improve way-finding and informational signage to direct new visitors to destination areas.*



The Lake Harriet Yacht Club is centered around weekly group sailing. Members have full access to the eleven club-owned sailboats. Children are expected to have basic sailing skills and no formal training is provided, although parents and members can give pointers.

The Twin Cities Sailing Club (TCSC,) a cooperative of 200 members, owns 24 sailboats moored at Lake Harriet. Two or three times weekly experienced members teach newer members how to sail. Once certified, members can sail any of the Club's boats any time. On any given day many sailboats underway on Lake Harriet will be TCSC's, including for sailboat races with sailors from the Lake Harriet Yacht Club (LHYC,) whose members own most of the balance of sailboats on the Lake. TCSC and LHYC share use of Lake Harriet's boat shed and conduct joint activities throughout the year.



*THE MASTER PLAN. The existing sailing program at Harriet is accommodated in the Master Plan. The docks, piers and amount of parking for boats and trailers remain unchanged. The boat launch configuration has changed. The boat shed used by the sailing programs for storage has been expanded and the intention of the master plan is consolidate facilities and uses to the extent possible.*



**Windsurfing and Other Water-Based Activities.** Lake Calhoun/Bde Maka Ska is a Minneapolis destination for windsurfers. The primary launch site is from the North Beach and parking in close proximity is in demand. Stand-up paddleboards are increasingly prevalent and launch from the same area. In winter snow-kiting and iceboating are popular on Calhoun/Bde Maka Ska.

Many windsurfers did not support the master plan's (temporary) relocation of the Calhoun/Bde Maka Ska boat launch to the north parking lot. The windsurfers felt boats and trailers would take available parking and that the dock and boat traffic related to the launch would interfere with windsurfers' launching to and from the North Beach.



*THE MASTER PLAN. Harriet is currently home to the Chain of Lakes adaptive sailing program, although facilities are inadequate. A stable dock, a designated specially-designed berth, and lift are needed. The master plan calls for these and other modifications (see Lake Harriet Bandshell Focus Area #9).*



**Fishing.** Both Calhoun/Bde Maka Ska and Harriet have fishing piers. Many people also fish from multiple spots along the shoreline of each lake. This foot traffic erodes the shoreline and helps create a perception of poor water quality.

*THE MASTER PLAN recommends developing several access points for shoreline fishing around the lakes (especially those with ready-made shade) and eliminating others by repairing erosion and revegetating the areas (see Chapter 3: Natural Resources Recommendation #3–Shoreline Erosion).*





**Picnicking.** Sought after, formal picnic areas defined by anchored picnic tables and grills, are located at only two places around the two lakes: Beard’s Plaisance and William Berry north of the Bandshell. The only picnic shelter at the two lakes is located in Beard’s Plaisance and it is fully reserved every warm season weekend and week night. Both formal picnic areas have other amenities that make them more enjoyable for families: adjacent parking, restrooms, and playgrounds.

Informal picnicking occurs at many other spots around the two lakes. Groups bring their own grills and blankets. Lack of or limited parking and accessible routes to picnic “furniture” pose barriers.

MPRB staff has requested any new permanent grills be installed with hot coal collection containers.



*THE MASTER PLAN. Eating outdoors with friends and family in a beautiful outdoor setting is a recreational activity that is enjoyed across racial and economic lines. Many park users expressed a desire to have additional areas for picnicking with more grills and movable tables that could be pushed together to accommodate larger groups. Additional sought-after amenities include first come-first served picnic shelters (non-reservable), water, restrooms, and green lawns on which to play pick-up games of soccer, la crosse, baseball/softball, volleyball, and tuj lub. These lawns act as flexible spaces that could be used for new recreational and cultural activities as regional demographics change. The West Calhoun Neighborhood, which does not have a neighborhood park, requested picnic facilities at northwest Calhoun/Bde Maka Ska. The master plan recommends development of more formal picnic areas at three focus areas at Lake Calhoun/ Bde Maka Ska: Northwest, Southwest, and at William Berry.*



**Archery.** An archery range has existed in the William Berry area south of Calhoun/Bde Maka Ska for many decades but has seen better days. The area is frequently flooded.

*THE MASTER PLAN retains archery as a recreational use, relocating and reconstructing the range elsewhere in William Berry to make it more accessible and challenging (see S Calhoun/Bde Maka Ska and Wm Berry Focus Area recommendation #8).*



**Playgrounds.** The parks have playgrounds at Beard’s Plaisance, William Berry, North Beach (Calhoun/Bde Maka Ska), and at the 32nd Street Beach (Calhoun/Bde Maka Ska). National Safety Organizations recommend that playgrounds should be updated every 20-25 years because equipment wears out and safety and accessibility standards change. Public playgrounds require daily inspection and depending on the level of use, daily maintenance. The William Berry and Beards Plaisance playgrounds were replaced in 2011; William Berry cost more than \$1 million. Recently MPRB created a universally accessible playground at Waubun in Minnehaha Regional Park for \$1.5 million. Equipment replacement in a smaller existing playground is less costly, but still averages about \$250,000 in MPRB’s neighborhood parks.



The location of the North Beach playground will be adjusted when equipment is updated, according to the Master Plan (N Calhoun/Bde Maka Ska Focus Area - Recommendation #4). The equipment in place currently is overdue for replacement.

*THE MASTER PLAN shows a universally accessible playground and beach at Southwest Calhoun/Bde Maka Ska (see recommendation #2). The East Calhoun neighborhood (ECCO) requested an expansion of the playground at 32nd Street to provide equipment for older children (ages 5-12) as well as pre-schoolers. The Master Plan suggests constructing a nature playground in this area with facilities for children of all ages (see East Calhoun/Bde Maka Ska Focus Area - Recommendation #1).*





**Winter Use.** Though the lakes are quieter in winter, use is still high in comparison with other regional parks. The bicycle path is plowed for both bicyclists and pedestrians. Iceboating and snow-kiting enthusiasts enjoy the uninterrupted expanses of the lake while nearly every day ice fishermen set up portable shelters. Currently the MPRB does not maintain rinks on either of the lakes. Winter programming is minimal although the Lake Harriet Kite Fest and City of Lakes Loppet Ski Festival (cross country skiing) bring hundreds to increasingly popular events.

*THE MASTER PLAN. Many CAC members requested that existing pedestrian trails be plowed in winter. This expansion of plowing would require additional staff and mechanical equipment. Since winter paths are sanded and salted, plowing the pedestrian paths would also have an environmental impact, increasing sediment loads and salinization of the lakes. Although expansion of winter programming was a recommendation of the CAC, plowing of pedestrian trails was not specified.*



**Unique features.** Besides the Bandshell, Calhoun/Bde Maka Ska and Harriet have other unique and treasured recreational resources to attract the regional visitor.

The Streetcar. The Minnesota Streetcar Museum (MSM), a private non-profit organization, owns and operates a streetcar line through William Berry Park from the northwest corner of Harriet to the southeast corner of Calhoun/Bde Maka Ska. Trolley rides are offered for a fee during the summer by MSM volunteers. A maintenance facility where old cars are maintained and restored is tucked away on the hillside west of Harriet and was recently improved through private donations.

The CAC took a second look at a 1997 Comprehensive Plan's suggestion to extend the trolley line to Lake Street. The problematic at-grade crossing of 36th Street West, the loss over the years of the track right-of-way on the bluff along east Calhoun/Bde Maka Ska, and the streetcar's lack of flexibility as a transit system led the CAC to abandon this recommendation.





Roberts Bird Sanctuary (RBS) had a parallel master planning process to that of the Calhoun/Bde Maka Ska- Harriet Master Plan. As a protected natural area, RBS is fenced and gated.

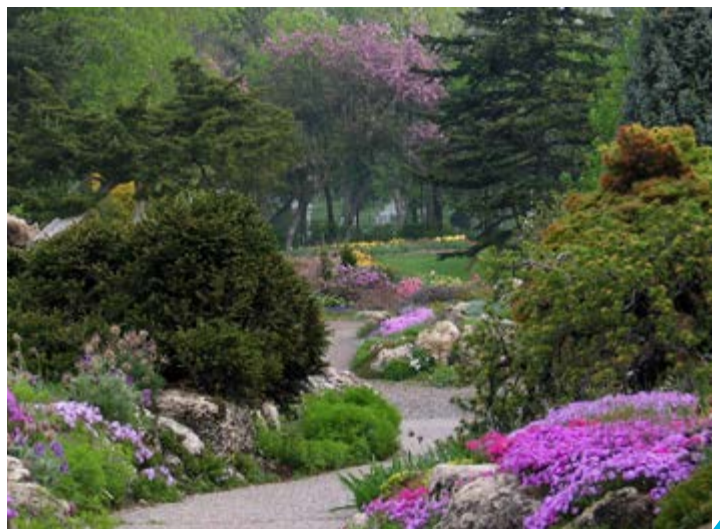
*THE MASTER PLAN. As part of improving overall accessibility at the Chain of Lakes, Calhoun/Bde Maka Ska Harriet Master Plan sought to improve accessible entry into both the east and west ends of the sanctuary (see Harriet Bandshell Focus Area – Recommendation #7). The tree canopy outside the fenced area of RBS is important as additional habitat and as a migration corridor for birds. Keeping the northeast shoreline of Harriet in a natural state and reducing the footprint of the maintenance area for Lyndale Park gardens through reorganization and improvements was recommended by the CAC (see Lyndale Park Gardens Focus Area – Recommendation #6).*



Lyndale Park Gardens and the Rose Garden at the northeast corner of Harriet is a historic part of a larger arboretum that includes the Peace Garden and experimental gardens. Staff and a large group of volunteers maintain the gardens.



*THE MASTER PLAN. For the passive enjoyment by visitors of all abilities, the Master Plan recommends that paths be made accessible throughout the gardens and that shade and benches be added for the comfort of all. The chain link fence around the Rose Gardens should be replaced with a more historically appropriate style (see Lyndale Park Focus Area – Recommendation #5).*





**Comfort facilities.** One of the CAC's recommendations was to add comfort facilities around the two lakes including restrooms, benches, drinking fountains, picnic shelters, beach changing rooms, storm shelters, and docks (Recreation, Events, and Enterprise recommendation #4). All these facilities should be constructed compliant with ADA standards.

Specific locations for these smaller elements are not designated in the master plan. The CAC wanted some of the added benches and tables to be movable, so that visitors could adjust seating to capture sun or shade and move tables and benches closer together for gatherings of groups of different sizes. In the past MPRB has been reluctant to provide movable furniture because of added mowing time, theft, and potential retrivals of the furniture from the water.



*THE MASTER PLAN adds restrooms in several places (see focus area recommendations). Currently portable toilets, provided and serviced by private vendors, largely serve the needs of the millions of visitors to Calhoun/Bde Maka Ska and Harriet. If and when plumbed restrooms are built around the lakes, they will require the extension and perhaps replacement of underground utilities. In order to be sensitive to the LGBTQ community, restrooms should feature all-inclusive facilities non-specific to gender.*



Plumbed restrooms will add MPRB maintenance time. Besides keeping plumbed restrooms clean, stocked, and functioning, a time-consuming task for MPRB operations staff is the twice-daily unlocking and locking of restroom doors to prevent undesirable after-hours activities.

**Adult Fitness Stations.** Adult exercise equipment spaced around the lake was requested by members of the public for Calhoun/Bde Maka Ska. The CAC did not object to the inclusion of small exercise stations around the lake as long as they did not interfere with other recreational uses. Adult exercise stations are shown in the East Calhoun/Bde Maka Ska focus area and could be located elsewhere around the lake, where appropriate and where space allows. Stations would have to be accessible and designed to current playground safety standards with resilient surfacing that is contained and easy to maintain.

**Recreation Trends.** One of the themes that emerged from discussions with the community was the need for open spaces that could be used in a variety of ways and for the different activities favored by diverse communities. For example, soccer and lacrosse are sports growing in popularity. Although Met Council does not fund construction or maintenance of courts and fields, it will allow open lawns that can be used in a variety of ways and by a variety of groups.

During the master planning process, the CAC heard from advocates of skate board parks. Proponents of a skate board park stressed the importance of providing outdoor facilities that attract younger generations. The only possible location for a skate board park in these two parks was the northwest corner of Calhoun/Bde Maka Ska along the pedestrian promenade but neighborhood representatives strongly objected to its inclusion.

Another emerging trend popular among teenagers and young adults was “mocking” or “hanging out” in multiple hammocks strung between adjacent trees. Tuj lub, a Hmong spinning top game, was also mentioned. Specific locations for these activities were not addressed in the master plan.



## 6.3 Events and Enterprise



Calhoun/Bde Maka Ska and Harriet together generate about one million dollars each year for the MPRB general fund through events and enterprises which include permits for races and walks on the parkways, trails, and water (regattas and triathlons) and for weddings and other ceremonies in the gardens at Lyndale Park Gardens. Other permitted enterprises that generate funds for the MPRB include rentals of buoys, canoe racks, the Beards Plaisance picnic shelter, and the athletic field at northwest Calhoun/Bde Maka Ska. The MPRB also receives a percentage of the revenue from concessionaires (in 2016: Tin Fish, Bread and Pickle, Wheel Fun, and Nice Ride). The million dollars generated by events and enterprises for the general fund is used throughout the park system.



Races and walks are staged at the northwest and southwest areas of Calhoun/Bde Maka Ska and from the Bandshell area of Harriet. MPRB Board policy allows parkways to be closed every other weekend for races. The parkways are booked solid for races scheduled from April through October and the organizations sponsoring the races renew their permits year after year. The MPRB earns an average of \$12,000 per race. Race/walk event permit holders are responsible for trash pick-up, portable toilets, staffing including policing, and the repair of any site damage.



Although no recreational staff is assigned to regional parks, MPRB does program the Bandshell and other events around the lakes. The Lake Harriet Bandshell concerts and movies, offered six nights a week from Memorial Day to Labor Day, draw an average of 5000 to 7000 visitors each evening. Parking quickly fills nearby lots and spills into adjacent neighborhoods. When available seating is taken, visitors sit on blankets on the slope to the north of the Bandshell. Additional MPRB maintenance crews are hired for the summer to clean-up the site after each event so the area is ready for the next morning's visitors.

At NW Calhoun/Bde Maka Ska the large open space is used to stage races and other events like the Loppet cross country ski races. The ball diamond is often reserved. The open field is rented to groups for lacrosse and volleyball tournaments and for movies in the parks on summer nights. The large surface parking lot co-owned and operated with the Calhoun Executive Center is a big plus for event organizers.

Calhoun/Bde Maka Ska and Harriet generate general fund revenue used throughout the park system, but MPRB has no policy to reinvest in the park resources or infrastructure that sustain these events and enterprises. By example, the impact of the thousands of visitors that pound the turf and compact the soils daily throughout the growing season in the Bandshell area is unsustainable from a resource standpoint. Other major cities limit similar events/festivals to once every six weeks and event organizers are required to aerate soils and re-sod lawns afterwards.

Calhoun/Bde Maka Ska and Harriet are being “loved to death.” The MPRB wants to encourage use of the Chain of Lakes and the amount of funding the regional park receives is dependent on visitor counts. However, as the most popular areas within the most popular regional park in the Twin Cities Metro (and in the state), reinvestment in the infrastructure and resources of Calhoun/Bde Maka Ska and Harriet once every decade or so is inadequate.

The community and CAC discussion did not weigh the impact of revenue generation on the resource and facilities. However, when discussing access and equity, some members of the CAC expressed that the MPRB should encourage use of other park “gems” in its system for recreation and programming. Many citizens commented that the parks and parkways the the Chain of Lakes were over-programmed for events. The CAC was leery of corporate sponsorship and naming as a way to generate revenue.





**Boating as Enterprise and Equity.** The MPRB rents sailboat buoys and canoe/kayak racks through a lottery drawing each year in February. Most years applicants are turned away. In 2016, annual rental for a buoy cost \$450 for Minneapolis residents and \$550 non-residents. Calhoun/Bde Maka Ska has 139 buoys. Harriet has 180 buoys.

Currently canoes, kayaks, pedal boats are available for rental through concession (Wheel Fun). A driver's license and deposit are required.

Although a few citizens proposed that boat launching should be banned from the Chain of Lakes to prevent the spread of Aquatic Invasive Species, no one suggested it be eliminated from an equity standpoint. Some suggested that free canoes be provided to the public but this was rejected as problematic from a safety, liability, and maintenance standpoint. The driver's license requirement and costs to rent boats may be barriers for new immigrant groups and the economically disadvantaged. The sailing school provides need-based scholarships, but admittedly they have not been well-used.

*THE MASTER PLAN. Infrastructure improvements can be made to docks to promote adaptive sailing, but no other structural modifications were recommended in the master plan to make boating a more equitable pastime at the lakes. Programs that offer swimming and boating lessons and improved marketing of opportunities that do exist may be ways to improve equity of boating as a recreational activity.*











# Master Plan Recommendations: Equity

## 7.1 Equity

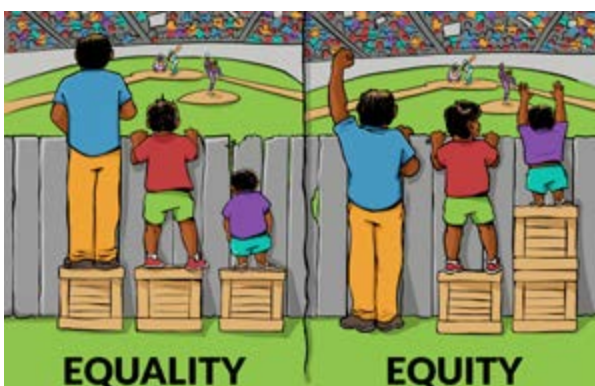
**What is “equity”?** Equity is the access for all people to services and resources especially those that lead to success and quality of life. Failure to acknowledge the barriers to equity results in economic and social disparities.

In the United States, one’s racial identity predicts, in a statistical sense, how one fares in life. Racial equity acknowledges that past policies, practices and strategic investments have created barriers to success based on race. Racial equity is rooted in the proactive development of policies, practices, and strategic investments to reverse racial disparity trends, eliminate institutional racism, and ensure that outcomes and opportunities for all people are no longer predictable by race. Achieving racial equity means that race will no longer be an indicator of success.

**Equity and the MPRB.** Equity was a value statement in the 2007 MPRB Comprehensive Plan. “Equity: Provide residents with the opportunity to improve their quality of life and well-being through outstanding parks and recreation services that are suited to their respective needs.”

Since 2011 the MPRB has initiated a range of efforts to address equity, inclusion, and diversity. Currently, these efforts focus on three areas of work – racial equity, ADA, and gender inclusion.

“Because parks play a special role in people’s quality of life, the Minneapolis Park and Recreation Board (MPRB) has a responsibility to strive for racial equity. As a proud member of the Government Alliance on Race and Equity, we are participating in local and national movements to advance opportunities for all, in the park system and within the organization. We are having conversations about race and putting new behaviors and policies into practice. We are committed to working with communities, the City of Minneapolis and other government agencies to eliminate inequities between white people and people of color - and increase everyone’s ability to succeed.”



“Interaction Institute for Social Change | Artist: Angus Maguire.”

**Equity and the Master Plan.** The MPRB Board of Commissioners charged members of the appointed Community Advisory Committee (CAC) for the Calhoun/Bde Maka Ska – Harriet Master Plan with specific tasks, some of which related to equity and inclusion:

- Include the perspectives of people of diverse races, ethnicities, classes, ages, gender/gender identity, sexual orientations, abilities and national origin in developing its master plan recommendations to the MPRB Board and the Metropolitan Council;
- Engage in a dialog that fully and fairly addresses historic and contemporary cultural concerns in addition to recreation and environmental factors;
- Apply equity principles in decision-making based on training provided by staff and project consultants.

Consideration of equity is also a requirement for park master plans in the Met Council’s 2040. Regional Parks Policy Plan. *Chapter 10: Public Engagement* of this master plan document more fully explains equity efforts and the outreach completed during the master planning process.

Voices for Racial Justice was hired to help with outreach to communities of color during the master plan process. They suggested the formation of an equity subcommittee of the CAC. The subcommittee met four times during the eleven months of the master planning process and made two presentations to the CAC.

**Source:**

The MPRB 2017-2018 Racial Equity Action Plan





### Master Plan Equity Recommendations:

1. *The Park Board will support the official and legal restoration of the name “Bde Maka Ska” to Lake Calhoun and advocate for such restoration in all appropriate fora, including the Hennepin County Board, the Minnesota Department of Natural Resources, and the Minnesota Legislature. To the extent that the Park Board determines that such restoration requires legislative action, the CAC recommends that the Park Board include such action in its legislative agenda.*
2. *Include universal icons in wayfinding and interpretive signage to improve the experience of park users. Where appropriate, signs may be multi-lingual, including Dakota and Ojibwe. As part of the theme of story awakening, look for opportunities to share diverse narratives in additional languages as well as English.*
3. *Where appropriate, include diverse community perspectives in crafting and displaying the content of storytelling and historic and cultural interpretation.*
4. *Design decisions implemented within the master plan shall address equity for all users and will be evaluated using racial equity principles.*

## 7.2 Highlights of the Master Plan Recommendations

The topic that garnered the most passionate discussion during the subcommittee and CAC meetings was that of the restoration of the Dakota name of Bde Maka Ska to Lake Calhoun (see Chapter 1.5: History). At the March 2016 CAC meeting #9, many Native Americans, African Americans, and Latinos spoke in support of the recommendation to restore the name. Equity Recommendation #1 was one of the few recommendations specifically voted upon by the CAC and it passed 15 to 4.

Currently there is little visible evidence around Calhoun and Harriet of the inhabitation by Native Americans and Dakota. The master plan recommends enriching the visitor experience of the Chain of Lakes by interpreting the history of the Dakota and sharing stories of all cultures.

Equity issues in addition to the acknowledgement of the Native American culture and history of the lakes also exist. The listening sessions hosted by Voices for Racial Justice revealed little in the way of physical improvements that would make the lakes more welcoming or equitable. The lack of parking and restrooms in proximity to use areas was mentioned several times. However, since land is so limited and recreational demand so high, conversion of green space to parking was not suggested during the master planning process. As a way to lessen the demand

for parking, the master plan recommends working with public transit providers to create a circulator bus route around the lakes, linking arrival points to park destinations (*Access and Circulation Recommendation #3*).

Improved communication about events and destinations around the lakes was mentioned as an issue in some of the listening sessions. The CAC recommended the use of technology such as cell phone apps to relay the location of available parking to visitors, direct newcomers to park amenities and destinations, and communicate information about the parks (*Access and Circulation Recommendation #5*). Improved way-finding signs with universal icons were also mentioned as a desired improvement, as were interpretive signs in multiple languages (*Equity Recommendation #2*).

The desire for picnic facilities with movable tables to serve groups of different sizes and locating picnic facilities near unprogrammed open space for informal play was inferred from the listening sessions. Many participants in the listening sessions also mentioned that they were unsure about the rules and policies of the MPRB. For example, a Hispanic park user said that her large family often gathers for picnics by arriving in several cars. They like to move picnic tables together and set up several grills. They enjoyed music and dancing, but did not want to be chastised by park police for being too loud. Some also said that they preferred Minnehaha Park or other regional or neighborhood parks in the Minneapolis system, because they felt more comfortable in areas where gathering spaces weren't so close to upscale neighborhoods.

The cost of reserving picnic shelters was a barrier for some. People also expressed embarrassment at being asked to leave a shelter when those with reservations showed up. Since it is MPRB policy to charge a reservation fee for the larger shelters, the master plan recommends that any new shelters be small and on a first-come, first-served basis.

The cost for classes, renting boats and other recreational equipment, or reserving facilities is prohibitive for many. However, Calhoun/Bde Maka Ska and Harriet offer many recreational opportunities that are free such as walking, picnicking, viewing gardens and wildlife, playing on the beaches and swimming, and fishing.

Programmed activities are not generally offered at MPRB's regional parks because staffed recreation centers are not available.



The following was written by a member of the Equity Subcommittee as a supporting document to the recommendation to restore the name Bde Maka Ska to Lake Calhoun:

*.....traces of their vigor  
and clear images  
of their being  
linger here still.....*

*From Phillip Carroll Morgan's (Choctaw/Chickasaw poet) poem "Council Fire"*

*Our charge as the Equity Subcommittee was to provide thoughtful, clear recommendations regarding the equitable distribution of the physical resources and improvements and an explicit inclusive vision for the Minneapolis Park and Recreation Board's Calhoun-Harriet Master Plan as part of the Minneapolis Chain of Lakes Regional Park.*

*Much of our discussion focused on restoration of the Dakota name of Bde Maka Ska to what we now refer to as Lake Calhoun. It became clear to many of us on the Equity Subcommittee that this change would be a historic and important gesture of practical reconciliation. First, it would be a small step in addressing damage done to the Dakota community that has emanated from many years of invisibility and displacement experienced by the descendants of Chief Cloud Man whose village, Heyate Otunwe, existed on the shores of Bde Maka Ska. Secondly, the act of restoring the name would send a clear message of inclusion, not only to the Dakota people who visit this area feeling unrecognized and unwelcome; but to all people who feel marginalized or displaced due to culture, age, ethnicity or ability.*

*As a community we have always valued and fought for preservation of the historic buildings and public spaces that reflect both our struggles and accomplishments, Naming is a part of our collective history. The name "Calhoun" has become a symbol that indigenous history is not commemorated or valued as deeply as that of the majority culture.*

*We all want to be recognized with respect and clarity; this becomes essential as our community grows into a more diverse and culturally rich society. Our public spaces should both acknowledge and celebrate this diversity; they must speak to all and be welcoming and accessible to all.*

*The determined and respectful restoration of the Dakota name of Bde Maka Ska says that, as a community, we both understand and acknowledge the significance of name, heritage, culture, memory and the unique and indelible stories that each member carries in their hearts. It says in a clear demonstrative voice that we welcome, respect and appreciate all who come and who came before us to this beautiful place.*





# 8

Focus Area  
Recommendations  
Lake Calhoun/Bde  
Maka Ska

## Introduction

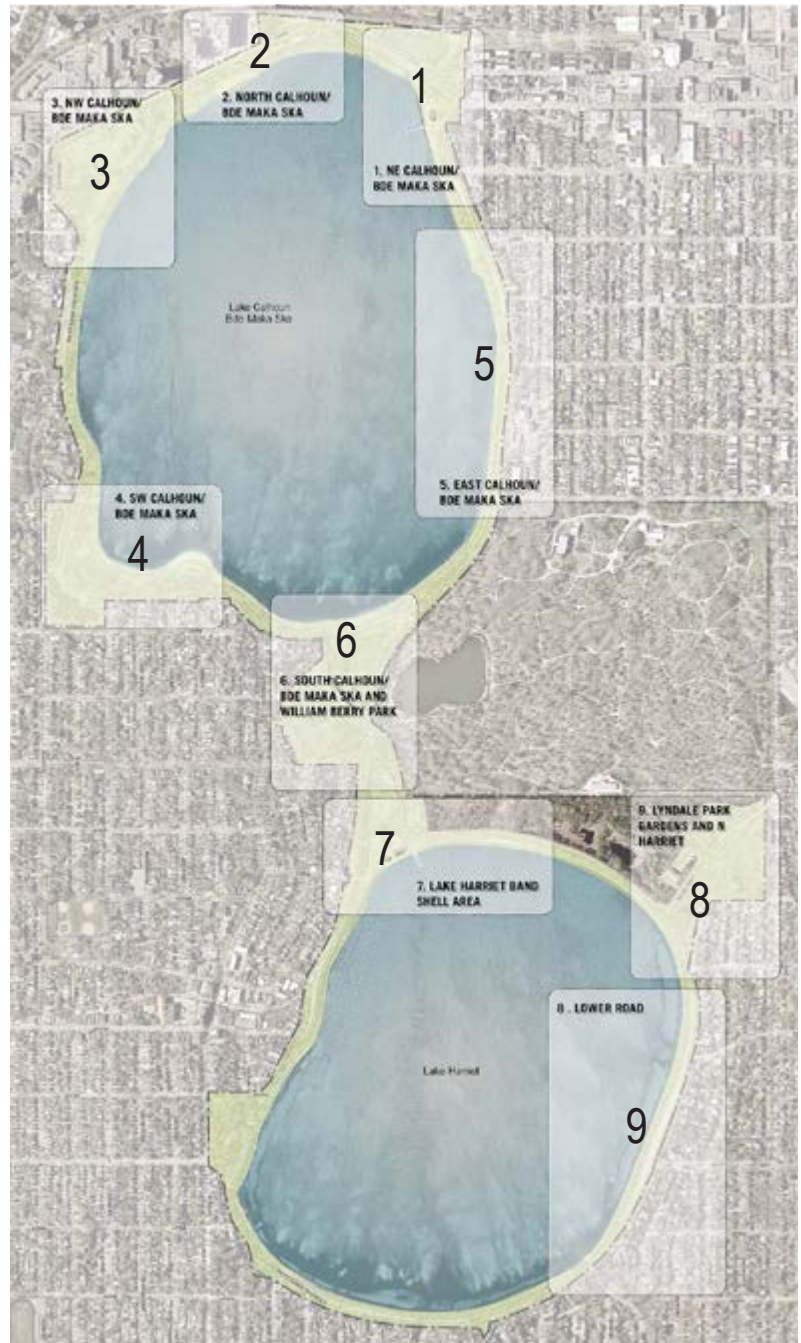
Nine areas around the two lakes received focused study during the master planning process. Each area had unique characteristics, issues, and opportunities. In addition to developing overall recommendations for both Lake Calhoun/Bde Maka Ska and Lake Harriet, the Community Advisory Committee (CAC) developed recommendations and preferred concepts for each of the nine focus areas.

Two schematic plans, one emphasizing recreation, the other ecology, were created for each focus area. These eighteen plans were presented and discussed over the course of two CAC meetings, an open house, and at meetings with MPRB staff. An online survey polled the public regarding preferences. Using this feedback about the schematic plans, a preferred concept plan with recommendations describing projects was developed for each focus area. These illustrative plans and associated recommendations were discussed and approved by the CAC at its final three meetings in 2016.

Two chapters of the master plan are dedicated to the nine focus areas. Chapter 8 describes the six Calhoun/Bde Maka Ska focus areas and Chapter 9, the three Harriet focus areas. Each focus area includes a description of existing conditions, a list of issues and opportunities, and highlights of the master plan recommendations. A graphic “dashboard” for each focus area summarizes public comment. An illustrative, annotated plan with a numbered list of recommendations and photographs provide a vision for the proposed actions and projects.

The nine areas identified and studied during the master plan process are as follows:

1. Northeast Calhoun/Bde Maka Ska
2. North Calhoun/Bde Maka Ska
3. Northwest Calhoun/Bde Maka Ska
4. Southwest Calhoun/Bde Maka Ska
5. East Calhoun/Bde Maka Ska
6. South Calhoun/Bde Maka Ska and William Berry
7. Bandshell Area – Lake Harriet
8. Lyndale Gardens – Lake Harriet
9. Lower Road – Lake Harriet



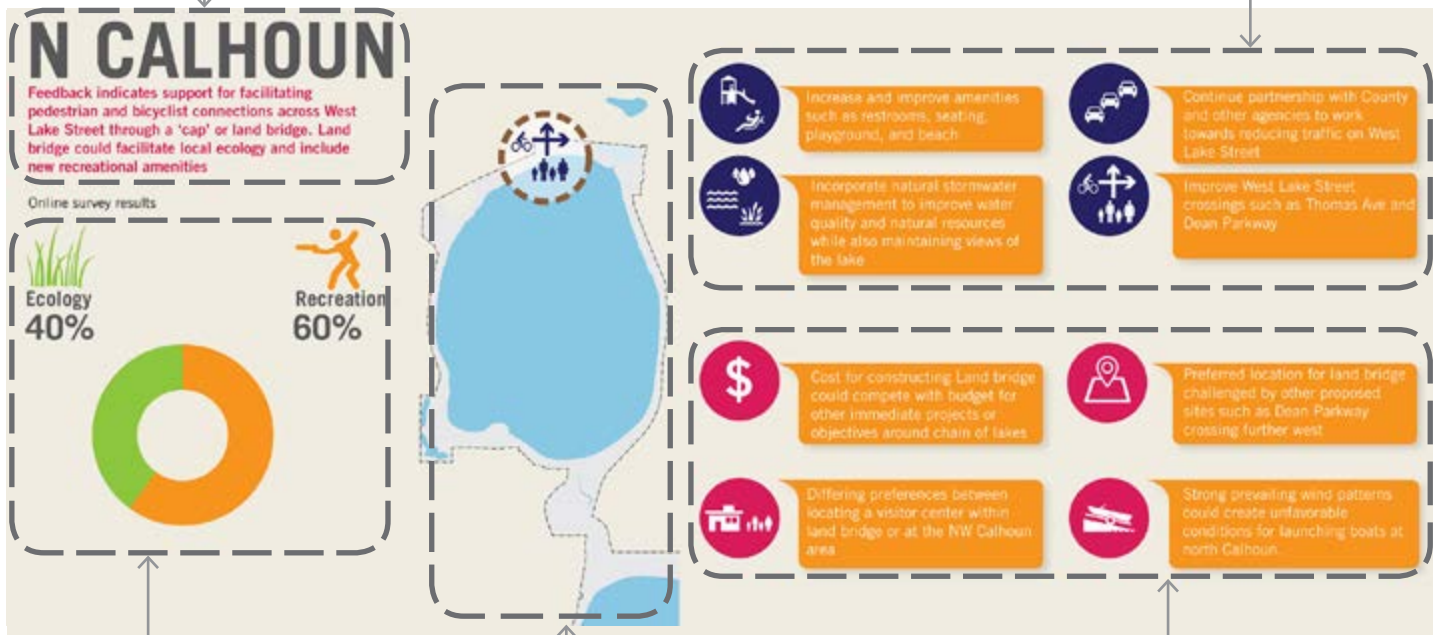
Key map of focus areas



# Dashboard Explanation for the Nine Focus Areas

Title of focus area and brief sentence of what was learned from community engagement

Blue icons reflect favorable comments from the public about ideas for the focus areas



Big Moves for the Preferred Concept

Red icons reflect unfavorable comments from the public about ideas for the focus areas

Community preferences between the two schematic options for the focus area

# NE CALHOUN/BDE MAKA SKA FOCUS AREA

## Existing Conditions

Northeast Calhoun/Bde Maka Ska is one of the major entry points and an uncelebrated gateway into the Chain of Lakes Regional Park. With its proximity to Uptown and location at the intersection of West Lake Street and East Calhoun Parkway, NE Calhoun/Bde Maka Ska is one of the two busiest activity hubs around the lakes. Many enjoy the synergy of the enterprises and activities that attract so many visitors to this corner. Others, including CAC members, expressed concern that the area has become too congested and unsafe.

As the site for Calhoun/Bde Maka Ska's only boat launch, only concessions (Tin Fish Restaurant and Wheel Fun rentals) and sailing school, NE Calhoun/Bde Maka Ska is further congested in summer months by the thousands of pedestrians and cyclists passing through the area. The boat launch turnaround area is especially obstructed by Aquatic Invasive Species inspections, sailors rigging boats, multiple daily deliveries and garbage collection from Tin Fish, handicapped parking, and parents dropping off and picking up their children who are attending Sailing School.



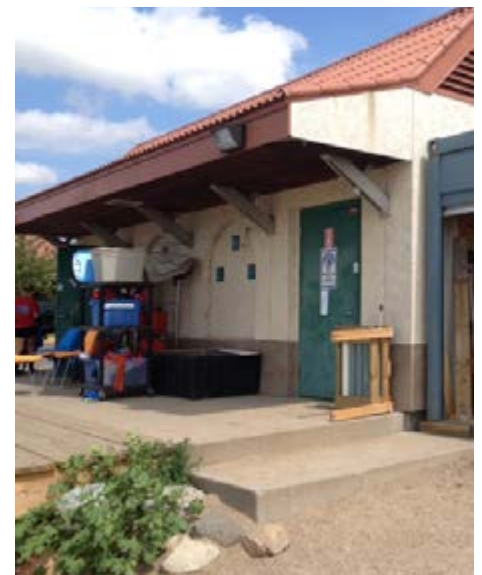
Photo Credits: MPRB



Recreational activities conflict with weed harvester operations.



Pedestrian and bicycle trail intersections leading to W. Lake St. underpass are problematic.



Existing facilities (sailing club shown) are in need of improvements.



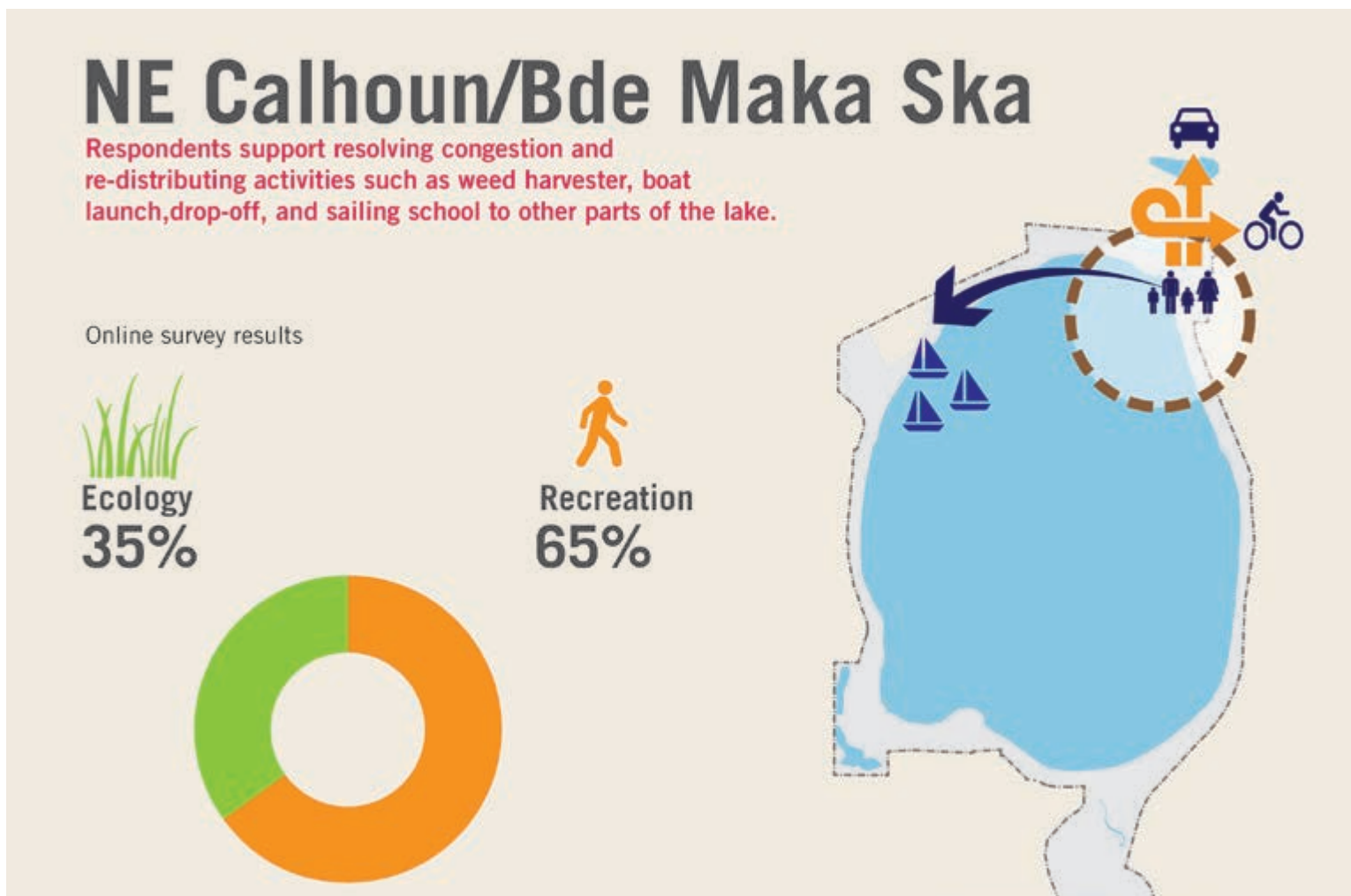
Photo Credit: Google

*Aerial view of the NE Calhoun/Bde Maka Ska Focus Area*

### **Issues and Opportunities:**

- The area has great energy but is too crowded. Move some of the uses to less congested parts of the lakes while retaining the synergy of the space.
- The intersection of the bicycle and pedestrian paths and the boat launch driveway is dangerous. Redesign the space to keep vehicles out of this area.
- Defined cow paths show the desire to have an at-grade crossing of West Lake Street, to connect with Lake of the Isles.
- The sight lines at the intersections of bicycle and pedestrian trails leading to the bridge underpass is are poor.
- The bicycle trail through the underpass is on a blind curve and speeds of cyclists and rollerbladers carry them into oncoming lanes.
- Speeding bicycles entering this congested area are dangerous.
- Bicycle parking and restrooms are inadequate.
- The WWI Naval memorial is in need of restoration.
- The plaza and seating between the Refectory and the water is perceived by some to be only for customers of Tin Fish.
- The sailing school needs larger and improved facilities including a safer drop-off area for students.
- Facilities including plumbed restrooms, are not accessible and do not provide the quality or level of services expected for a park as popular as Lake Calhoun/Bde Maka Ska or as renowned as the Chain of Lakes.
- Visitors to the lakes often park in adjacent neighborhoods. Many local residents feel additional programming will result in more parking pressure on neighborhood streets.

## Dashboard of Public Input



### Highlights of the Master Plan Recommendations

A major effort of the master plan was to de-congest the NE corner of Calhoun/Bde Maka Ska without sacrificing the area's synergy and character. Recommendations included re-aligning trails and moving some of the area's current uses to the north and northwest shores of the lake. Because of the costs of constructing these new facilities elsewhere on the lake, implementation of the recommendations for NE Calhoun/Bde Maka Ska must be phased:

- In an early phase, both boat launches are relocated to the North Beach parking lot. This includes related AIS inspections and weed harvesting operations. The Sailing School and Club remain in place near the Calhoun Refectory (Tin Fish).
- In subsequent phases, when funds are available for infrastructure improvements at the NE corner - such as

re-aligning West Calhoun Parkway to create recreational space along the shore of the lake – the boat launch, the Sailing School/Club, and related activities are relocated to the northwest shore of the lake.

- Once the launch and sailing school/club are relocated away from NE Calhoun/Bde Maka Ska, the area can be reorganized and enhanced for concessions and other visitor needs, such as new restroom facilities. Equipment rentals (currently Wheel Fun) will be relocated to the south side of the Calhoun Refectory (currently Tin Fish). Boardwalks and docks will continue to provide seating and access to the waterfront that can be enjoyed by all.

In the interim and until funding is available, trail improvements can be constructed to improve the safety for those enjoying as well as passing through the area. The master plan recommends an at-grade multi-use trail across Lake Street on the west side of



Resolve pedestrian and bicycle conflicts over the channel and West Lake St Crossing



Implement a shuttle service for pedestrians and bicyclists to reach destinations around both lakes



Improve restrooms and gathering amenities



Extension of trolley line to W Lake Street was not supported as a reliable mode of transit.



Maintain concessions rental facility



Improve way finding signage



Many did not support removing two-way bicycle travel under the bridge because bicyclists will still use the path that avoids the Lake/Lagoon intersection, which will result in bicyclists using the pedestrian path.



Many did not support converting E Calhoun Parkway to a one-way because of traffic impacts to

East Calhoun Parkway. This new trail segment would allow the elimination of the narrow two-way bicycle trail under the bridge and would resolve the tight turns and problematic intersection of the bicycle and pedestrian trail on the east side of the bridge. The new trail segment would also relocate bicycle traffic coming from Lake of the Isles, the Midtown Greenway, and the clockwise trails around Calhoun/Bde Maka Ska to the perimeter of the area. By routing traffic to the perimeter, the number of points where bicycle and pedestrian trails cross would be reduced.

The zoning requirements and process of the Shoreland Overlay District will be followed.

Two other studies impacting the NE corner occurred as the master plan was being written: the Calhoun Refectory Facility and Grounds Study and the Calhoun/Bde Maka Ska-Harriet Trail Improvements project. Images explaining these two studies can be found in the Appendix.



*The Calhoun Refectory (Tin Fish) is a very popular destination. Existing restroom facilities currently do not meet ADA standards or have the capacity to meet the high demand.*



*The existing width of the combined bicycle - pedestrian trail on the south side of the Lake Street bridge over the channel is substandard for peak use periods.*

# NE CALHOUN/BDE MAKA SKA FOCUS AREA



## NE Calhoun/Bde Maka Ska Focus Area Recommendations:

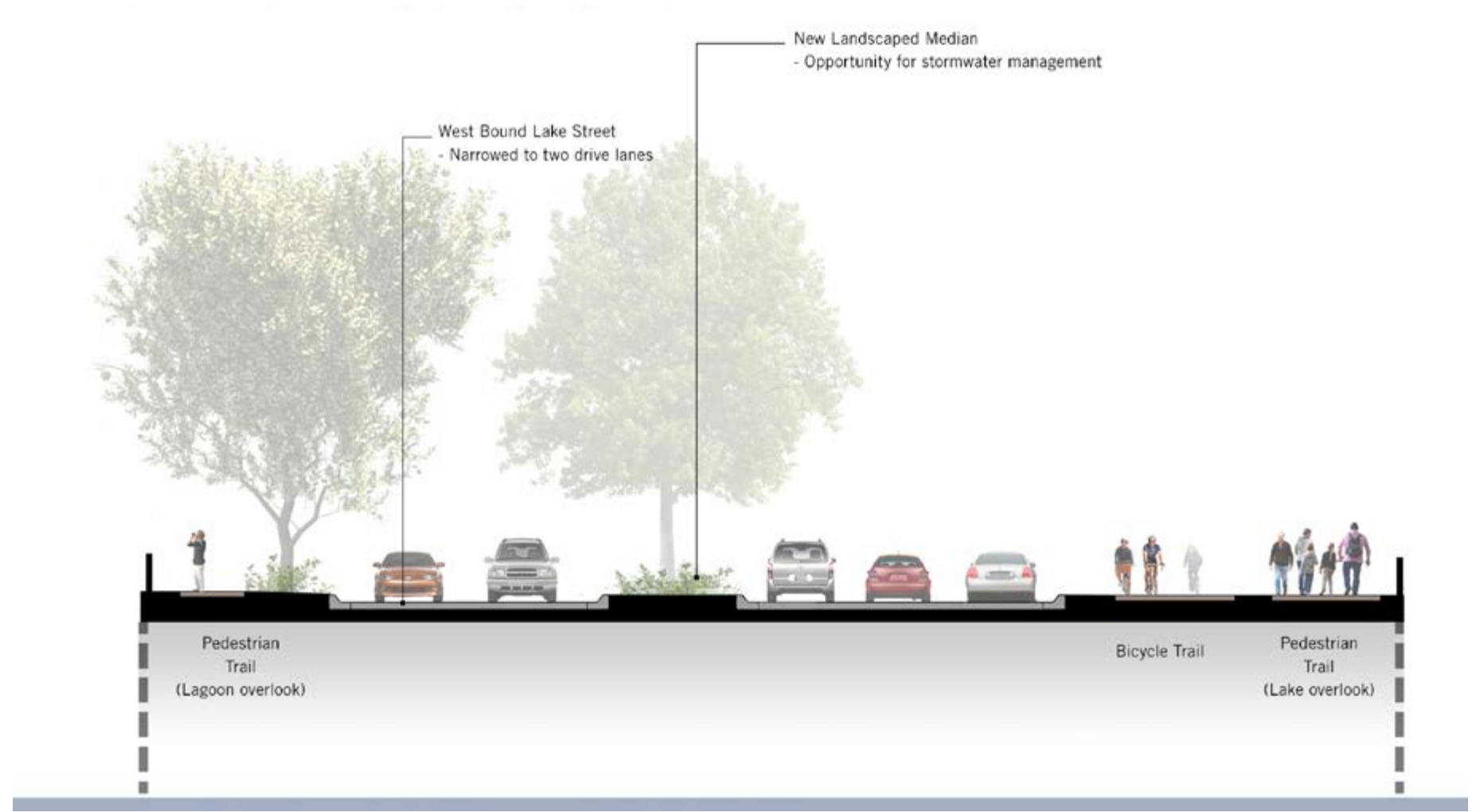
1. Reduce congestion and improve safety for pedestrians and bicyclists while preserving the energy and character of the area.
2. Remove and relocate away from this area the two boat launches currently flanking the Calhoun Refectory (currently Tin Fish).
3. Relocate the sailing school and yacht club away from this area once the northwest corner is developed as a recreational hub. Retain the dock and buoy field.
4. Relocate rental concessionaire (currently Wheel Fun) to south side of the Calhoun Refectory when the sailing school and yacht club are relocated.
5. Construct an all-gender restroom and storage building.
6. Replace the bicycle trail under the Lake Street Bridge and along the lagoon with an at grade, shared-use trail on the west side of the intersection of Lake Street and East Calhoun Parkway.
7. Create a gateway or enhancements in the triangle between eastbound and westbound Lake Street.
8. Replace the turnaround at the existing boat launch with a curbside drop-off area that includes designated spaces for deliveries and accessible parking.
9. Restore historic objects and structures (WPA wall along the lagoon, Naval and Marine Corps Memorial Tablets and the World War I Memorial Mast).
10. Improve waterfront access for pedestrians.



Proposed improvements for Calhoun Refectory with upgraded storage, concessions, and seating areas.



Relocating boat launches will reduce conflicts between recreational activities and weed harvester operations.



Improved pedestrian and bicycle facilities along Lake Street and the bridge overpass edge.



Restored shoreline edges with appropriate habitat and management strategies will improve water quality.



Improved access to shoreline edge with areas for viewing, seating, and plantings.



New restroom, and storage facility could offer viewing opportunities.

Precedent images describing master plan ideas



## Precedent images describing master plan ideas



*Improved pedestrian and bicycle facilities along Lake Street could include a planted median with pedestrian refuge zones.*



*New rental/storage facilities with easy access to water's edge.*

# N CALHOUN/BDE MAKA SKA FOCUS AREA

## Existing Conditions

West Lake Street, carrying 40,000 vehicles a day, is a major barrier dividing the north end of Lake Calhoun/Bde Maka Ska from Lake of the Isles. Until the 1990's, when the Midtown Greenway was constructed, elevated railroad tracks formed a second barrier between the two lakes. Today these tracks have been converted to the Midtown Greenway, a major east-west trail through the City for bicyclists and pedestrians. Ramps off the Greenway at East Calhoun Parkway and at Dean Parkway allow users to access the trails around Calhoun/Bde Maka Ska and Harriet. However, W Lake Street remains a formidable crossing and numerous studies have proposed bridges of various widths for bicycles and pedestrians, none of which have been built.

North Calhoun/Bde Maka Ska's major recreational features include separated bicycle and pedestrian trails, North Beach, a small playground, and a parking lot. All the facilities are aging. The east end of the north shore of Calhoun/Bde Maka Ska has steep slopes which are retained by stone and concrete walls built in the 1940s by the Work Progress Administration, a New Deal agency which employed millions of workers during the Great Depression. These walls have stood for over 75 years, but are in need of total reconstruction. Another historic feature of North Calhoun/Bde Maka Ska is the Lake Street bridge built over the channel to Lake of the Isles in 1911. The bridge, while iconic, is a major pinch point for trail traffic.



The Grand Rounds trail crossing at the intersection of W Lake Street with West Calhoun Parkway can be dangerous for cyclists and pedestrians because of heavy traffic and turning vehicles.



Area near the fishing pier within the North Focus Area. Berms separate park visitors from the heavy traffic on W Lake Street - an average of 40,000 vehicles daily basis.



*Aerial view of the N Calhoun/Bde Maka Ska Focus Area*

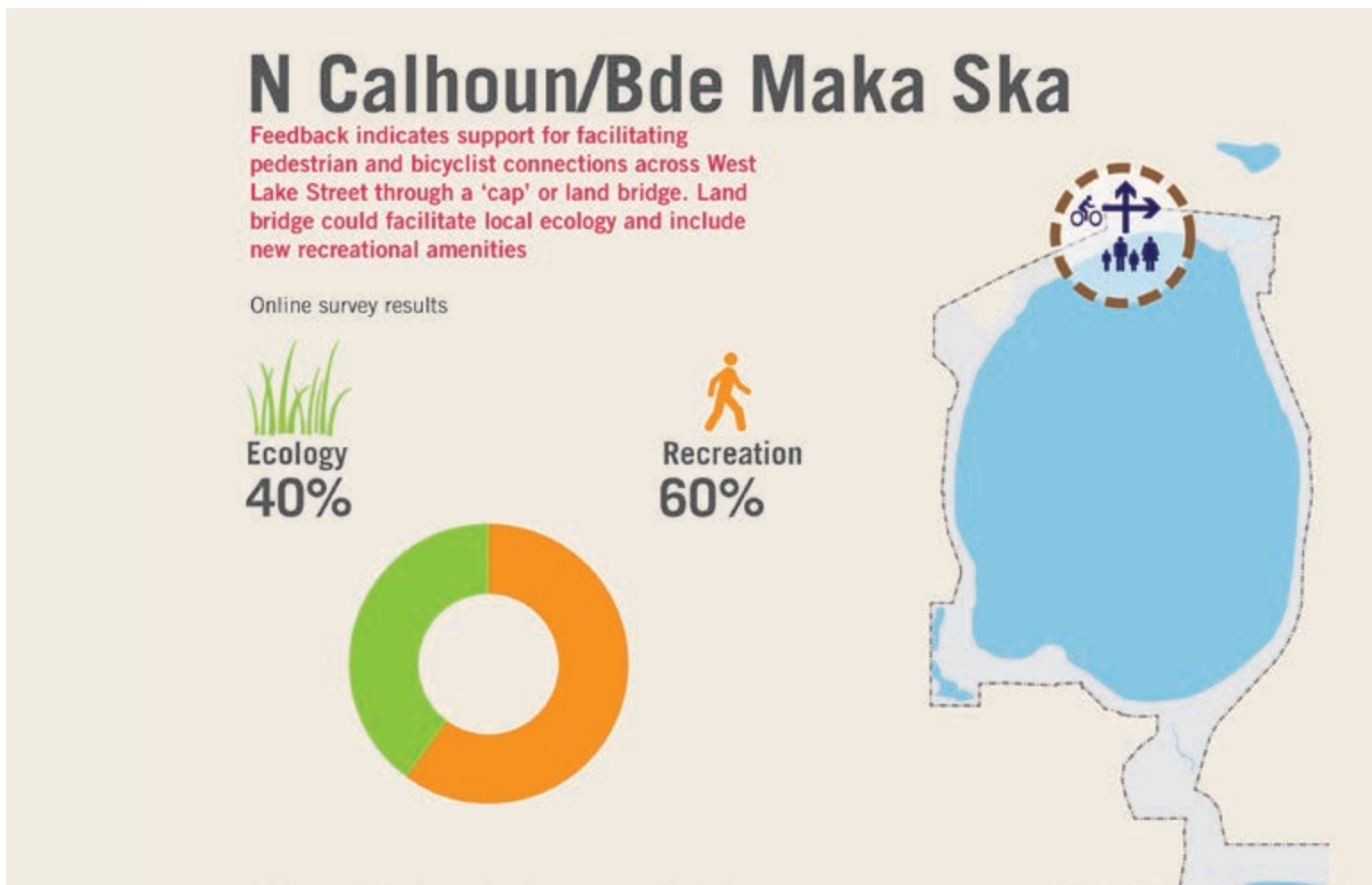
The North Beach and parking lot to the east are popular with windsurfers and paddleboarders. The parking lot is aging and poorly lit.

Across W Lake Street from Calhoun/Bde Maka Ska at Thomas Avenue (midpoint along the north shoreline) is the Calhoun Beach Club and a new residential building recently constructed by Greystar Development. The area around north Calhoun/Bde Maka Ska has proved popular for redevelopment proposals, although neighbors have resisted high-rise buildings.

### **Issues and Opportunities:**

- Crossing W Lake Street at Dean Parkway, Thomas Avenue and East Calhoun Parkway is difficult and dangerous!
- Cedar Isles Dean Neighborhood Association (CIDNA) has proposed a tunnel under and ramps to the Midtown Greenway east of Thomas Avenue
- Lighting is insufficient for the parking lot.
- The parking lot is aging and should be rebuilt with stormwater Best Practice Management (BMP) techniques.
- A steep eroded cow path on the west side of the bridge is unsightly.
- The WPA wall along the shore is badly deteriorated.
- An allee of cottonwoods is valued by the community who would like them replanted to replace the mature trees as they die out.
- Paddleboarders and windsurfers have protested the proposed the relocation of the boat launch to the north parking lot because it would make launching their craft more difficult and because they would have to compete with fishermen and boat trailers for parking spaces.

## Dashboard of Public Input



### Highlights of the Master Plan Recommendations

One of the “big ideas” that captured the imagination of the public during the 2012 Charrette for North Calhoun/Bde Maka Ska and South Lake of the Isles and during the Calhoun/Bde Maka Ska-Harriet Master Plan was the proposal to build a “Lid” over W. Lake Street. The “Lid”, a 300 foot wide bridge would span eight lanes of traffic and provide uninterrupted parkland between Calhoun/Bde Maka Ska and Lake of the Isles. To reduce the steepness of the trails on the Lid and over Lake Street, the roadbed would have to be lowered, a process known as “cut and cover”. The Lid or land bridge would essentially be an “intensive green roof” could incorporate other facilities such as a visitor’s center and/or parking as well as trees, lawn and recreational amenities. Its construction would require cooperative efforts between Hennepin County and the Minneapolis Park and Recreation Board. Defined as a long-term priority by the CAC, the Lid is perhaps one of the most visionary ideas of the Calhoun/Bde Maka Ska Harriet Master Plan.

The recommendations for North Calhoun/Bde Maka Ska align with those of the West Lake Multi-modal Study (see Appendix). One suggestion in that study is to create more space for two-way bicycle trails along W Lake Street by eliminating one lane of eastbound traffic between Thomas Avenue and East Calhoun Parkway. (Between West Calhoun Parkway and Thomas, this right lane is currently not available to eastbound traffic because it is designated as a bus and right turn lane.)

Because W Lake St is a Hennepin County road and one of the busiest thoroughfares in the state, any modifications within the right-of-way, including traffic calming measures, would be designed and controlled by the County. In early 2017, MPRB received comments from Hennepin County staff that, based on current traffic studies and projections for 2040, the County would NOT support reduction in the number of lanes along N Calhoun/Bde Maka Ska. Some public comments received by MPRB also



Increase and improve amenities such as restrooms, seating, playground, and beach



Continue partnership with County and other agencies to work towards reducing traffic on West Lake Street



Incorporate natural stormwater management to improve water quality and natural resources while also maintaining views of the lake



Improve West Lake Street crossings such as Thomas Ave and Dean Parkway



Cost for constructing Land bridge could compete with budget for other immediate projects or objectives around chain of lakes



Preferred location for land bridge challenged by other proposed sites such as Dean Parkway crossing further west



Differing preferences between locating a visitor center within land bridge or at the NW Calhoun/Bde Maka Ska area



Strong prevailing wind patterns could create unfavorable conditions for launching boats at north Calhoun/Bde Maka Ska.

expressed dislike for the nature of the experience of using on-street protected bicycle lanes located next to heavy traffic.

The County was amenable to reducing the widths of existing lanes on the Lake Street bridge over the channel to provide space for wider trails on the south side of the bridge over the channel, thereby relieving congestion at this pinch point.

The congestion at NE Calhoun/Bde Maka Ska impacts plans for North Calhoun/Bde Maka Ska focus area. Until capital can be found to realign W Calhoun Parkway, at which time Sailing School and Club can be relocated to Northwest Calhoun/Bde Maka Ska, the master plan recommends easing congestion at NE Calhoun/Bde Maka Ska by relocating the boat launches that flank the Refectory (Tin Fish) to North Calhoun. The water is deep enough out from midpoint of the existing parking lot to accommodate the keels of most sail boats that currently use

the lake. All boat launch activities on Calhoun/Bde Maka Ska - including public launching, AIS inspections, weed harvesting and emergency access - would be moved to the north launch. The North Beach parking lot location for the boat launch is unpopular with the windsurfers and paddleboard enthusiasts. The lake bottom along the north edge may also pose some launching limitations for the deeper keeled sailboats and may require a regulatory change in the size of boats allowed to launch there.

The zoning requirements and process of the Shoreland Overlay District will be followed.



*A new land bridge over Lake Street would provide a safer and more pleasant connection between Lake Calhoun/Bde Maka Ska and Lake of the Isles.*



*A new land bridge would also provide recreational open space and views of the lake and downtown.*

Precedent images describing master plan ideas

# NORTH CALHOUN/BDE MAKA SKA FOCUS AREA



## N Calhoun/Bde Maka Ska Focus Area Recommendations:

1. Align improvements with the West Lake Multimodal Transportation Study and continue to work with other agencies to improve the safety and comfort of pedestrian and bicycle crossings of Lake Street at Dean Parkway, Thomas Avenue, and East Calhoun Parkway.
2. Improve the connection between Lake of the Isles and Lake Calhoun. Preserve opportunities for creating a land bridge over Lake Street between Thomas Avenue and the lagoon. In the short-term, support plans to create the tunnel under and ramps to the Midtown Greenway east of Thomas Avenue.
3. Until the northwest hub can be developed, create a boat launch and supporting infrastructure off the north parking lot sufficient for public launching, emergency access, and MPRB's environmental stewardship operations.
4. Improve North Beach facilities. Add restrooms/changing facilities with storage and picnic opportunities (including non-reserved small shelters). Relocate and reconstruct the playground.
5. Improve the north parking lot through stormwater treatment and added lighting (per MPRB standards).



The green "Lid" over W Lake Street would connect Lake Calhoun/Bde Maka Ska to Lake of the Isles and would bridge a major barrier within the Chain of Lakes. The new boat launch and dock is shown on the left.



## Precedent images describing master plan ideas



*Improve shoreline edge with pedestrian amenities and native plantings.*



*Improve beach facilities.*

# NW CALHOUN/BDE MAKA SKA FOCUS AREA

## Existing Conditions

Northwest Calhoun/Bde Maka Ska abuts the West Calhoun Neighborhood and a thriving commercial center north of Excelsior Boulevard. Multi-story condominiums, apartment buildings and townhouses front 32nd Street and the parkway along the west edge of the park. The heavily traveled Excelsior Boulevard is a barrier to easy access into the park.

NW Calhoun/Bde Maka Ska, once a wetland, was filled in the early 1900's to create recreational space when Theodore Wirth was superintendent of the Minneapolis park system. Because of this, soils are structurally poor and prone to flooding when lake levels are high.

West Calhoun Parkway, with two-way traffic, is close to the lake in this area, with the separated bicycle and pedestrian trails squeezed between the parkway and the lake. The shoreline is relatively steep and stabilized with riprap. Two large storm sewers empty into the lake in this area.

The entire parkland west of the parkway is mowed. A baseball diamond and large adjacent treeless lawn are the only recreational amenities. NW Calhoun/Bde Maka Ska provides one of the largest parking reservoirs for the Chain of Lakes in the form of a surface lot shared with the Calhoun Executive Center, a privately owned office building. However, given that the lot may be perceived by the public as a private parking lot and that it is located some distance from park amenities and destinations, many visitors are either not aware of its existence or find the distance to be undesirable.



Ballfield use is permitted by the MPRB. In recent years the open space beyond has been used for lacrosse and volleyball tournaments as well as pick-up soccer games. This area is prone to flooding and needs drainage improvements.



*This aerial photo from 2014 shows the flood prone nature of this space, made worse by a failed storm sewer on MPRB property.*

Use of the ballfield is permitted by the MPRB. In recent years, the green lawn adjacent to the field has been used for lacrosse tournaments and soccer games.

The green space at this corner of the lake is the only parkland for West Calhoun Neighborhood residents. Despite the area's inclusion in the Chain of Lakes Regional Park, many locals feel it is their neighborhood park. They currently use the large open space for summer movies and would like associated amenities such as walking trails, benches, and picnic facilities. Other organizations use the open space for programs and events, too. For example, the Loppet Foundation, a cross-country ski race and training organization, stages races from the parking lot and lawn. Many summer races and walks also stage in this area. All need a wide, uninterrupted corridor down to the trails and lake.

### **Issues and Opportunities**

- The area has poor soils and floods frequently. An MPRB storm sewer pipe has failed, resulting in wet conditions.
- The parkway and trails result in a large amount of impervious surface close to the water's edge. Trails are squeezed between the riprap shoreline and the parkway and there is little recreational space along the lake.

- Many of the boulevard trees are ash and are expected to succumb to Emerald Ash Borer (EAB). MPRB Forestry has an ash tree replacement program, providing an opportunity to coordinate planting in areas that won't be affected by future construction.
- This area holds the largest undeveloped open space and largest reservoir of parking around Lake Calhoun/ Bde Maka Ska and the Chain of Lakes Regional Park.
- The future West Lake Station of the Southwest Light Rail Transit (SWLRT) will bring more visitors to the lake through this corridor. Improved bicycle and pedestrian connections between the station, the Midtown Greenway, and park are important to consider.
- West Calhoun Neighborhood uses the open space in the absence of a neighborhood park.
- The current owner of the adjacent Calhoun Executive Center, the Ackerberg Group, may be selling it.

### **Highlights of the Master Plan Recommendations**

Building out the plan for NW Calhoun/Bde Maka Ska will be crucial in easing congestion and improving safety at other areas of the lake.

Recommendations to reduce congestion at NE Calhoun/Bde Maka Ska are to relocate the boat launch, sailing school and club to NW Calhoun/Bde Maka Ska. This move will require realignment of the parkway in this area west of its current location, in order to create the space needed for a building and parking associated with the launch and school. The poor soils of the area and the utilities required for a building will be costly. Ultimately, a grid of sailboat buoys will be located in this area of the lake.

The sailing school and sailing club building would incorporate at a minimum a storm shelter, restrooms, indoor classrooms, and storage. The building may also be designed to include other uses. Some CAC members suggested that the building might also be an interpretive center and that the area could be a launch site for canoes crossing the lake to Heyata Otunwe (Village to the Side) at the southeastern shore of Lake Calhoun/Bde Maka Ska. Others suggested that the northwest shore would be an excellent location for a visitor's center for the Chain of Lakes Regional Park with its proximity to parking and to the future West Lake Station, anticipated to become a major entry point into the Chain of Lakes Regional Park. Regardless, this area of Calhoun/Bde Maka Ska stands out as an ideal spot for welcoming regional visitors to the Chain of Lakes.

Fluctuating lake levels, which will occur more frequently as the climate warms, will affect the usability of NW Calhoun/Bde Maka Ska. The master plan recommends reducing the size of central lawn while elevating it to create flood and stormwater storage beneath. Low areas around the perimeter of the space provide additional stormwater storage. The master plan also proposes a boardwalk along the shore of NW Calhoun/Bde Maka Ska, to make up for limited land for trails in this area. In addition to serving as a trail surface, the boardwalk will be designed as a BMP with enhanced littoral habitat along the shore and an area to trap litter before it floats into the lake.

A wide promenade, hugging the edge of the parking lot along the northeastern edge of park property, is recommended to connect the commercial center and the Midtown Greenway directly to the trails around Lake Calhoun/Bde Maka Ska. This master plan sets the stage for possible private/public cooperative redevelopment of the lot into a 3-story ramp that also provides at-grade retail, concessions or services for park users. The promenade itself could be used for events such as races, food trucks, and other recreational amenities.

NW Calhoun/Bde Maka Ska provides a unique opportunity around the lakes to provide three major amenities related to picnicking that were highly desired by communities of color: parking, picnic facilities, and a large open space for field games such as lacrosse and soccer. Benches and picnic facilities are suggested around the edge of the green space and the central lawn. Smaller shelters, available on a first come-first served basis rather than by reservation, were preferred by the neighborhood and CAC. Grills and movable picnic tables to accommodate larger family gatherings were also favored by the public, though these kinds of amenities pose challenges for MPRB maintenance staff.

The West Lake Multimodal Transportation Study recommends a pedestrian and bicycle route along 32nd Street to connect the West Lake LRT Station to West Calhoun Parkway. Modifications will be needed to the parkway intersection to slow vehicular traffic and give priority to pedestrian and bicycle movement.

The zoning requirements and process of the Shoreland Overlay District will be followed.

# Dashboard of Public Input

## NW Calhoun/Bde Maka Ska

Respondents support integrating recreational activities and relocating current amenities from NE Calhoun/Bde Maka Ska. Respondents also indicated support for an approach that embraces ecological stewardship. New facilities should feature integrated natural stormwater management techniques and shoreline restoration strategies

Online survey results



Respondents agree on including a strong connection to future West Lake Street LRT Station



Emergency access in this area is preferred due to proximity to fire station



Preference to align potential development opportunities that maximize benefits for park uses



Improve flooding problems and poor drainage using natural stormwater techniques to improve water quality



The West Calhoun Neighborhood Council supports improving the park but would rather not relocate the boat launch, sailing school, or a skate park



Include a staging area for the yearly winter Loppet ski festival



The wind surfing community has commented that this area provides the best conditions for launching



The sailing school has expressed an interest in relocating to the NW Calhoun/Bde Maka Ska area



Preference to making minor adjustments to the parkway alignment in order to accommodate park facilities



Some respondents from the public have expressed an interest in including a skate park



Residents from the 3200 West Calhoun Parkway Condominium Association have expressed their preference to hold relocating the sailing school and boat launch to the NW Calhoun/Bde Maka Ska Area



*West Calhoun Neighborhood regards the green space as its neighborhood park, however, it lacks amenities.*



*The parkway location limits recreation space and natural habitat along the lake shore. Ramps to the trails do not meet accessibility standards.*

## NW CALHOUN/BDE MAKA SKA FOCUS AREA



### NW Calhoun/Bde Maka Ska Focus Area Recommendations:

1. In any discussions of future redevelopment of adjoining private property, ensure its alignment with the master plan. Advocate for benefits to the lake and park users, such as shared use parking and transit connections.
2. Realign a section of West Calhoun Parkway to increase recreational space along the lakeshore.
3. Create a lakeside building with restrooms and sufficient space for the sailing school and yacht club. The building may include a Chain of Lakes visitor center, concessions, meeting rooms and gathering spaces. Provide supporting facilities along the shore for the sailing school. Relocate buoy field as necessary.
4. Add a dock and an in-lake boardwalk along the shoreline where space for trails is limited. Restore riprap shoreline to native vegetation and incorporate features to improve water quality.
5. Provide a boat launch with related short-term parking, perhaps eliminating the launch on the north side of Calhoun. The launch and supporting infrastructure off the parking lot shall be sufficient for public launching, emergency access, and MPRB's environmental stewardship operations.
6. Create a promenade from the terminus of Market Street at Excelsior Boulevard to West Lake Calhoun Parkway which could be used as a staging area for programming and events and which could integrate recreational amenities.
7. Consolidate and integrate drainage, flood storage, and treatment of on-site runoff.



New multi-functional building facility for the sailing school and sailing club, restroom/changing rooms, picnic shelter, and alternative location for a Chain of Lakes visitor center.



Graphic depiction of improvements for the NW Calhoun/Bde Maka Ska Focus Area. The CAC recommended a lower parking ramp structure with at-grade services for park users.



Provide flexible picnic and gathering spaces



Provide flexible open spaces for informal recreational activities.



Integrate multi-purpose infrastructure to improve water quality and respond to access and circulation needs.



## Precedent images describing master plan ideas



*Continue to support winter programming.*



*Provide new facilities for the sailing school and sailing club programs, as well as boat launch access, drop-off, and parking.*



*Integrate multi-purpose infrastructure to improve water quality and respond to access and circulation needs.*

**Precedent images describing master plan ideas**



*Graphic depiction of improvements for the NW Calhoun/Bde Maka Ska Focus Area with a promenade, flexible open spaces, and improved connection to West Lake.*

## Precedent images describing master plan ideas



*Infrastructure could include stormwater devices to capture floatables and other pollutants prior to being discharged to the lake.*





*Improve access to lake recreational activities.*



*Improve access to lake recreational activities.*

Precedent images describing master plan ideas

## Precedent images describing master plan ideas



Dry season



Flood season



*Improve facilities that adapt and respond to future climatic conditions.*

# SW CALHOUN/BDE MAKA SKA FOCUS AREA

## Existing Conditions

Southwest Calhoun/Bde Maka Ska is one of the few areas around Calhoun/Bde Maka Ska and Harriet where homes border the parkway and are not separated by topography from the hustle and bustle of the lakes. Compared to the northern edges of the lake, SW Calhoun/Bde Maka Ska has a quieter, more pastoral character, due in part to the amount of green space between the lake and the parkway.

West Calhoun Parkway separates a wetland complex from the recreational lands adjacent to the lake. In the 1990's, as a result of efforts by the Clean Water Action Partnership, the southwestern corner of the park in this area was reclaimed for wetlands, resulting in a significant improvement in water quality of the lake.

Adjacent land uses on the west side of Calhoun/Bde Maka Ska include the Minikahda Club and Golf Course and Bakken Museum. These two properties, along with the wetland complex, are large parcels that reduce the number of access points from the west to Calhoun/Bde Maka Ska. Xerxes and Sheridan Avenues provide the most direct routes from the south. The five residential streets between them provide a reservoir of park visitor parking in Linden Hills neighborhood.



Constructed wetlands in the southwest corner of the park have improved water quality in the lake.



Many organizations use the existing parking lot and open space of SW Calhoun/Bde Maka to stage events year-round.

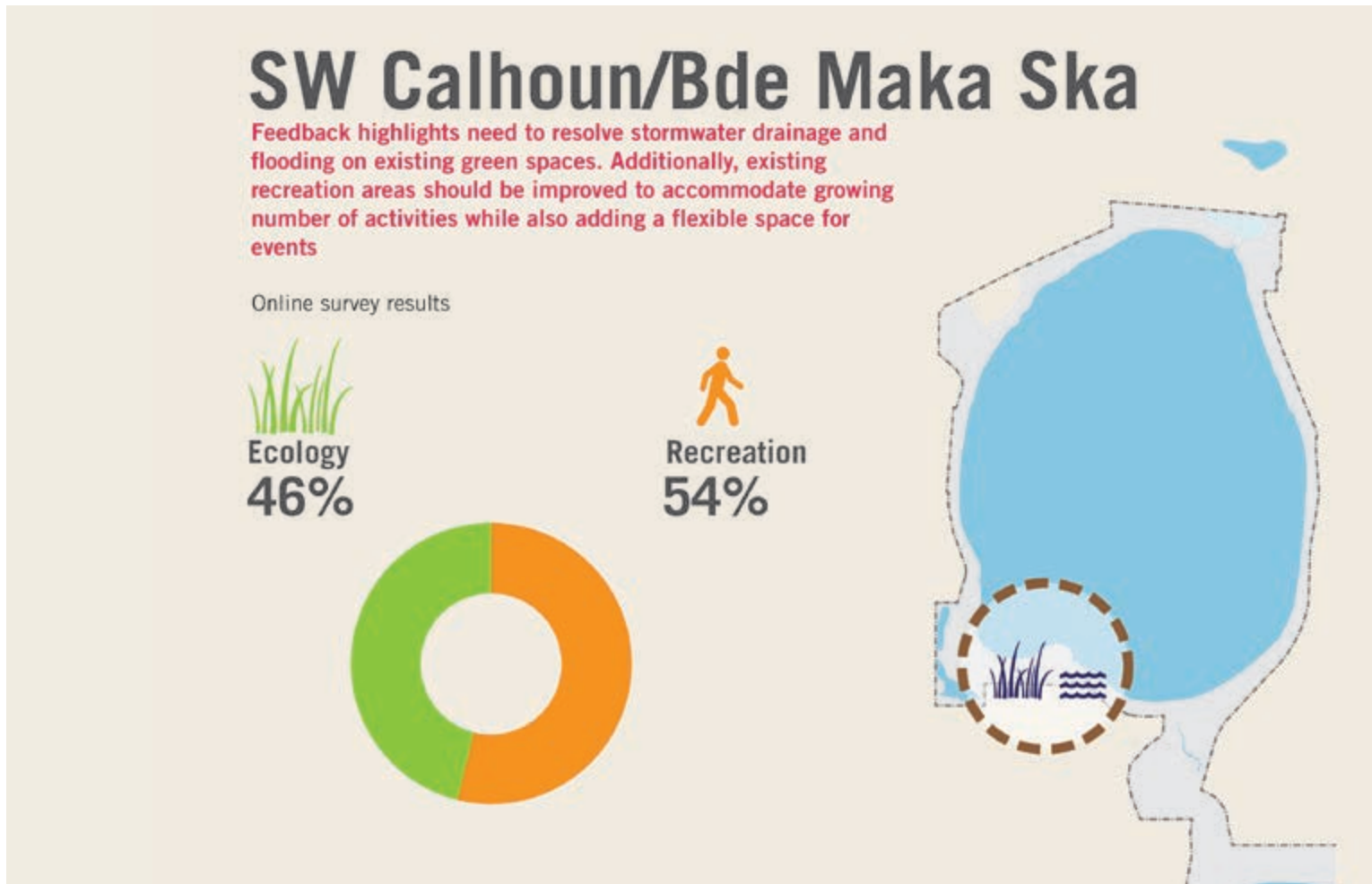


*This 2014 aerial photo shows the wetland complex in the southwest corner of the lake which has been effective in improving water quality of the lake. Note the inundated recreational lawns rendered unusable by high water conditions.*

SW Calhoun/Bde Maka Ska is home to Thomas Beach and a parking lot. Huge expanses of lawn between the bicycle and pedestrian trails are used frequently for event and race staging; tents and satellite toilets abound. In drier years, these lawns are popular for sunbathing and “hanging out”. A couple of sand volleyball courts and Thomas Beach are particularly popular with younger crowds. Thomas Beach has no concessions, changing facilities, restroom, or permanent storage space for lifeguards. The swimming area isn’t clearly defined here but lifeguards are on duty daily during the summer.

SW Calhoun/Bde Maka Ska is used by many for picnicking but has no shelters, picnic tables, or grills.

## Dashboard of Public Input



### Issues and Opportunities

- All of SW Calhoun/Bde Maka Ska was a wetland prior to the early 1900s when it was filled for recreational use. Due to these structurally poor and flood-prone soils, the lawns are in poor condition and trails are susceptible to frost heave.
- SW Calhoun/Bde Maka Ska is very valued recreational space, capable of supporting large groups of people and events.
- The topography is relatively level. It has a good quality beach and a parking lot. This location offers the best opportunity around Lake Calhoun/Bde Maka Ska to provide accessible facilities and programs.
- The SW wetland complex has been effective in improving water quality. Continued monitoring and investment in these wetlands is critical to their success.
- Park police have expressed concerns about the safety of the trail intersection at the parking lot driveway. They also report that the Thomas Beach parking lot is prone to car break-ins and that better lighting is needed.
- Parking could be expanded in bays along the side of the parkway closest to the lake, but MPRB operations staff expressed concern that illegal activities such as drinking or drug use in the parked cars would be difficult to police.





Desire to have restroom and changing room facilities, seating/flex open space, playground, bike parking facilities, and picnic areas



Improvements should include universal access for all amenities



Expand parking that incorporates sustainable features and considers alternative pavement materials



Concern of loss of green space between reduced lawn space and increase of volleyball courts



Support an ecological shoreline buffer while maintaining views of the lake and downtown



Concerns with safety if on-street parking on the east side (inside) of the parkway is recommended

### Highlights of Master Plan Recommendations

An important recommendation for this area is to improve the recreational lawns by raising them, reducing them in size, and constructing flood water storage beneath. Shallow depressions around the perimeter could also collect stormwater. To maintain the popularity of the area as an informal recreation space, MPRB Forestry should continue its practice of strategically planting trees around the perimeter of the lawns.

Another major recommendation for this area is to make it more family friendly and accessible. The topography of SW Calhoun/ Bde Maka Ska, as well as its parking lot, make it suitable for a universal access playground and beach. A new building near the beach would provide plumbed restrooms for families, changing rooms, offices and needed storage for lifeguards, and perhaps concessions.

These amenities would allow MPRB Aquatics program to provide swimming lessons. Other added improvements include picnic

facilities, including small shelters and tables with grills.

To make room for these added improvements near the beach, the parking lot is shifted away from the lake and closer to the parkway. As with all other lots reconstructed around the lakes, parking bays with porous pavers or reinforced turf, if not plowed in winter, should be used to reduce impervious pavement. Alongside, rain gardens could infiltrate and remove pollutants from runoff.

The pedestrian trail would be rerouted to the beach side of the parking lot, eliminating the current driveway crossing. The existing geometry of the bicycle trail crossing of the driveway would be improved.

The zoning requirements and process of the Shoreland Overlay District will be followed.



*Improving soil profiles would make the SW's recreational lawns more resilient to heavy use.*



*SW Calhoun/Bde Maka Ska is a popular area for staging events.*

# SOUTHWEST CALHOUN/BDE MAKA SKA FOCUS AREA



Add sidewalk connection

Restore shoreline to reduce erosion and manage invasive species

Restore upland vegetation and increase width of vegetated buffers with native plantings

Add overlook opportunities

Improve picnic facilities

Open views and incorporate pollinator gardens and lawns

Make Thomas Beach ADA accessible and improve amenities

Reconstruct the parking lot by moving it away from the lake, adding spaces, lighting, and incorporating stormwater treatment and storage. South and west portions of the parking lot will have grass pavement for overflow parking and tree canopy in and around stalls. Lot will serve as staging for events.

Add picnic pavilion, restroom and changing facility

Consolidate/integrate drainage, flood storage, and treatment of on-site runoff. Improve the recreational lawn, so it is more usable and better able to tolerate water fluctuations

Improve beach amenities

Add universal access playground

Relocate and expand volleyball courts

## SW Calhoun/Bde Maka Ska Focus Area Recommendations:

1. Consolidate/integrate drainage, flood storage, and treatment of on-site runoff. Improve the recreational lawn, making it resilient to water fluctuations and more usable.
2. Add universal access playground.
3. Make Thomas Beach ADA accessible.
4. Add a building with a changing facility, restrooms, and with space for aquatics program.
5. Provide improved small and large picnic facilities to support gatherings of various sizes with nearby open lawn; relocate and expand volleyball courts.
6. Reconstruct the parking lot, moving it away from the lake, adding spaces, lighting, and incorporating storm water treatment. Minimize loss of usable park space when reconfiguring the parking lot.



Improved volleyball facilities.



Playground facilities with universal access.



Improved flexible open lawn spaces for informal games and gatherings.



Improve access to lake recreational activities.



Shoreline restoration and enhanced natural habitats.



Include facilities for universal access to lake and beach.

Precedent images describing master plan ideas

## Precedent images describing master plan ideas



*Improve aquatics facilities to support programs.*



*Improve open space lawns and staging areas in order to sustain existing heavy uses.*

# E CALHOUN/BDE MAKA SKA FOCUS AREA

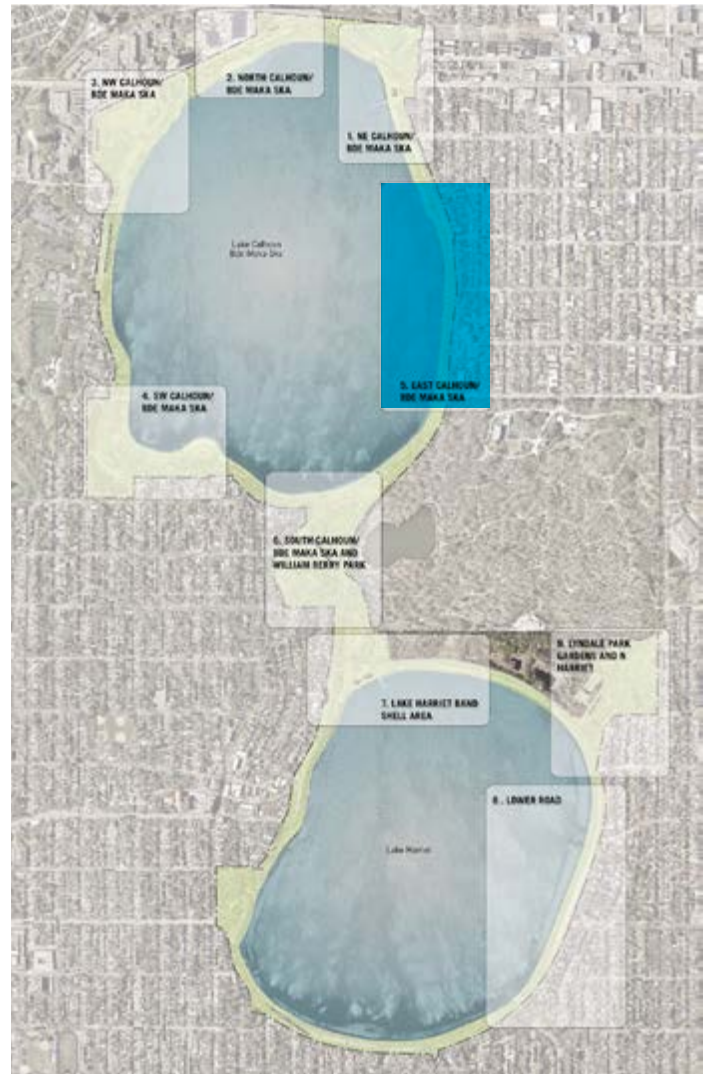
## Existing Conditions

The East Calhoun/Bde Maka Ska focus area is defined in the north by the boat launch at the Calhoun Refectory and in the south by West 36th Street. Steep slopes separate the narrow band of mowed parklands along the lake from East Calhoun Parkway above. A few bur oak remain on the slopes, remnants of an oak savannah that existed before fire suppression and modern-day buckthorn infestations. These oak woodlands are highly valued by the community.

ECCO or East Calhoun Community Organization, regards the east shore of the lake as its neighborhood park. The narrow green space is dominated by one-way bicycle and pedestrian trails that run along its length. There are pockets of lawn for sunbathing and a few benches along the trails for people to sit and enjoy the views. Recreational amenities include a fishing pier at W 36th Street and a beach at W 32nd Street with a small play area designed for preschool children.

Access to the park from the adjacent ECCO neighborhood is an issue, as all landings and stairways on the west side of the parkway (32nd, 33rd, and between 33rd and 34th) are substandard and do not meet ADA standards for accessibility. These deficient access points are also used by non-local visitors who park on neighborhood streets to reach park facilities on the east and northeast side of Lake Calhoun/Bde Maka Ska.

A mortared limestone wall built in 1939 by the WPA forms the eastern shore of the lake. The 4' high wall was built to protect a 1,890-foot section of shoreline from erosion caused by the prevailing winds and wave action from the northwest. The wall is



WPA walls are in need of restoration.



Steep slopes along the east edge limit access from adjacent neighborhoods.



*Aerial view of the E Calhoun/Bde Maka Ska Focus Area*

considered a contributing element to the Grand Rounds Historic District Nomination, but most of it is in fair to poor condition. The wall will require total reconstruction to restore it, estimated in 2016 to cost \$420,000.

A few storm sewer pipes draining watersheds to the east of the lake daylight on the shore of East Calhoun/Bde Maka Ska. A delta of sediments in the lake is visible on air photos, marking the outlet of a 36" diameter storm sewer pipe at 33rd Street.

Access by bicycle is challenging from the city's on-street system along West 36th Street onto Calhoun/Bde Maka Ska's one-way trail, in spite of the signalized intersection. Westbound cyclists using the bicycle lane on the south side of 36th must make three crossings to reach the park trail. They first cross a free flow right turn lane to a porkchop-shaped median, then traverse two lanes of traffic to reach the north side of the street. Finally cyclists cross the parkway to access the clockwise trails around the lake.



## Dashboard of Public Input

# E Calhoun/Bde Maka Ska

Concerned about functionality and limited seasonal service, respondents indicated a preference for exploring a shuttle circulator system over extending the current historic trolley line.

Online survey results



### Issues and Opportunities

- Recreational opportunities in this focus area are limited by the narrow amount of parkland between steep slopes and the water's edge.
- The WPA wall is a significant cultural resource and a contributing factor to the Grand Rounds Historic District Nomination, but is in poor condition.
- The beach is popular with the neighborhood. However, the play area is not ideal for older children (ages 5-12). Residents would like expanded play opportunities for their families.
- Where seating is available, it is anchored and not movable.
- Access from the east side of the East Calhoun Parkway is challenging. Parkway crossings, landings, and stairways are substandard and do not meet ADA standards for accessibility.
- Public sentiment is that the efforts to restore the oak woodlands on the steep slopes east of the trails have fallen short but should continue.
- Adult fitness equipment at stations along the trails was suggested as a way to expand recreation on this side of the lake.





Improve current beach amenities and expand seating, playground, and adult outdoor fitness equipment



Improve current stair access and include a ramp access that meets ADA standards



Include ADA accessible boardwalks to encourage shoreline restoration while preserving pedestrian circulation and water access



Include natural stormwater management techniques to improve water quality



Retain E Calhoun Parkway as two way system



Further study of impacts of roundabout is desired. Concerns over the interaction of bike users and vehicular traffic



ECCO neighborhood needs further clarification of the tot-lot conversion to a nature play area. Would like the playground to serve children from 0-12 years old



ECCO neighborhood would like further clarification on the boardwalk circulation system and functionality



ECCO neighborhood would like further clarification on ramp access provided. Would new parking and/or drop-off/loading be provided?

### Highlights of Master Plan Recommendations

The only major change recommended for this area is to convert a section of the pedestrian trail to boardwalk at the shoreline near 33rd Street and daylight the storm sewer before it empties into the lake. The treatment ponds would create habitat and the boardwalk through the wetland area would vary the trail experience around the lake. Treatment of the watershed from this 36" pipe would help improve the lake's water quality, however, it would also remove from recreational use an open lawn used by many, including ECCO residents. Understandably, the boardwalk-and- stormwater-treatment-basins concept for this particular location will require thorough vetting and cost benefit analyses through study and coordination with the City of Minneapolis and MPRB Environmental Stewardship.

Other important recommendations include improving access from the neighborhood and revamping the parkway crossings. Only one ramp currently exists between 33rd and 34th; a second is proposed at W 32nd Street near the beach. Construction of

these improvements should avoid mature bur oak on the slopes. Because of the steep slopes and to minimize disturbance, elevated boardwalks may be preferable to constructing at-grade walks and retaining walls.

To provide recreational opportunities to a wider range of users, this plan recommends adding adult exercise stations around the lake and reconstructing the playground at the beach to include nature play opportunities for all, including older children.

The master plan recommends a redesign of the intersection at the W 36th Street and Richfield Road. A roundabout was explored. However, geometrics are made difficult by the parking lot driveway near the intersection and by the type of traffic using the intersection, including city buses. Another modification requested by the public was consideration of a pedestrian scramble or Barnes Dance (see page 142, Highlights of Master Plan Recommendations for a description). Improving this intersection for bicycles and pedestrians is a project dependent on the City of Minneapolis Public Works.



*Natural shorelines enrich recreational experiences and provide habitat. However, natural areas in urban parks require care and maintenance and protection human use.*

Precedent images describing master plan ideas



*Continue to support year-round recreational access and activities.*

## EAST CALHOUN/BDE MAKA SKA FOCUS AREA



### E Calhoun/Bde Maka Ska Focus Area Recommendations:

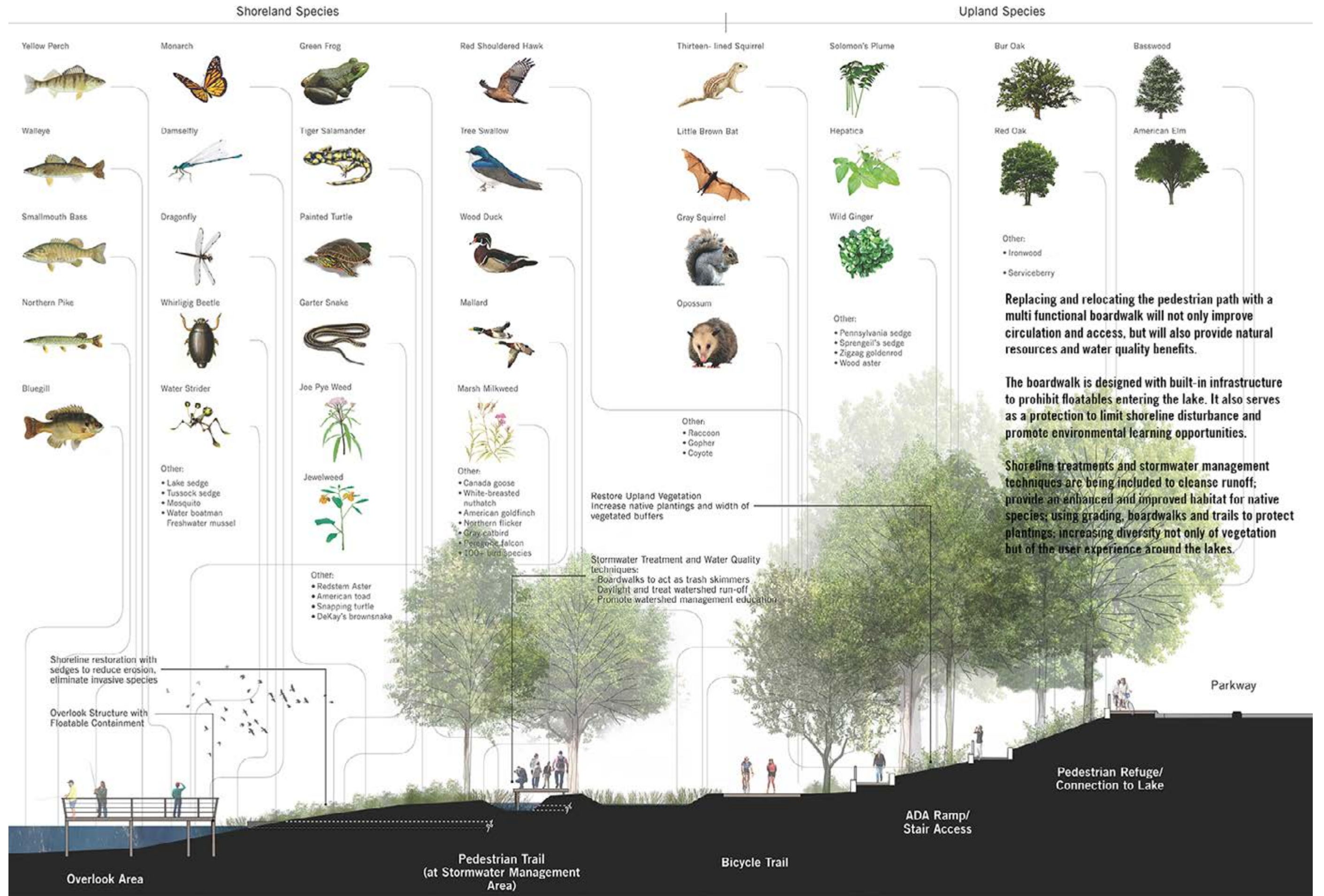
After several CAC meetings and additional input from community members, the following list was approved by the CAC and agreed to be incorporated as part of the Focus Area Recommendations:

1. Convert the playground south of the beach to nature play, with play opportunities for all ages.
2. Improve water quality entering the lake from the ECCO neighborhood watershed by daylighting the storm sewer at 33rd Street and integrating recreational amenities such as boardwalks into the storm water treatment.

3. Provide an ADA compliant ramp at 32nd Street and make the crossing and access at 34th Street fully ADA compliant.
4. At parkway crossings, provide sufficient landing areas along the west curb of East Calhoun Parkway. Reconstruct stairways leading down to the lake.
5. Collaborate with the City of Minneapolis to improve the 36th St W intersection for bicycle circulation.
6. Protect and restore the oak woodlands on the slopes on the east side of the lake, and East Calhoun Parkway.

Throughout the master plan recommendations, a key priority is the careful consideration to protect and enhance natural resources. The graphic below depicts shoreline treatments and stormwater management techniques proposed in order to improve habitats for native species, as well as accommodation of recreational uses.

Precedent images describing master plan ideas



## Precedent images describing master plan ideas



*The master plan recommends multi-purpose solutions such as this boardwalk trail that also creates habitat and space for stormwater management.*



*Restored shoreline and habitat enrich recreational experiences.*



Adult exercise stations along the trails are recommended in the master plan.

Precedent images describing master plan ideas



A nature playground at 32nd would have expanded opportunities for the 5-12 age group.

## Precedent images describing master plan ideas



*Improve access to lake recreational activities.*



*Possible roundabout improvements at the 36th Street intersection. Further coordination with the City will be needed.*

# S CALHOUN/BDE MAKA SKA AND WILLIAM BERRY FOCUS AREA

## Existing conditions

The South Calhoun/Bde Maka Ska and William Berry focus area is one of the quieter places around the two lakes, due in large part to adjacent land uses, surrounding topography, and the lack of developed recreational amenities. The limits are Lakewood Cemetery to the east, William Berry woods to the west, and the lake itself to the north.

The few clues to natural and human history of this area are not readily apparent today. Before European settlement, the southeastern shoreline of Calhoun/Bde Maka Ska was probably wetland, evidenced by soil borings that reveal several feet of fill. Early records show that a creek flowed south out of Lake Calhoun/Bde Maka Ska and meandered through a tamarack bog to Lake Harriet. In the decade after 1829, a band of Dakota led by Chief Cloud Man, Mahpiya Wicasta, farmed a large tract of the uplands east of Calhoun/Bde Maka Ska in what is now Lakewood Cemetery and the ECCO neighborhood. The settlement was called Heyata Otunwe (Village to the Side). In 1839, the settlement was abandoned when the band moved to Bloomington (see Chapter One – Introduction and Chapter Seven - Equity). Currently, Heyata Otunwe is acknowledged by an almost hidden bronze plaque set in a small boulder between the two paths.

The infrastructure in this area also has a relatively long history. In the late 1800's, William Berry Parkway was one of first features built in the area by the park board. The parkway connected Lake Harriet to Lake Calhoun/Bde Maka Ska by



Implemented BMPs at the parking lot along the south edge of Calhoun/Bde Maka Ska.



William Berry Parkway looking south towards Lake Harriet.



Archery facilities at William Berry Park needs significant improvements.





*Aerial view of the S Calhoun/Bde Maka Ska and William Berry Focus Area*

crossing over the Como-Harriet Streetcar Line. The streetcar line is owned today by the Minnesota Streetcar Museum, a volunteer organization that provides rides to the public in restored streetcars. Back in the early 1900's under Superintendent Wirth, the low areas around Lake Calhoun/Bde Maka Ska and William Berry were filled to create recreational parkland. The wetland soils underlying these areas are problematic for structures and the lowlands are prone to flooding. In the late 1930's, the WPA built a wall along the eastern shore of Lake Calhoun/Bde Maka Ska to armor it from northwest winds (see the East Calhoun/Bde Maka Ska focus area). In 1940, the archery range was established at the north end of William Berry Park at its current location.

Today, MPRB Operations uses a double garage just west of the trolley tracks as a maintenance facility for equipment and outdoor storage. Such a facility for staff in this approximate location is fundamental in maintaining Chain of Lakes Regional Park.

A narrow strip of parkland along the southeastern shore separates Lake Calhoun/Bde Maka Ska from Richfield Road. Berms along the road help buffer the sound of traffic. The space is dominated by two long parking lots and bicycle and pedestrian trails. The north lot provides parking for people fishing using the "T" shaped fishing pier at 36th Street. The south lot was recently

reconstructed with stormwater Best Management Practices (BMPs) including permeable paving, reinforced turf, and rain gardens. These parking lots are lightly used except during peak use times in the summer.

An eight-foot wide pedestrian trail along the shore of Lake Calhoun/Bde Maka Ska is paralleled by a one-way, clockwise bicycle trail along the parkway. The bicycle and pedestrian trails between Lake Calhoun/Bde Maka Ska and Lake Harriet converge at the signalized intersection of William Berry Parkway and Richfield Road, both heavily traveled. The intersection is a busy trail crossing with marginal sight lines. In contrast to the bicycle trails around the two lakes, the bicycle trail along the east side of William Berry Parkway is two-way.

In 2016, improvements for safety were constructed at the intersection of the parkways and Richfield Road. A pedestrian trail was replaced from Richfield Road to Linden Hills Blvd, on the west side of the parkway. In an effort to reduce conflict, trails were realigned on the east side of the intersection. Concrete "mixing zones" at Richfield Road encourage pedestrians to cross on the inside, closest to the parkway, and bicyclists to the outside of pedestrians. A new pedestrian ramp was constructed and crosswalk striping was added.

### **Issues and Opportunities**

- The tract of parkland between the lake and Richfield Road is narrow and is dominated by the heavily used trails and long stretches of parking lots.
- South of the WPA wall, the pedestrian trail hugs the sandy shoreline, limiting good access to the water.
- The pavement of the north parking lot is in poor condition.
- The parkland at the north end of William Berry is low and subject to flooding, which is especially problematic for the archery range.
- The maintenance facility at the north end of William Berry lacks screening, an efficient layout, and is inadequate in size and space. Although neighbors complain that it is an eyesore, the facility is needed for maintenance and operations.
- Archery has increased in popularity since the Hunger Games movie series, however the range is in poor condition, is not accessible, and does not have state of the art challenges to meet the growing demand.
- The WPA wall is in poor condition and needs total reconstruction. (see East Calhoun/Bde Maka Ska focus area).
- Of the three major conflict points for cyclists, pedestrians, and vehicles in this area, one has been recently addressed. The intersection of William Berry Parkway and Richfield Road was improved in 2016. Two other areas still need to be resolved. Further south from the intersection, on the uphill section along William Berry Parkway, faster cyclists frequently cross into the oncoming trail lane to pass slower cyclists.. The second conflict area identified as problematic by the public is the bicycle trail crossing at the intersection of William Berry Parkway and Lake Harriet Parkway.

### **Highlights of Master Plan Recommendations**

During the master planning process, the MPRB applied for \$225,000 from the Art in Public Places program from the City of Minneapolis to interpret the Native American, particularly Dakota, culture and history of the area and to memorialize Mahpiya Wicasta (Chief Cloud Man) and Heyata Otunwe, (Village to the Side). The public art program is contingent upon a related capital improvement project. The general location recommended by this master plan for the art installation is defined as somewhere along the south/southeastern shores of the lake. This location, as well as the design and character of a gathering place and access to the lake, will evolve through discussions with the Native

American and Dakota communities, the descendants of Mahpiya Wicasta, and the neighborhoods.

Recommendations for improved trail circulation address known areas of conflict. Ultimately, although recent improvements were constructed at the intersection of Richfield Road and William Berry Parkway, a “Barnes Dance” or pedestrian scramble is recommended. With modifications to the signal, all vehicular traffic is stopped, allowing pedestrians, then bicyclists, to cross the intersection in every direction, including diagonally. Implementation of this solution requires approval, design, and coordination with the City of Minneapolis Public Works.

To improve connection between the park’s recreational trail system and the city’s on-street bike system at 36th Street, a new, two-way bicycle trail along the eastern edge of William Berry is recommended. Northbound cyclists comfortable using on-street bike lanes will gain a direct and off-street connection to the on-street bike lane on 36th Street, thus cyclists comfortable using on-street bike lanes can avoid the current three mile detour around Lake Calhoun/Bde Maka Ska.

Recommended improvements to the maintenance facility at William Berry include a building with restrooms for staff and the public, space for an office, and a garage for maintenance equipment. A larger, organized outdoor storage area, screened from public view, may reduce complaints from neighbors while still providing needed facilities for MPRB operations.

The north end of William Berry is one of the few areas within the project area with space for additional picnicking, although soil conditions mandate ecological improvements to be woven into the recreational features. Small group picnic facilities with shelters and adjacent open space are recommended for William Berry. These will require elevating some picnic “greens” to improve drainage and creating stormwater storage areas in a similar fashion to SW and NW Calhoun/Bde Maka Ska. Boardwalks over wetlands should connect small shelters and a raised, central lawn can be shared by all for informal games. Accessible routes from newly constructed, parallel parking bays along the parkways will connect people of all abilities to these new amenities. A maintenance plan for the existing water channel within this area should also be developed.

Recommendations for the archery range include relocating it slightly to the south, to higher ground, and designing a more challenging course, that it is also accessible. As a historical use and as one of the few archery ranges in the MPRB system, it is an important feature of the park.

# Dashboard of Public Input

## S Calhoun/Bde Maka Ska and William Berry

Ecological and passive recreation features should be prioritized. However, other recreational amenities should also be considered to accommodate a growing and diverse demographic

Online survey results

Ecology  
64%



Recreation  
36%



Flexible open and small gathering spaces



Add interpretative features including ceremonial and celebration space(s) for Native American history



Include safer on-grade crossings at Richfield Avenue such as a barnes dance crossing



Address flooding, daylight stormwater, and expand wetlands as part of restored habitat areas



Include an improved archery facility as part of the passive recreational amenities



Support to improve maintenance facilities and incorporate other uses that can expand building program



Resolve pedestrian and bicycle crossing north of the William Berry playground



Further study of the barnes dance design and review from agencies will be needed



Some feedback recommends alternative locations for the maintenance facility



*Recreational amenities like picnic areas could be connected by boardwalks over wetland areas.*

Precedent images describing master plan ideas



*A two way bicycle trail through the east side of William Berry would improve bicycle circulation around the lakes and connect to on-street systems.*

## S CALHOUN/BDE MAKA SKA AND WILLIAM BERRY FOCUS AREA



### S Calhoun/Bde Maka Ska and William Berry Focus Area Recommendations:

- In collaboration with the Native American community, descendants of Maipiya Wicasta/Chief Cloudman and other interested participants, create a gatheringplace/interpretive area along the south and southeast shores of Bde Maka Ska to commemorate Cloudman Village and honor the broader history and culture of the Dakota and other indigenous peoples who frequented and/or resided in this area.
- Prioritize at-grade pedestrian and bicycle circulation at the intersection of Richfield Road and Calhoun/William Berry Parkway. Explore a "Barnes Dance" solution in collaboration with the City of Minneapolis.
- Replace and enlarge the maintenance facility and screen related outdoor storage. Consider a multi-functional facility that can serve other park uses (such as restrooms).
- Add a bicycle trail in the eastern part of William Berry that provides a two-way connection to 36th Street.
- Consider the possibility of adding a trolley stop.
- Improve drainage and create more usable turf for recreational areas and features, restoring the remainder of the site to wetlands and native plant communities.
- Add picnic facilities and related bay parking along the parkways.
- Adjust the location and upgrade the archery range with target challenges and ADA access.
- Provide a medicine garden of historic plants used by the Dakota at the SE corner of Lake Calhoun or near the existing archery range.
- Improve crosswalks for all visitors at William Berry Parkway, 39th Street (west side of William Berry Woods), Richfield Road, and East Calhoun Parkway.



Explore a "Pedestrian Scramble" or "Barnes Dance" crossing for the William Berry Parkway and Richfield Road intersection.



Natural habitats are interwoven with picnic areas at William Berry.



Public art will honor the history and culture of Native Americans and Dakota and help tell the story of Chief Cloud Man.



Provide flexible picnic and gathering spaces



Relocate and improve archery facilities within the William Berry area.

## Precedent images describing master plan ideas



*Restore natural habitats, such as the lost tamarack bog in William Berry.*



*A multipurpose building near the trolley tracks would provide public restrooms within a maintenance facility.*







# 9

## Focus Area Recommendations Lake Harriet



## Introduction

While Lake Calhoun/Bde Maka Ska seems to draw a younger, high-activity crowd, Lake Harriet appeals more to families with its less urban, more natural character. Recreational activities at Lake Harriet are almost all located at the northwest part of the lake near the Bandshell with the exception of the small beach along the southeast shore.

The wooded hills around Lake Harriet give the park a secluded feel and separate it from the surrounding residential neighborhoods of Linden Hills, Fulton, Lynnhurst, and East Harriet Farmstead. When the Park Board formed in 1883, “Lake Harriet was at the center of park plans. It was perceived to be the gem of the city’s lakes, largely because of its well-established shoreline. Surrounded by hills, the lake had much less swampy shore line than other bodies of water in the city.<sup>1</sup> While the proximity of the lake is a huge asset to the neighborhoods surrounding it, they are adversely affected by the inadequate amount of parking for non-local visitors and by the crowds who attend the many events.

Lake Harriet Parkway constrains the land available for recreation around the lake with the exception of the Bandshell area. In most places the separated bicycle and pedestrian trails consume all available land between parkway and lakeshore. However, the surrounding topography and tree-lined shore make it easy to forget that one is in the middle of a city.

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<sup>1</sup> ” David E Smith: Parks, Lakes, Trails and so Much More.

Four park parcels, each with distinct names and character, adjoin the parkland around Lake Harriet and are considered part of the Chain of Lakes Regional Park: William Berry to the north, Beard’s Plaisance on the west, Lyndale Park to the northeast, and the Roberts Bird Sanctuary along the north edge. The study of William Berry was included in the master plan and was divided between the focus areas of South Calhoun/Bde Maka Ska and the Bandshell of Lake Harriet. Only Lyndale Park was selected as one of the Lake Harriet focus areas of study for the master plan. A separately funded process to master plan Roberts Bird Sanctuary began while the Calhoun/Bde Maka Ska – Harriet Master Plan was occurring and is included in the Appendix to this plan. In 2012 the playground and picnic area at Beard’s Plaisance were redeveloped and additional scrutiny did not seem necessary.

Three Focus Areas were examined around Lake Harriet. Each focus area includes a description of existing conditions, a list of issues and opportunities, and highlights of the master plan recommendations. A graphic “dashboard” for each focus area summarizes public comment. An illustrative, annotated plan with a numbered list of recommendations and photographs provide a vision for the proposed actions and projects.

7. Bandshell Area – Lake Harriet
8. Lyndale Gardens – Lake Harriet
9. Lower Road – Lake Harriet

# BANDSHELL FOCUS AREA

## Existing conditions

Six nights per week during summer months, hundreds converge on the Bandshell area of Lake Harriet to enjoy concerts or movies organized by MPRB staff. Popular concerts, such as the annual Minnesota Orchestra performance, can attract thousands. After the benches fill, people spread their blankets on the hillside overlooking the lake. Families often arrive early to claim a picnic table under the bur oaks on the hilltop near the large playground. Along the lake, a steady stream of walkers and bicyclists weave past the Bread and Pickle food concession and across the boat launch. Many sit along the water's edge to enjoy the lake and watch the sailboats. Wheel Fun does a steady business renting boats to visitors. AIS staff inspect the boats and trailers using the launch area. In summer, the Bandshell area is one of Minneapolis' best people-watching spots.

Many races stage from the Bandshell area on summer weekends. In January or February, when the lake is frozen, the Bandshell area is the venue for the Winter Kite Festival.

Lake Harriet Parkway defines the perimeter of the Bandshell focus area which includes the William Berry playground and picnic area. Vehicular traffic flows one-way, counterclockwise around the lake. Two large parking lots, one on the east and one on the west, are frequently full, forcing visitors to park in the adjacent neighborhoods or in spaces paralleling the parkway around the lake. The west parking lot provides a loading zone for large trucks servicing the concessions (Bread and Pickle) and Bandshell events. Storage space and space for garbage/recycling/composting is very limited. Traffic circulation around the Bandshell area is further complicated by the boat launch area





Photo Credit: Google

*Aerial view of the Bandshell Focus Area*

and adjacent parking lot with spaces for trailer parking. Lake Harriet has the only adaptive sailing program in the Chain of Lakes Regional Park. Facilities are of marginal quality and could be improved.

The Minnesota Streetcar Museum owns tracks and a small station for those who, for a fee, wish to ride the restored streetcar trolleys back and forth through William Berry.

William Berry and Roberts Bird Sanctuary, which flank the Bandshell area to the north and east respectively, have two of the largest tracts of woodlands within the Chain of Lakes.



**Issues and Opportunities:**

- The popularity of the Bandshell area has led to compacted soils. The parking and restroom facilities do not meet demand.
- The plaza and trails between the Bandshell, concession buildings, and lake edge are very congested at peak use times.
- The layout and intersection of highly used trails with the driveway for the boat launch make backing trailers into the water a difficult operation.
- Storage space and space for garbage/recycling/composting related to the Bread and Pickle concession is very limited, necessitating daily trips for delivery and garbage trucks.
- The trails, especially at the terminus of 42th Street, are in poor condition. The turnaround is rarely used and adds unnecessary pavement to an area where space is limited for trails.
- The bicycle trail, located between the concessions, Bandshell seating area and the restroom and picnic-playground area receives a high volume of bicyclists. The speed of these bicyclists poses a risk to visitors of all ages and abilities who frequently and randomly cross the trail.
- The historic WPA wall that defines the lake edge along the west shore of the lake is in very poor condition and needs complete restoration.
- The west entry into Roberts Bird Sanctuary is not accessible or very visible, a condition which may discourage would-be aficionados from exploring the area.
- A concern of both sailing clubs (TCSC and LHYC – see page 71) is the increasing activity of paddleboards and rental craft around the docks in the Bandshell area, the common sailboat departure and return area. Increasing numbers of paddle boards, peddle boats, and canoe traffic combined with sailboat landings and departures pose a potential safety hazard.
- Other concerns of both sailing clubs are to minimize disruption of the existing mooring field, assure continued access to an already crowded boat shed, and control of aquatic invasive species.

**Highlights of the Master Plan Recommendations:**

The intent of the Master Plan is to accommodate sailing at Lake Harriet as well as the public’s desire to “get out on the water”. Unlike at Lake Calhoun/Bde Maka Ska, no other places around the lake have the space configurations or suitable infrastructure necessary for these boating activities.

One of the primary goals for the Bandshell area is to clarify circulation and reduce potential conflicts between bicyclists, pedestrians, and drivers. Recommendations include rerouting the bicycle trail out of the center of activities to the perimeter, along the parkway and providing amble bicycle parking to encourage cyclists to dismount and not ride on the pedestrian east-west axial path to access the Bandshell viewing area. A pinch point in the trail system on the west side of the space would be resolved by eliminating the turnaround at the terminus of 42th Street. The turnaround would be converted to trails and redesigned for stormwater infiltration. A short segment of West Lake Harriet Parkway is converted to two-way to accommodate semi-trailer truck access to service events and concessions and the lot would feature a shorter driveway at the south end.

The Master Plan’s redesign of the boat launch area improves circulation, safety, and reduces congestion. The south end of the current parking lot is expanded for accessible parking; there is no loss of boat and trailer parking. Docks are added and include a boardwalk paralleling the shore to create additional space for boat rental storage needs for the sailing program and boat rental concessions are consolidated into one larger structure. Boat racks for the sailing program as well as the rental boats could be incorporated alongside the structure or shed. Adaptive sailing facilities are improved. There are numerous places in the Bandshell area where sailing classes could gather for instruction.

One recommended major change by the Master Plan is the addition of a semi-circular pier south of the Bandshell to allow visitors to sit along the shore and put their feet in the water, without blocking walkers and bicyclists who continually move through the area. The pier creates stopping place along the lake edge and facilitates the movement of crowds through the Bandshell area during concerts and other events. The pier would create some impacts to the Lake Harriet sailing program and once funding is identified, additional design is needed. Some mooring buoys would have to be relocated and safety conflicts between the pier and the sailing dock would need resolution.

Recommendations for the plaza west of the Bandshell include a reorganization of tables closer to the concession area. Added shade and improved circulation are recommended for the plaza area between the lake and the concessions building.

Additional recommendations for the Bandshell focus area include a gender neutral restroom near the east parking lot and an accessible entry into the west side of Roberts Bird Sanctuary.

The zoning requirements and process of the Shoreland Overlay District will be followed.

# Dashboard of Public Input

## Lake Harriet Band Shell

Improve pedestrian and bicycle circulation by resolving congestion and expanding connections. Additionally, feedback recommends integrating naturalized areas to expand ecological improvements

Online survey results

  
Ecology  
69%

  
Recreation  
31%



Improve facilities such as restrooms, bike parking, and gathering spaces



Extension of green space over the lake if scaled appropriately



Enhance shoreline edges to mitigate erosion, update vegetation management, and restore historic WPA walls



Improve circulation around boat launch area to relieve congestion and enhance pedestrian's safety



Expand access to Roberts Bird Sanctuary



Re-alignment of bicycle path potentially too far



Reroute bicyclists north of the playground area in favor of families and children's safety



Concerns over extending new infrastructure into lake shoreline



Mixed support for two-way circulation and roundabout connection to parking area



The Audobon Society and the Animal Rights Coalition does not like the idea of creating an ADA compliant entrance on the west side of the Bird's Sanctuary preferring a single ADA accessible entrance on the east side

Precedent images describing master plan ideas



*An improved lake edge near the band shell could provide storm water management as well recreational space (but please don't feed the ducks)!*



# BANDSHELL FOCUS AREA



## Lake Harriet Bandshell Focus Area Recommendations:

1. Remove turnaround at the terminus of 42nd St W and landscape the space for trail use and stormwater management.
2. Relocate the south entrance to the west parking lot and convert a short segment of West Lake Harriet Parkway to two-way circulation with a parkway roundabout adjacent to the north end of the parking lot.
3. Create a pedestrian east-west axial path between the west entrance of Roberts Bird Sanctuary and West Lake Harriet Parkway, prioritizing pedestrian movement and providing ample bicycle parking. Construct an all gender restroom along the path.
4. Remove the bicycle trail which crosses north of the Bandshell area, rerouting it along West Lake Harriet Parkway north of the playground and picnic area "bowl".
5. Rework the plaza and circulation between the Bandshell and the lake, improving access to the water, clarifying circulation around use areas, including the boat launch.
6. Add a semi-circular pier at the Bandshell that incorporates storm water treatment and provides a lawn and seating.
7. Improve the west entrance into Roberts Bird Sanctuary, making it ADA accessible.
8. Add a dock designated for boat rental concessionaire.
9. Create a dock with facilities for the adaptive sailing program.



Aerial view of possible improvements to the Lake Harriet band shell focus area.

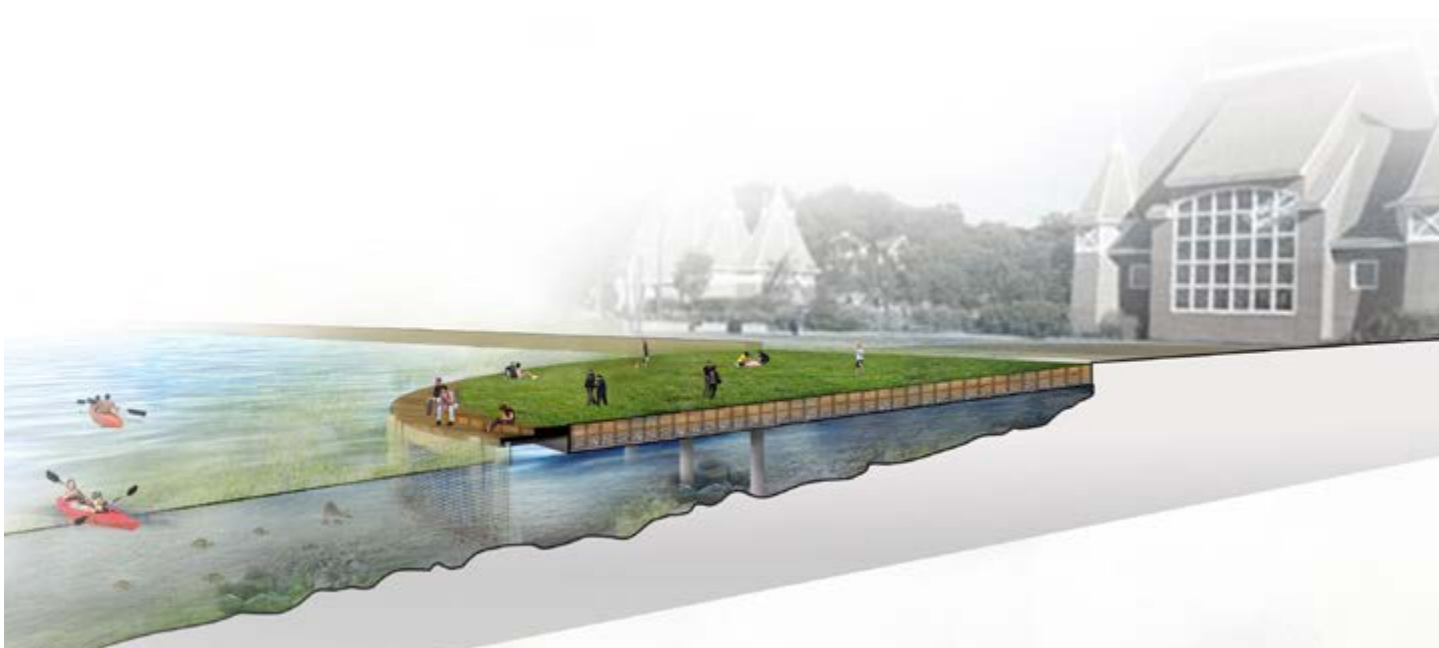
## Precedent images describing master plan ideas



*Improvements to the shoreline can provide water quality benefits as well as enhancing access.*



*A sunning lawn on the semi-circular pier at the Bandshell provides a place for people to relax and enjoy the lake in this busy area.*



*The semi-circular pier could provide storm water management functions as well recreational space.*

# LYNDALE PARK FOCUS AREA

## Existing Conditions

Lyndale Park, located northeast of Lake Harriet, was first proposed in 1907 as an arboretum - a garden of trees, shrubs and flowers. By 1915, the bulk of the collection was planted. Numerous groups and individuals since then have contributed much to the gardens through donations of labor, plant materials, and amenities such as memorial benches. Today, the landscape of Lyndale Park consists primarily of mowed lawn, garden beds, and an intermittent canopy of shade trees, providing an important habitat connection to Roberts Bird Sanctuary immediately to the west.

The intersection of the Lyndale Park with the parkway and trails around the Lake Harriet is unsigned. It is easy to bypass the gardens without noticing them. This is due in part to the bosque of crabapple trees that block sightlines to the Rose Garden from Lake Harriet. The crabapple bosque was planted between the Rose Garden and the parkway in 1974 by the Minneapolis Municipal Hiking Club as a memorial. The maturing trees are currently used for “mocking”, an activity popular with teens and young adults who tie hammocks to trees, sometimes stacking them vertically, to create a temporary outdoor space to “hang out” with friends.

A committed group of volunteers helps MPRB horticulture staff maintain the numerous gardens in this area including the Rose, Peace, Annual/Perennial, Butterfly and Hummingbird, and Perennial Trial and Border gardens. The Rose Garden is a contributing element to the Grand Rounds Historic District Nomination.





In the 1900's the hillside to the north of the Rose Garden was used for large outdoor pageants. Today the gardens at Lyndale Park continue to be a popular site for ceremonies. Reservations and fees are required for professionally-coordinated events such as weddings and memorial services.

With the exception of ceremonies, Lyndale Park is typically a peaceful place. Topography and vegetation enclose the space. It lies immediately east of Roberts Bird Sanctuary and Lakewood Cemetery. Residential neighborhoods are located to the east and southeast of the park. This area is separated from Lake Harriet by the parkway and bicycle and pedestrian trails around the lake. Roseway Road bisects the park, providing an important access route to the Lake Harriet parkway and trail system. Its on-street bicycle lanes are a significant link in the city bicycle system.

### **Issues and Opportunities**

- Ceremonies are limited by available parking (the lot has only 60 spaces) and by other simultaneous events scheduled in the park. Although booked solid in summer months, the gardens lack amenities for ceremonies since tents are not permitted and the only restrooms are portable toilets.
- The Rose Garden is a contributing element to the Grand Rounds Historic District Nomination. Some of its elements, such as the layout of the rose beds and the two fountains, should be preserved. Other elements such as the chain link fence around the garden (installed in 1939 by the WPA) should be replaced with a historically appropriate style. The interior of the garden lacks the paved walks, seating, and shade to make visitor experience more comfortable and accessible, especially for those with mobility or health issues.
- The park lacks accessible routes and trails.
- The intersection of Lyndale Park with the parkway and trails around the lakes is unsigned and uncelebrated. It is easy to bypass the gardens without noticing them. A stronger physical and visual connection is needed.
- The crabapple bosque planted between the Rose Garden and the parkway, blocks views of the gardens and are used for “mocking” beyond park hours, is a source of frustration for neighbors.
- The maintenance area at the east entrance of Roberts Bird Sanctuary is poorly organized and lacks screening.
- The continuous habitat provided by the lake, shoreline, Roberts Bird Sanctuary, and the shade trees of Lakewood Cemetery and Lyndale Park is important for birds.
- Parking for garden visitors and those attending ceremonies is frequently inadequate. Parking in the bicycle lanes along Roseway Road is allowed by permit for some ceremonies. East Lake Harriet Boulevard is too narrow to allow parking.
- Lyndale Park has no plumbed restrooms for staff or for those attending ceremonies.
- Lyndale Park is one of the few areas around Lake Calhoun/Bde Maka Ska and Lake Harriet that has space for picnic facilities.

### **Highlights of the Master Plan Recommendations**

Major recommendations for this area are to improve accessibility within Lyndale Park and to strengthen its connection to Lake Harriet and to the city beyond.

A recommendation for a forecourt or gateway between the Rose Garden and the parkway would create a stronger connection between the lake trails and the gardens. The existing crabapple bosque blocks views into the Rose Garden and is almost a quarter century old. Although the grove of trees is popular for its beauty and as a place to “mock”, the crabapples are not a long-lived species. As individual trees within the grove decline in health, the master plan recommendation is to remove it in entirety, rather than replace it tree by tree. In the meantime, MPRB forestry and horticulture staff will determine a more appropriate location within Lyndale Gardens to plant a new bosque.

Another feature of the gateway include an elevated section of parkway immediately southeast of the intersection with Roseway Road. The road would be elevated to sidewalk level as a “table” and as a traffic calming device, giving primacy to pedestrians. The formality of the paths of the Rose Garden would be extended across the parkway to the trails around the lake. Views through the trees along the lakeshore should be enhanced by planting shorter shoreline vegetation. Showier natives, that could provide pollinator habitat, might be planted between the parkway and trails.

Since staff and volunteers need an area near the gardens for their maintenance, the recommendations include a more efficient layout for the maintenance area west of Roseway Road. The addition of a small building between it and the parking lot, could consolidate a small office and storage for tools, as well as restrooms for both the public and staff. Based on feedback from an ornithologist, recommendations to enhance habitat for birds include a continuous canopy connection between the lakeshore, the shade trees of Lyndale Park, and Roberts Bird Sanctuary. Any land vacated as the result of reorganization of the maintenance facilities should be restored to habitat for Roberts Bird Sanctuary.

Accessible routes, paths with grades under 5% and with firm and stable surfacing, are recommended for all amenities in this area. Since the parking is at a premium in this area, construction of an off-street, two-way shared-use trail along the west side of the Roseway Road is recommended to allow on-street parking. In consultation with MPRB Forestry and as ash trees are removed because of Emerald Ash Borer, boulevard trees should be planted at a distance from the curb to allow for a boulevard and future trail expansion into a multi-use trail. The public art sculptures located along the existing walk would need to be shifted to the west.

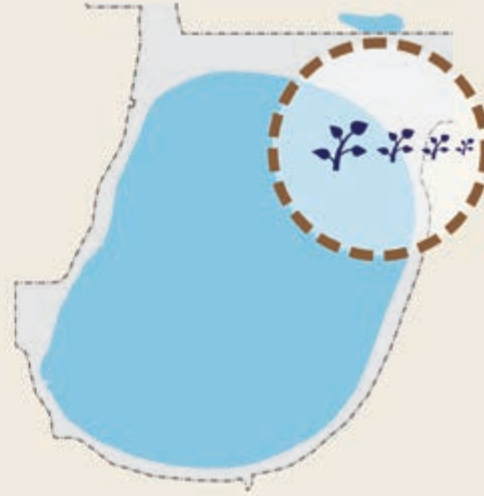
The zoning requirements and process of the Shoreland Overlay District will be followed.

# Dashboard of Public Input

## Lyndale Park

Restore naturalized shoreline conditions while maintaining physical and visual connections to Lyndale Park and the Rose Garden.

Online survey results



Extend gardens to the lake



Improve maintenance area and integrate multi-functional space for recreational use



Create inviting, stronger, accessible, and safer connections to the lake



Include ADA accessible accommodations and access



Improve lighting, seating, and flexible/gathering spaces



There are some concerns over improvements of historical/cultural components of this area and would prefer spaces being less structured



Maintain roads as two ways



Mixed support for converting Roseway and 42nd Streets to one-ways



The Animal Rights Coalition does not like the idea of adding another bathroom facility on the east side of the Sanctuary as there is one at the Lake Harriet Bandshell (west side of sanctuary)



The Animal Rights Coalition does not like the idea of a picnic area proposed in the maintenance area. They would prefer adding this area back to the Sanctuary if the maintenance area is not needed

Precedent images describing master plan ideas





## LYNDALE PARK FOCUS AREA



### Lyndale Gardens Lake Harriet Focus Area Recommendations:

1. Add a multi-use two-way trail west of Roseway Road.
2. On Roseway Road, increase on-street parking that more directly serves the gardens.
3. Strengthen the physical and visual connection between historic rose gardens and lake including enhanced plantings and a raised road section between the lake trails and gardens. Keep views open to the lake.
4. As the crabapple bosque or grove at south side of gardens ages and declines, remove the trees to create a formal and historically appropriate access and gateway into gardens from the parkway.
5. Restore the gardens, respecting their historic integrity. Provide accessible paths to and within the garden, and comfort facilities, such as benches and shade, for park visitors. Replace fencing with a style more suitable to the historic character of the gardens.

6. Reorganize and improve maintenance facilities west of Roseway Road, a shared restroom facility on the south end of the Roberts Bird Sanctuary parking lot. Restore unused areas to bird habitat.
7. Expand and improve the garden experience with added arboretum features and interpretation. Add accessible paths.



A multiuse trail along the west side of Roseway Road will connect E Harriet Blvd. to Kings Hwy.



ROSE GARDEN IN LYNDALE PARK, MINNEAPOLIS, MINN.



## Precedent images describing master plan ideas



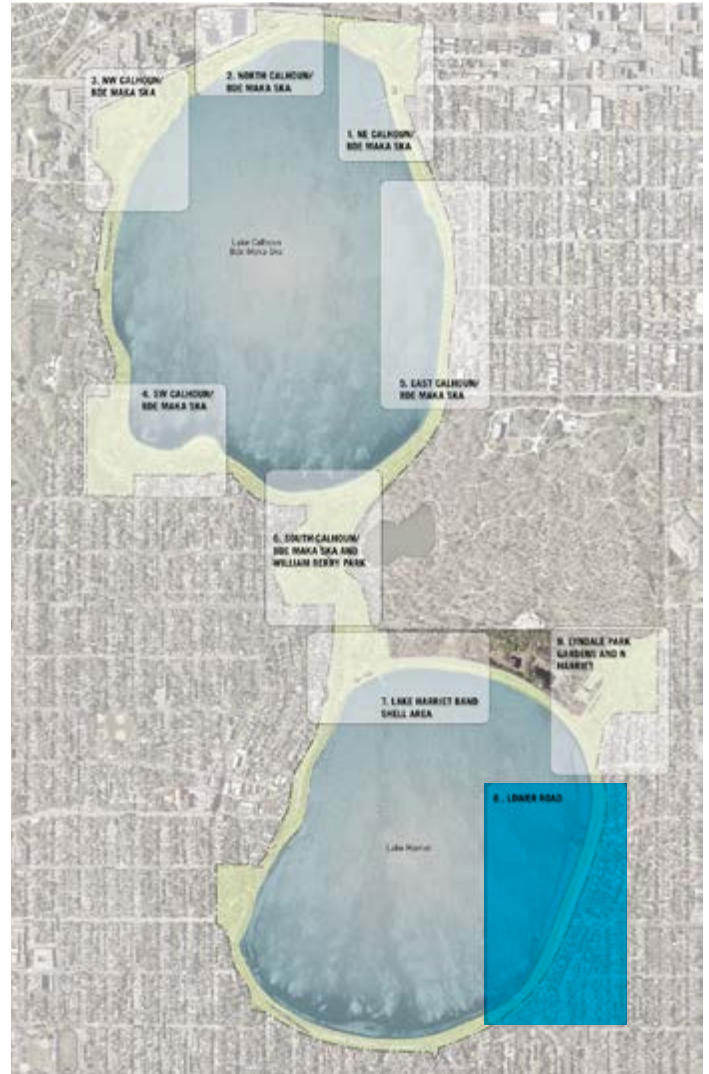
# LOWER ROAD FOCUS AREA

## Existing Conditions

Parkland along the east shore of Lake Harriet is limited by topography. Separated bicycle and pedestrian trails run through the narrow strip of land along the shore. A small sand beach at the southeast corner of the lake is the only other recreational amenity along this stretch.

Other features of the east side of Lake Harriet are parallel upper and lower parkways. This is the only location around Lake Harriet and Lake Calhoun/Bde Maka Ska where such a condition exists. The two roads are separated by a steep hillside with remnant oak woodlands and an understory infested with invasives, especially buckthorn. Both parkways are one-way northbound; they split at the south end at West Minnehaha Parkway and merge on the north end at West 43rd Street. Upper East Harriet Parkway fronts several upscale homes that are also accessible by an alley behind them. West 44th Street, Kings Highway/W 46th Street, and West 47th Street intersect with the upper parkway.

The parkway system around Harriet is one-way counter-clockwise. Vehicles traveling north on lower East Lake Harriet Parkway (Lower Road) must make a short left turn at W Minnehaha Parkway. The storm sewer system for this road is in poor condition and floods frequently in the spring. A gate at the south end closes the Lower Road to vehicular traffic during flooding and during bigger race events, such as the Twin Cities Marathon, that typically occur every other weekend during the high-use season.

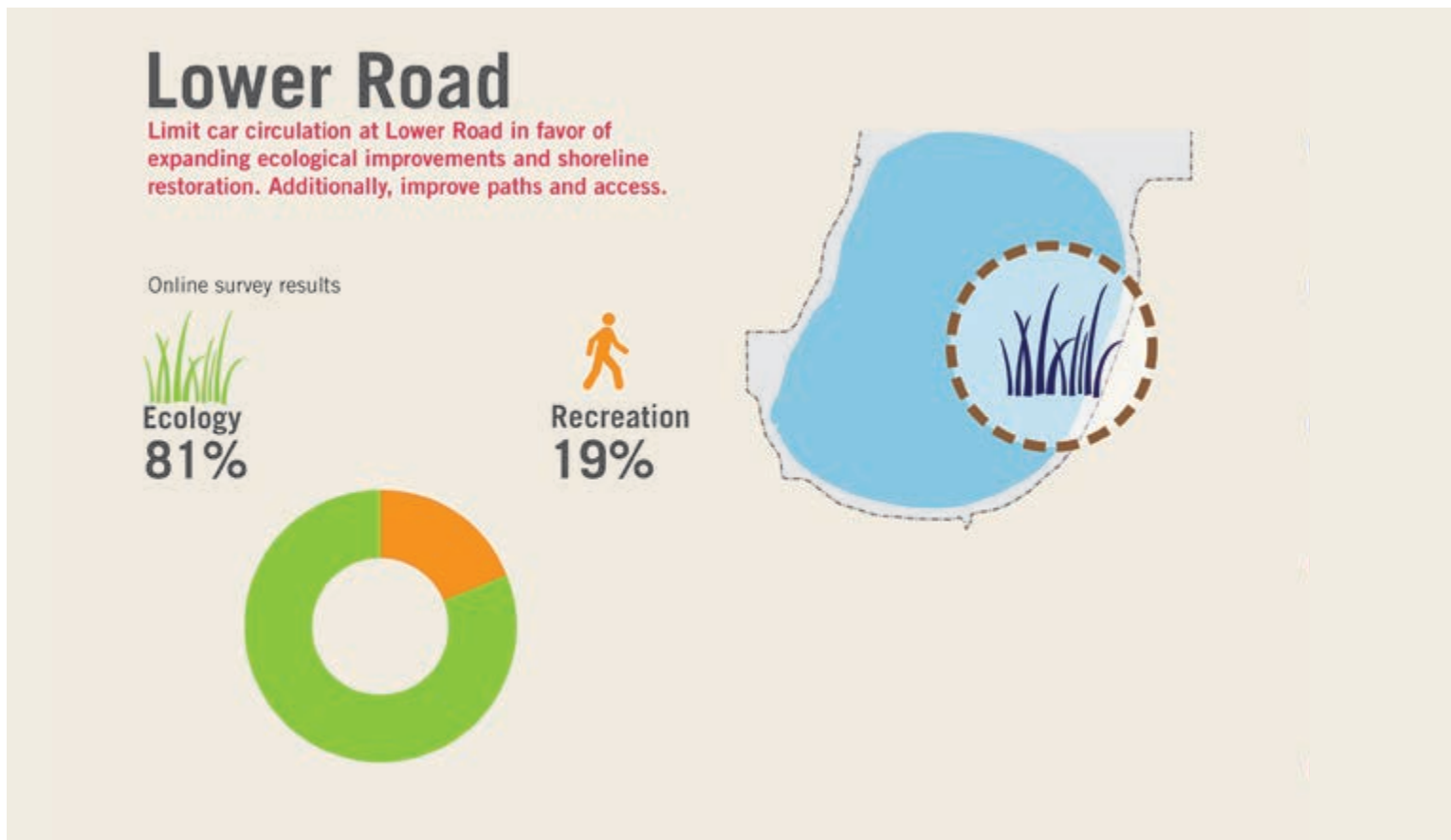




### **Issues and Opportunities**

- The trails along Minnehaha Creek intersect with the trails around Lake Harriet at the southwest corner of the lake near the small beach. Limited space, high traffic volumes for both trails and parkways, and poor geometrics make this trail intersection unsafe and problematic. Bicyclists exiting the Lake Harriet trails must make sharp left turns onto the on-street bicycle lanes along Minnehaha Creek, putting them at risk for collisions with northbound vehicles. Sight lines for both vehicles and bicyclists are blocked by heavy vegetation and the curve in Minnehaha Parkway.
- The storm sewer system for the Lower Road appears to be failing. Existing BMPs in the area are difficult to access and maintain. Spring flooding is so frequent that a gate has been installed at the south end of the Lower Road to close it during periods of high rainfall. Storm sewers from neighborhoods to the east that daylight into the lake may be undersized and may contribute to flooding.
- Bicyclists, including families with children, entering the Chain of Lakes trail system at West Minnehaha Parkway who wish to go east (West 36th Street) on the City's on-street system, have a five mile detour or must use the parkways.
- The steep bank along east Lake Harriet limits pedestrian access into the trail system around the lake. Existing steps are not ADA compliant and accessible routes with grades less than five percent exist only on the north and south ends of the parkways.
- The southeast beach is highly used and in worn condition. It needs aesthetic improvements.

## Dashboard of Public Input



### Highlights of Master Plan Recommendations

The CAC and many bicyclists supported the conversion of the Lower Road to a two-way bicycle trail. The conversion of the Lower Road to a trail would allow for the elimination of the existing one-way, southbound bicycle trail between the road and the lake. It would free up about 30,000 square feet of parkland for other uses. This recommendation was one of the few on which the CAC voted (13 in favor and 4 against). Neighbors who attended CAC Meeting #11 spoke out against the recommendation because of increased traffic on the upper parkway. Some CAC members wanted to retain the more wooded and secluded vehicular route along the lake and thought removing vehicles from the area would decrease pedestrian safety.

Conversion of the Lower Road to a two-way bicycle trail is recommended for the following reasons:

- **Impervious surfaces will be reduced.** Removing the existing bicycle trail and converting the Lower Road to a bicycle trail would reduce impervious surfaces by 30,000 SF, as much as a 120 stall parking lot.

- **Flooding issues can be addressed.** The existing system has deteriorated conditions and capacity issues that cause flooding. Elimination of the existing bicycle trail and reuse of the Lower Road for a two-way trail would make 30,000 square feet available for stormwater BMPs and rain event storage. This added flood storage may mean existing pipes to the lake won't need to be increased in size. In order to determine improvements needed to prevent flooding, the storm sewer system should be further investigated and engineered to give it at least the capacity to handle a 10 year storm event. Before construction of any new stormwater BMPs, a cost-benefit analysis that includes maintenance should be jointly studied by the MPRB, City of Minneapolis, and the MCWD.
- **Water quality can be improved by treating some of the stormwater from neighborhood storm sewers.** The eight acre watershed that empties into the lake at 46th Street needs 10,000 square feet of parkland for infiltration, which would be available in abandoned bicycle trail alignment. The three other storm sewers entering Lake



Harriet from the east at 43rd Street, 44th Street (140 acre watershed), and at 47th Street (40 acre watershed) are either too deep to daylight or have too large a watershed to treat on parkland.

- **The added parkland will improve habitat and user enjoyment.** The parkland available from the removal of the bicycle trail can provide habitat and green space.
- **Bicycle connections will be enhanced.** Connections from Minnehaha Parkway to Kings Highway and Bryant Avenue are created if the Lower Road becomes a two-way route, thereby improving the connectivity of the city bicycle system.
- **The Lower Road route could still be used for large race events.**

Conversion of the Lower Road to a two way bicycle trail could be done as a pilot study. Since counts are not available specifically for Lower Road, a traffic study with counts of both parkway traffic and trails should be done as part of the pilot project.

In order to determine improvements needed to prevent flooding, the storm sewer system of the Lower Road which empties into Lake Harriet should be further investigated and engineered to give it capacity to handle a 10 year rainfall event.

Before construction of new any storm water BMPs, a cost-benefit analysis that includes maintenance should be jointly studied by the City of Minneapolis, Minnehaha Creek, and the MCWD.

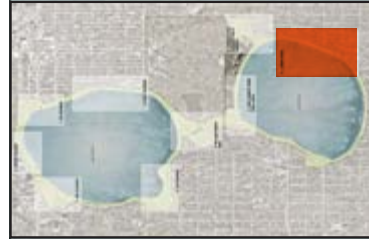
An issue not widely discussed during the master planning process was the intersection of the trail systems at West Minnehaha Parkway and East Harriet Parkway. This intersection is located just south of the turnoff to the Lower Road where the bicycle trails along W Minnehaha Parkway cross East Harriet Parkway to merge with the clockwise trail system around Lake Harriet. MPRB staff has received complaints about the safety of this area for trail users. The area was included as a high priority for Access and Circulation improvements in the master plan.



Bicycle map showing improved circulation and connections to existing routes as proposed in the master plan.



## LOWER ROAD FOCUS AREA



**LEGEND:**

	PEDESTRIAN PATHS
	BIKE PATHS
	PLANTING BEDS
	WETLAND
	BEACH
	PRAIRIE / MEADOW
	POLLINATOR GARDEN
	UPLAND FOREST / EXISTING TREE GROWTH
	STORMWATER PONDS
	RESTORED NATIVE VEGETATION



Create open lawn areas as sun pockets along the east shore with overlooks and views to the lake

Include bike parking at key location areas

Add access at West 44th St, preserving significant trees. Include ADA access to water's edge and incorporate overlook and informal seating spaces

Close the Lower Road to motorized traffic. Convert the abandoned alignment to a two-way circulation bicycle trail

Look for opportunities to incorporate stormwater treatment and pollinator lawns and gardens.

Restore upland vegetation, increase native plantings, width of vegetated buffers and establish oak savannah

Restore shoreline with sedges and aquatic vegetation to reduce erosion, eliminate invasive species

30,500 SF of removed bicycle trail for recreation and/or stormwater infiltration

Reconstruct existing stairway at 47th St West and enhance existing overlook

Improve parkway crossing for trails at West Minnehaha Parkway

### Lower Road Lake Harriet Focus Area Recommendations:

1. Close the Lower Road on the east side of Harriet to motorized traffic. Convert the abandoned alignment to a two way bicycle trail. Enhance stormwater treatment and consider pollinator gardens.
2. Create open lawn areas as sun pockets along the east shore with overlooks and views to the lake.
3. Improve parkway crossing for trails at Minnehaha Creek.
4. Reconstruct and improve the existing stairway at 47th St W. Add ramp and access at 44th St W, preserving significant trees.
5. Protect and restore the oak woodlands along the east and south slopes of Lake Harriet.



Illustration depicting proposed conversion of the Lower Road into an improved pedestrian and bicycle corridor.



## Precedent images describing master plan ideas



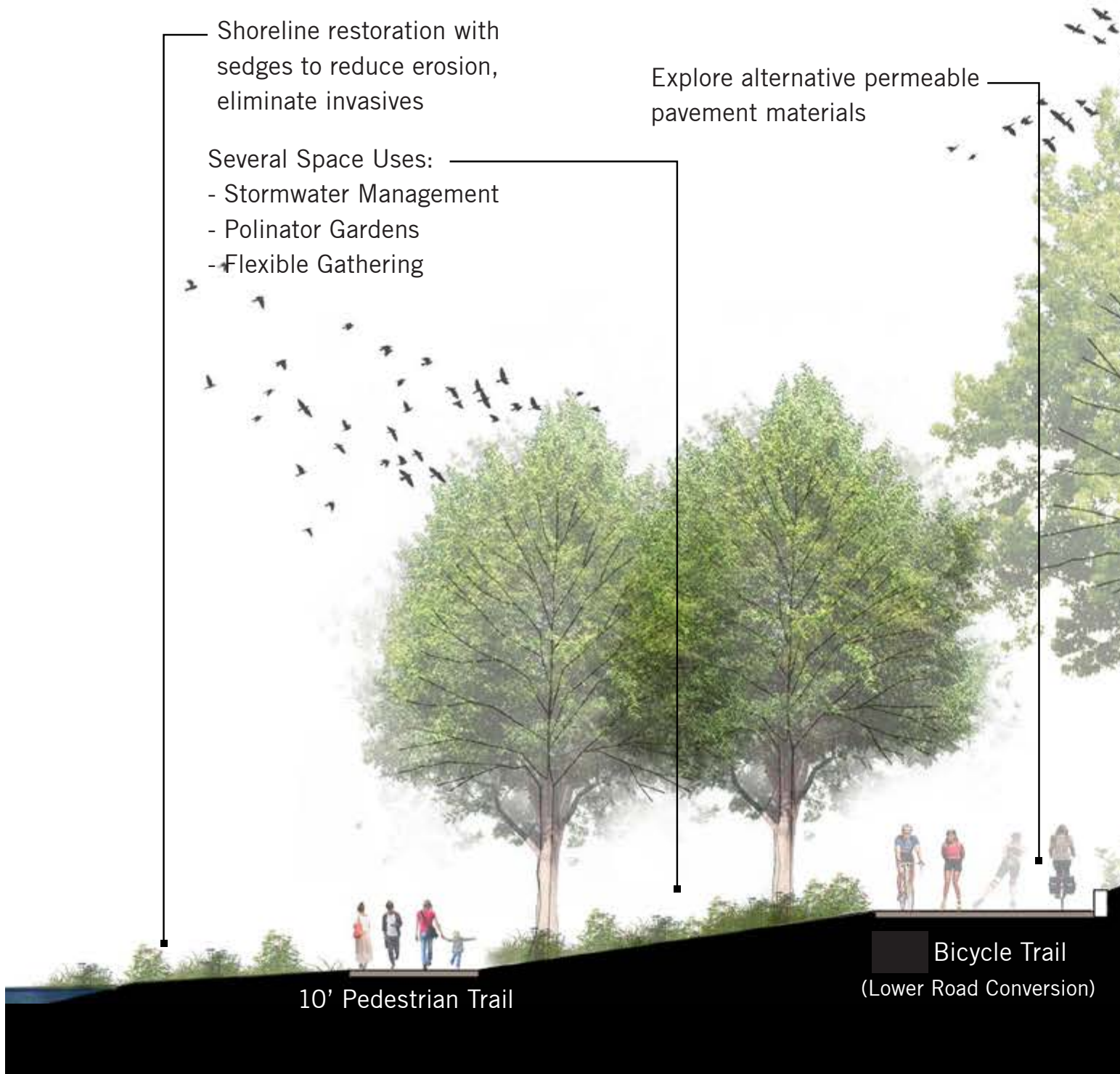
Restore Upland Vegetation  
Increase native plantings and  
width of vegetated buffers

Shoreline restoration with  
sedges to reduce erosion,  
eliminate invasives

Explore alternative permeable  
pavement materials

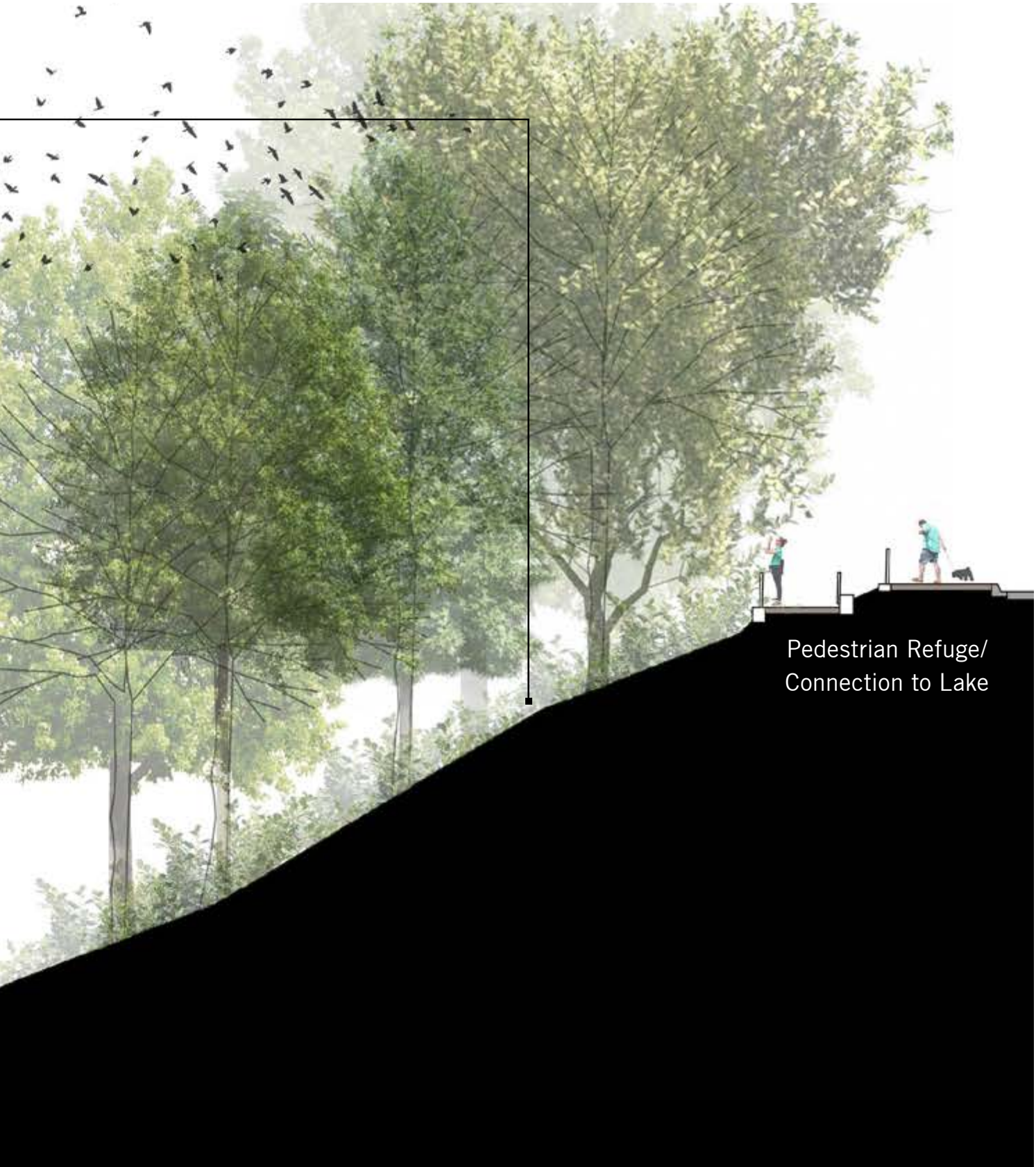
Several Space Uses:

- Stormwater Management
- Pollinator Gardens
- Flexible Gathering



10' Pedestrian Trail

Bicycle Trail  
(Lower Road Conversion)



Pedestrian Refuge/  
Connection to Lake

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# Public Engagement

## 10.1 Early community engagement and planning efforts

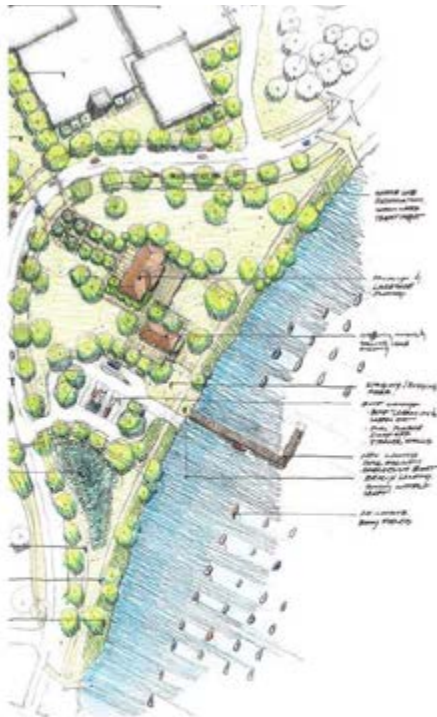
### 2012 Charrette:

In October 2012 the Minneapolis Park and Recreation Board (MPRB) hosted a “charrette” or workshop to generate ideas and energy to resolve issues affecting the north end of Lake Calhoun/Bde Maka Ska and the south end of Lake of the Isles. The week-long process began and ended with public open houses and involved daytime working sessions with a design team of landscape architects and several stakeholders. At the

open houses and in social media following, public participants expressed excitement about the ideas presented and looked forward to the master plan for Calhoun/Bde Maka Ska and Harriet promised for 2015 when Capital Improvement Plan funding became available. Approximately 70-80 community members attended each of the two open houses.



Sailing Center at NW Calhoun



Green “Lid” over W. Lake Street



De-congesting the NE Corner of Calhoun



North Lake Calhoun - South Lake of the Isles Design Charrette: A Workbook of Design Ideas

## Summary Report

22 January 2013

Summary report prepared by LHB, Inc.

2015: MPRB Staff List of Most Desired Improvement Projects

**2015 MPRB Staff Work Session:**

In anticipation of the community engagement process beginning for the Calhoun/Bde Maka Ska - Harriet Master Plan, MPRB Planning met in January of 2015 with other MPRB staff who had experience or responsibilities in the Chain of Lakes area. Approximately 23 staff representing Operations and Maintenance, Environmental Stewardship, Aquatics, Athletics, Recreation, Forestry, Police, and Events and Enterprise described their involvement in the Calhoun/Bde Maka Ska-Harriet area and mapped their issues and concerns.

An exercise at the end of the session asked staff to “describe three improvement projects that are most important to you“. Many of the session’s participants became part of the Project Advisory Committee (PAC) which met periodically during the master planning process to weigh in on ideas and recommendations.

Full reports and a table summarizing previous planning efforts can be found in the Appendix.

**OVERALL PROJECT AREA**

- Add picnic pavilions - like at Wabun
- Add more children/family programming
  - Harriet ice rink
- Solar heated paths - like in Holland
- Improved circulation - non-motorized and vehicles
  - Realignment of pinch points
  - Better connections
- Reduce amount of impervious surfaces
  - Consolidated parking, no new parking
  - Preserve environmental resources
- Focus on highest use areas
  - Trails, parkway, bandshell, beach
- Design trails to minimize impact on vegetation
  - 10' high bike clearance
  - 2' clear zone for trees
  - At least 3' wide strips for turf growth
  - Implement and enforce tree BMPs
- Add bathrooms
  - Thomas Beach
  - South Harriet Beach
- Water quality improvements
  - Long term decisions, maintain BMPs
  - No park-generated water pollution or chloride
  - S Harriet - wetland and lower road infiltration area
  - NE Harriet - infiltration area
  - NE Calhoun - Rose Garden parking lot
  - NW Calhoun - field rehab
- Diagnostic study and management plan for each lake
  - Improve safety at boat launches
    - Park users, boaters, and AIS inspectors
- More greenspace for gathering
  - Improve subsurface paths and turf
- Add visitor center
- Improvements in wayfinding and visitor information
  - Beaches, totlots, and restaurants
- Parking improvements
  - Small shelters around the lake (storm refuge)
  - Better consolidation of storage spaces/buildings
  - Improved shoreline vegetation and maintenance of it

MPRB Staff Charrette January 2015

**NORTHWEST - EXECUTIVE CENTER FIELDS**  
Drainage and programmatic improvements  
Regrade and/or add drainage to field  
Improve quality of greenspace

**NORTH**  
Improve access from Lake Street  
Improve wayfinding to Lake of the Isles

**NORTHEAST - TIN FISH, SAILING SCHOOL, BOAT LAUNCH**  
Improve safety, reduce congestion at the corner  
Move sailing school, bike rentals to North or South Calhoun  
Move boat launch to NW  
Make improvements that reduce congestion  
Move boat launch and sailing school to NW Corner  
Move boat launch  
Spread out activities on lake  
Improve boat launch and launch area  
Move boat launch and sailing school and add bathrooms  
Move boat launch to North Beach

**OVERALL**  
Rename Lake Calhoun  
use the Dakota name Bde Maka Ska "white hawks lake"  
Fill low spots, improve drainage  
Archery range (South)  
Executive Center Fields (Northwest)  
Volleyball area (Southwest)  
Add restrooms  
Improve safety of paths- avoid crossing parking lot exits  
Tin Fish area  
Main and Thomas Beach  
Lake Street and West Calhoun Parkway  
Add small staging area for concerts, with parking

**SOUTH**  
Improve Thomas Beach layout, add vegetation  
Improve archery

MPRB Staff Charrette January 2015

**WILLIAM BERRY**  
Lake trolley  
Add parallel trail  
Better public transportation  
Improve connections between lakes  
Land bridge over Richfield Rd  
Improve wayfinding  
Use similar alignment as Isles & Calhoun

**NORTH**  
Fix shore wall, use metal and guardrails  
Harriet boat launch improvements  
improve canoe storage  
reduce congestion of boats  
Redesign west entrance to Roberts Bird Sanctuary  
improve connection to/from lake paths

**NORTHWEST - BANDSHELL**  
Resoute bike trails that cut through viewing area  
Additional parking  
Green space for sitting on hillside

**NORTHEAST**  
Gardens  
Create official entry to Rock/Peace Garden  
Resurface parking lot  
Safer entrances to gardens  
Better connections to Rose Garden  
Fix flooding of lower road (42nd and Pkwy)  
Roberts Bird Sanctuary  
Replace boardwalk  
Create trail loop

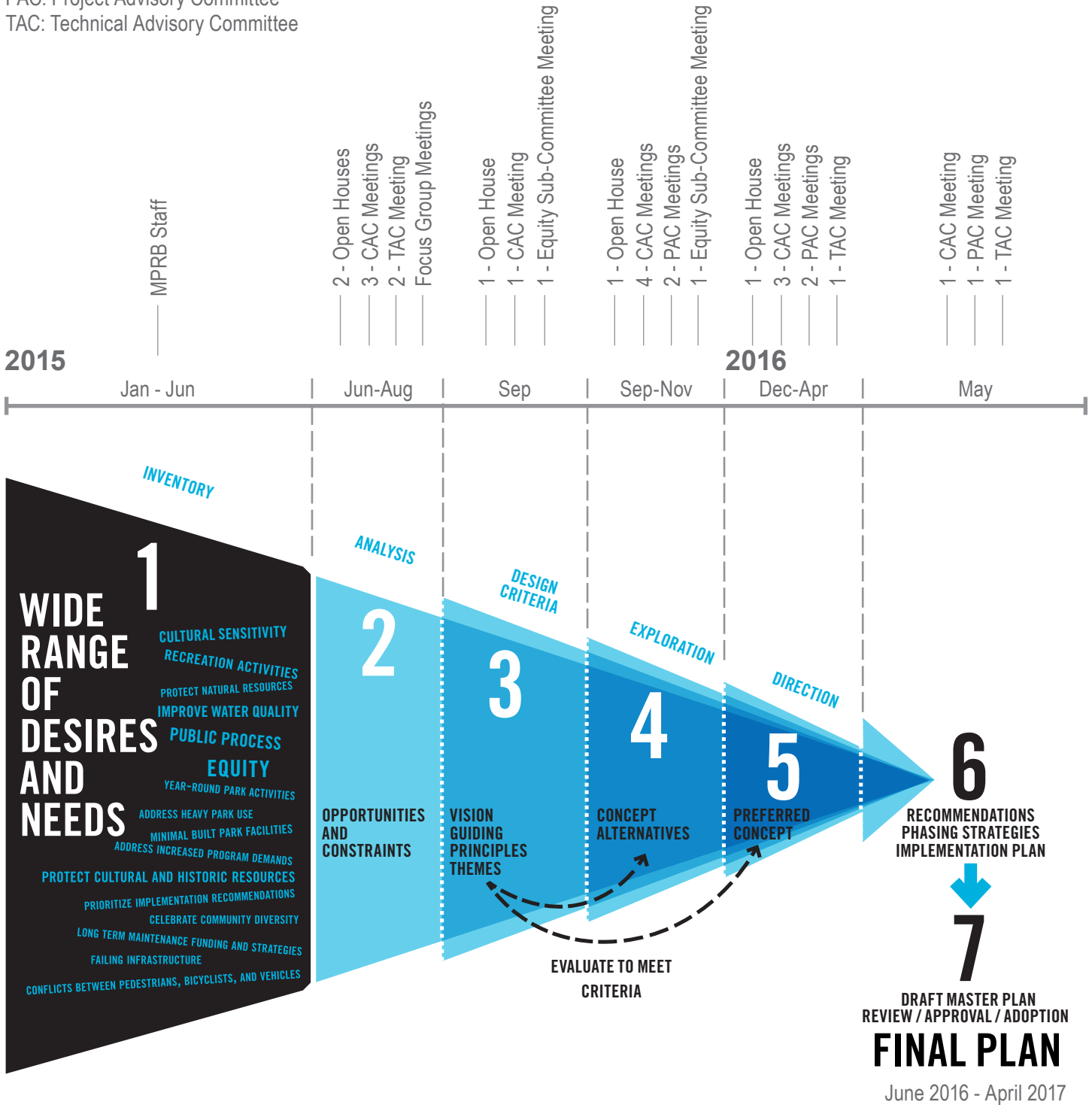
**SOUTH**  
Have resources in walking distance of Rec Centers  
Lynnhurst  
Add/move canoe, bike rentals, sailing school

Public Engagement

## 10.2 Public Engagement and Stakeholder Participation

The Master Plan process involved seven stages (see figure below), each with one or more public meetings.

CAC: Community Advisory Committee  
 PAC: Project Advisory Committee  
 TAC: Technical Advisory Committee



A detailed matrix of community engagement efforts is available in the Appendix.

MPRB Public Hearing:  
 April 2017

## Composition of the Community Advisory Committee (CAC):

- *Park District 4 Commissioner Anita Tabb (2 appointments)*
- *Park District 6 Commissioner Brad Bourn (2 appointments)*
- *Park District and At-Large Commissioners (7 appointments – one each)*
- *City Councilmembers (3 appointments – one each)*
- *City Mayor (1 appointment – none made)*
- *Hennepin County Commissioners Greene and MacLaughlin (2 appointments- 1 each)*
- *Met Council (1 appointment)*
- *Neighborhood organizations touching the project area (7 appointments - 1 each: ECCO, East Harriet Farmstead, Lynnhurst, Fulton, Linden Hills, West Calhoun Neighborhood Council, CIDNA)*
- *Up to five appointments by MPRB planning staff to ensure equity on the committee*

## Charge to the Community Advisory Committee (CAC):

- *become knowledgeable about the project and its scope;*
- *include the perspectives of people of diverse races, ethnicities, classes, ages, gender/gender identify, sexual orientations, abilities and national origin in developing its master plan recommendations to the MPRB Board and the Metropolitan Council;*
- *engage in a dialog that fully and fairly addresses historic and contemporary cultural concerns in addition to recreation and environmental factors;*
- *apply equity principles in decision-making based on training provided by staff and project consultants;*
- *understand and represent the park and recreation needs of both the regional and local communities and park visitors;*
- *act as community liaisons for the project;*
- *participate in all scheduled public CAC meetings;*
- *advise MPRB staff and consultants throughout the planning process;*
- *recommend to the Board of Commissioners a master plan and a phasing strategy; and*
- *based on the guiding principles set within the master planning process, identify projects as immediate, medium, and long-term priorities. These groupings will be used by staff to define a scope for construction of \$3 million in improvements in 2017.*

### **1. An overview of public engagement**

In February of 2015, MPRB planning staff met with representatives of the various neighborhood organizations whose boundaries touched the project area. The representatives were asked to work with their boards to appoint a member to the Community Advisory Committee (CAC) and to suggest neighborhood or community events for additional outreach for the project. The organizations also shared their schedules of board meetings to lessen potential conflicts with CAC meeting dates.

The official master plan process for Calhoun/Bde Maka Ska and Harriet began with the preparation of a Community Engagement (CE) Plan submitted to the MPRB Commissioners in early 2015. The CE Plan included the determination that the community engagement would involve a “COLLABORATE” level of engagement.

Because of the complexity of the project and the need for deeply informed decisions, an appointed Community Advisory Committee (CAC) was recommended to guide the master planning process. An appointed committee would insure continuity in the process; members would understand the project background and the rationale that led to design recommendations. At the same time the Community Engagement Plan was submitted, the Board discussed a resolution regarding the composition of and charge to the CAC. Various elected officials and neighborhoods around Lake Calhoun/Bde Maka Ska and Lake Harriet most impacted by CAC decisions were asked to make appointments of CAC members. The charge to and composition of the CAC were discussed and modified over the course of three Board meetings.

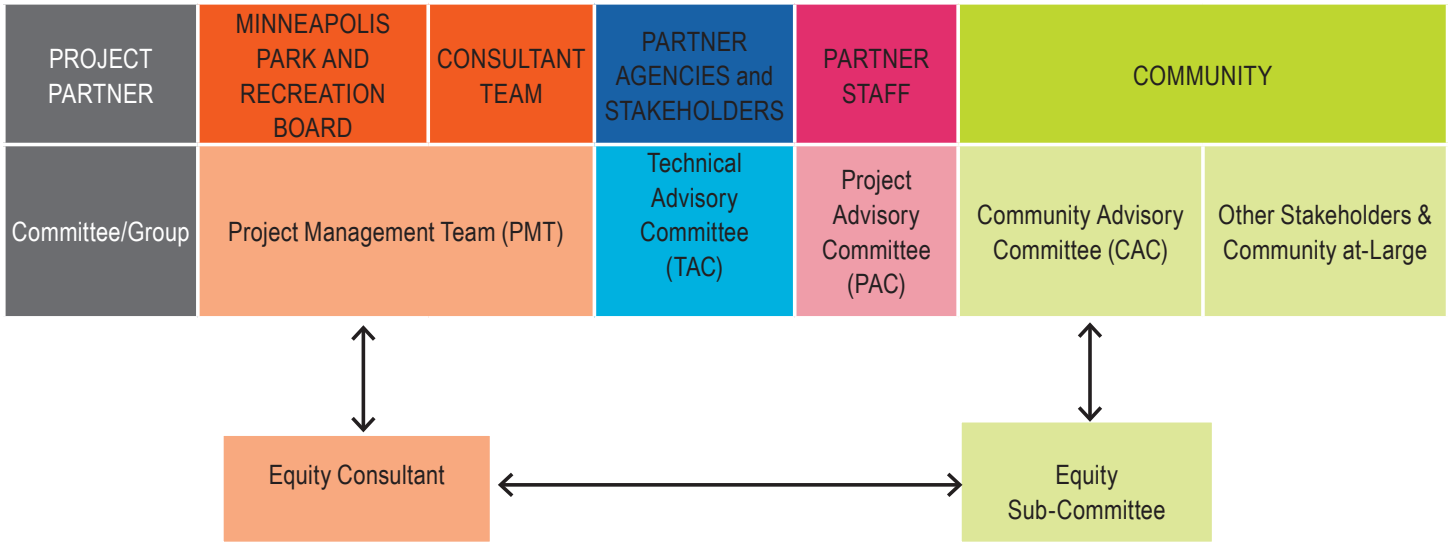
Once the charge and composition were approved by the Board of Commissioners, an application was prepared and advertised through the MPRB web page for the project and through a news release. Two wood signs, one at Calhoun/Bde Maka Ska near the Calhoun Refectory (Tin Fish) and one at Harriet near Bread and Pickle, publicized the process and the time and place of the initial meetings. Applications received were forwarded electronically on a daily basis to the appointers. In the end the CAC was diverse and represented many viewpoints.

Ten days before the CAC meetings began in July of 2015, more than 12,000 postcards were mailed to all known addresses within a three block radius around Calhoun/Bde Maka Ska and Harriet. The public was invited to attend the initial CAC meetings and open house.

Several groups helped develop the Master Plan.

The full reports along with a table synthesizing the purpose of each group, can be found in the Appendix.

Table depicting groups involved during the master planning process.

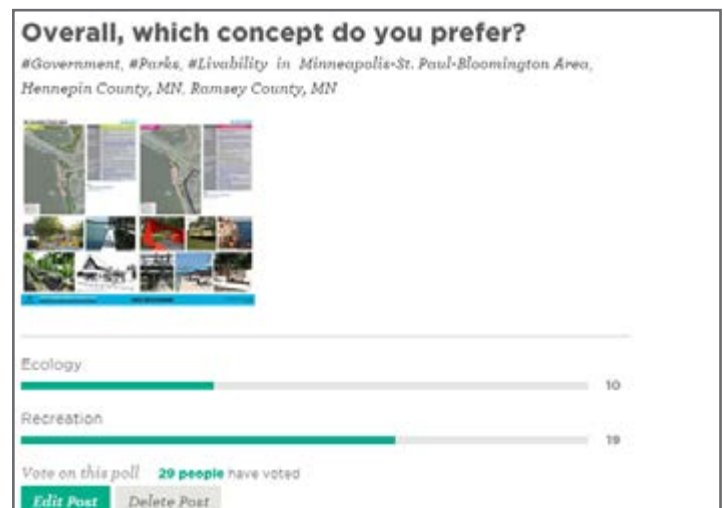


Initially the number of proposed CAC meetings was seven, starting in July of 2015 and ending in December of that same year. After initial CAC meetings, when the complexity of the project was truly understood, meetings were added and the project timeline was extended. In total, twelve CAC meetings were held. The CAC completed its charge in May of 2016.

The CAC meetings were generally well-attended by the public. A time for public comment was included on each agenda, after the CAC had completed its tasks.

CAC meetings were only one method of community engagement for the process. The project schedule also included five open houses. A majority of the attendees at the CAC meetings and open houses were from the neighborhoods around the lakes, with the exception of CAC Meeting #9, when the recommendation to restore the name Bde Maka Ska to Lake Calhoun was discussed and voted upon. The topic drew residents from the entire city, many of whom were people of color.

Surveys were another method of collecting input from the community. Research assistants conducted intercept surveys at the lakes during the summer of 2015, interviewing those who were actually using the parks. The MPRB project webpage posted a link to a survey, which collected comments throughout the planning process. Many people emailed comments about various issues directly to the MPRB project manager over the course of the planning process. In addition there were three formal on-line surveys, two hosted in Survey Monkey format and one hosted in My Sidewalk format to determine public preferences at key times during the planning process.





MPRB staff and some CAC members attended several community events over a fifteen month period to present information about the planning process, engaging those interested in conversation and asking preferences about master plan issues and proposals. Since the events were organized for purposes unrelated to the Calhoun/Bde Maka Ska-Harriet master plan, contact was often fleeting and the depth of feedback gained was limited to the specific questions asked.

MPRB planning staff made presentations to several neighborhood organizations (CARAG, Lynnhurst, ECCO), a local rotary club, and to the Bicycle Advisory Committee. Several CAC members also made presentations to the neighborhood organizations that they represented or at events sponsored by those organizations.

### Equity (see also Chapter Seven: Equity)

The MPRB Board of Commissioners charged members of the appointed CAC with specific tasks, some related to equity:

- Include the perspectives of people of diverse races, ethnicities, classes, ages, gender identity, sexual orientations, abilities and national origin in developing its master plan recommendations to the MPRB Board and the Metropolitan Council;
- Engage in a dialog that fully and fairly addresses historic and contemporary cultural concerns in addition to recreation and environmental factors;
- Apply equity principles in decision-making based on training provided by staff and project consultants.

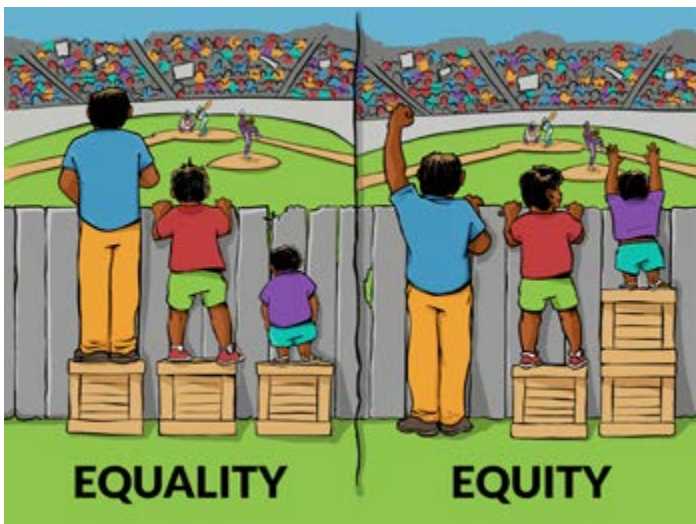
Consideration of equity in the preparation of park master plans is a requirement of the Met council's 2040 Regional Parks Policy Plan.

Voices for Racial Justice (VRJ), was hired by the MPRB as a consultant to help with racial equity outreach and engage those who are not often heard in traditional planning processes. VRJ suggested the formation of an equity subcommittee of the CAC. Several members of the CAC volunteered. The subcommittee, as well as members of the public interested in the topic of equity, met four times during the eleven months of the master planning process. The subcommittee made presentations at CAC meeting #3 in September and again at CAC meeting #9 in March of 2016.

VRJ set up listening sessions for MPRB staff with NACDI (Native American Community Development Institute), Tamales y Bicicletas, and Appetite for Change in north Minneapolis. In many ways these sessions pointed out the need for MPRB as an organization (as well as individual staff) to develop relationships and trust with different community groups and members in order for deeper, more meaningful conversations about specific projects to occur.

MPRB also met with people with disabilities. Staff requested feedback and guidance from the Minneapolis Advisory Committee for People with Disabilities and from a small group from Courage Kenny.

*A summary of comments heard from groups during the listening sessions organized by VRJ or MPRB staff is available in the Appendix.*



“Interaction Institute for Social Change | Artist: Angus Maguire.”



Equity Sub-Committee Meeting.

# COMMUNITY ENGAGEMENT SUMMARY

**3,137** *total people reached*



12 events **101** *people*  
7 months



**STAKEHOLDER MEETINGS**

12 events **540** *people*



**CAC MEETINGS**

10 months

16 events **446** *people*  
13 months



**EVENTS & FORUMS**

**EQUITY SUBCOMMITTEE MEETINGS**

**70** *people*  
5 months 4 events



**62** *total events*

**53** *people*  
16 months



**STAFF MEETINGS**

12 events

**OPEN HOUSES**

7 events  
18 months




**360** *people*

12 events

13 months

**PUBLIC COMMENTS & SURVEYS**

**1561** *people*



## 2. Analysis: Opportunities and Constraints

In June of 2015, the consulting team began the process of collecting data and reviewing the significant inventory of previous reports and concurrent planning efforts concerning the study area. These materials provided a solid starting point to begin analyzing issues regarding access and circulation, recreation trends, water quality and natural resources, historical resources, and enterprise and events.

In addition, MPRB staff and consultant team conducted a bike tour to analyze firsthand how the parks were used and the condition of facilities and infrastructure. The tour was followed by a series of focus group meetings with technical experts, staff from other government agencies, and stakeholders related to the topics of:

- Natural Resources (including Water Quality),
- Access and Circulation (including Hennepin County and Minneapolis transportation staff),
- Cultural and Historic Resources
- Events and Enterprise

In-depth information about each topic was presented at the CAC meetings and open houses in July and August of 2015. The public and CAC members, were asked to comment on their likes and dislikes and on the issues and opportunities they saw in the project area. Continuum statements were used to gauge public opinion about various topics. On line surveys and emailed comments provided further input.

Below is a summary of items the CAC #1, #2, and #2b meetings, and Open Houses #1 and #2:

- Understand the Project Purpose, Scope and Goals
- Learn about the various committees and stakeholder partners involved
- Review background data and analysis gathered
- Conduct an issues and opportunities exercise
- Conduct continuum statement exercises to gauge preference on issues regarding water quality, access and circulation, historic resources, events and enterprise, and recreation
- Discuss overall equity goals

Survey results and CAC meeting agendas, presentations, and minutes can be found in the Appendix.

CAC TABLE #1 Facilitator: Ana Nelson, P+W	CAC TABLE #2 Facilitator: Michael Schroeder, MPRB
<b>What are your issues/concerns about Lake Calhoun and Lake Harriet?</b>	
1. Bike + pedestrian + disability safety/accessibility	1. Congestion (in Find)
2. NE Calhoun congestion	2. Accessibility
3. Traffic congestion around the lakes	3. Connections
4. Water quality + flooding	4. Metered parking
5. Equitable use	5. 2 way circulation
6. Maintenance (natural and structural infrastructure)	6. Road allocation
7. Under utilized land (i.e. maintenance area by archery range, ball field on NW Calhoun)	7. Trail condition
	8. Noise
<b>What do you like best about Lake Calhoun and Lake Harriet?</b>	
1. Human scale/height restrictions of buildings around the Lakes	1. Free open zone
2. Natural beauty	2. Greenery
3. South Calhoun wetlands	3. Variety of spaces
4. Recreation opportunities	4. Activities and amenities
5. Paths	5. Accessible for children
6. Beach/del activities + free summer music	6. Rose garden
7. Diversity of activities and people	7. Beach/del
8. Connectedness	8. Scenic
<b>What park improvements would you like to see at Lake Calhoun and Lake Harriet?</b>	
1. Safety (circulation safety + crossings)	1. Infrastructure repairs
2. Accessibility/invisible access	2. Playground upgrade (old area)
3. Prioritizing bikes and pedestrians	3. Addressed playground near beach
4. Pathways to become one way streets	4. Beach improvement
5. Calhoun name change	5. Water quality
6. Better historical recognition	6. Archery range + flooding
7. Relocating sailing school	7. JRT access to towparking
8. Environmental protection	8. Accessibility at E 34th St.

Example of input gathered during the analysis phase of the project.



Public engagement and participation during various activities.

### 3. Design Criteria: Vision, Guiding Principles, and Themes

The feedback received throughout the summer and early fall of 2015 was categorized into several themes which were used to define core values or guiding principles for the Master Plan. The themes and guiding principles were presented and discussed at CAC Meeting #3 and ultimately informed the development of three concept alternatives. A preliminary vision statement was also reviewed.

CAC Meeting #3 included a presentation by the Equity Subcommittee, much of it related to the restoration of the name Bde Maka Ska to Lake Calhoun. Information about global and regional trends related to demographics and recreation was also presented.

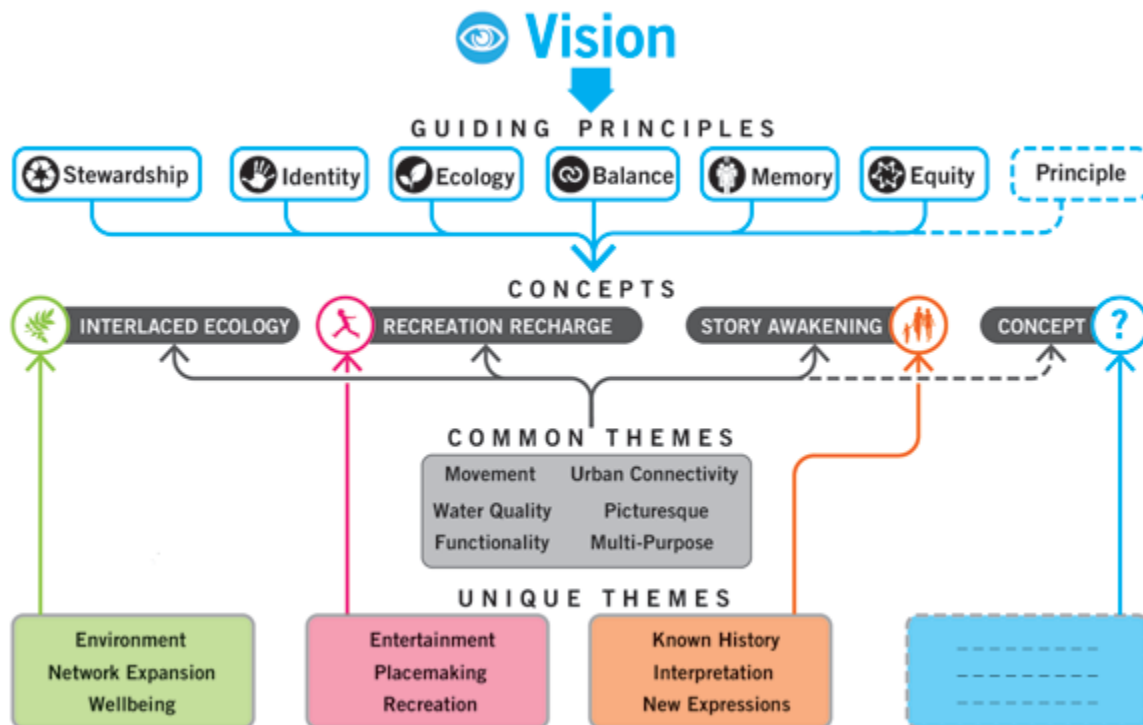
Below is a summary of items discussed at the CAC #3 meeting:

- Review and discuss trends and outcomes in demographics, climate, recreation, disabilities, lack of public funding, aging, lack of active/healthy lifestyles
- Review and discuss vision statement, guiding principles, and themes
- Review community feedback matrix to date used to develop the themes for the project
- Understand the process the equity sub-committee will use to provide master plan recommendations

**TRENDS: There will be more of us**

**FACTS:**

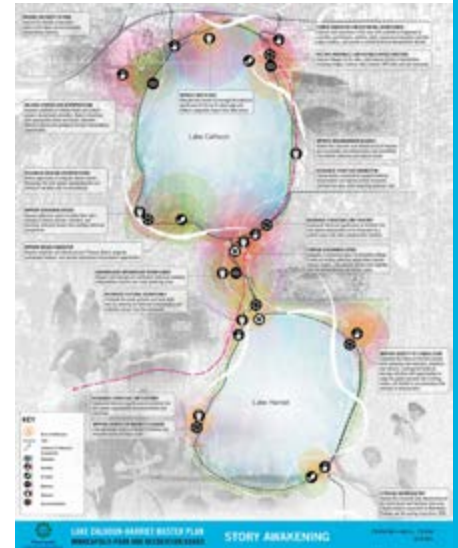
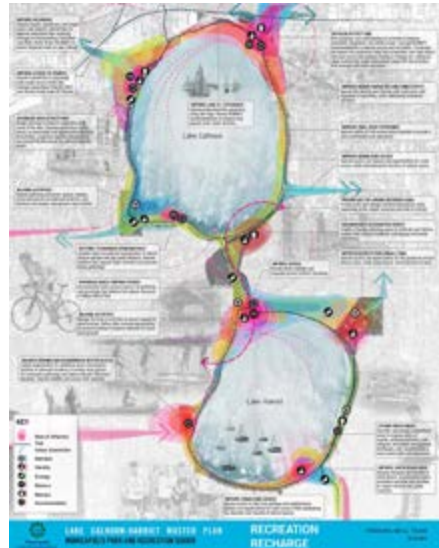
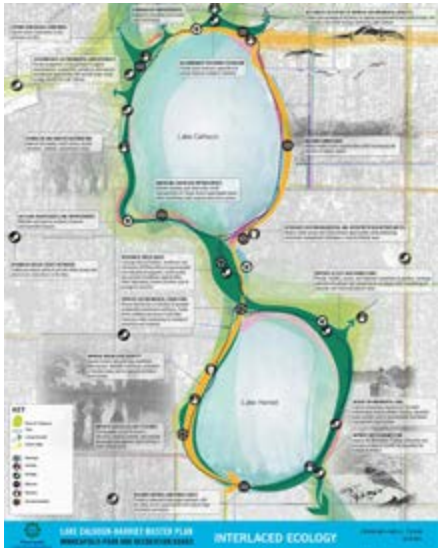
- Global population will see a **152% increase** by the year 2050. Source: United Nations
- Metro Area: **128% increase** (2,849,567 in 2010 to 3,652,060 in 2040). Source: Met Council
- Minneapolis: **120% increase** (382,578 in 2010 to 459,200 in 2040). Source: Met Council



Preliminary organizational chart of Vision, Guiding Principles, Concepts, and Themes.

#### 4. Exploration: Concept Alternatives

Feedback was synthesized into three concepts: Ecology, Recreation, and Story-Telling. These were presented and discussed at CAC meeting #4, Open house #3, and PAC #2 which occurred in the fall of 2015.

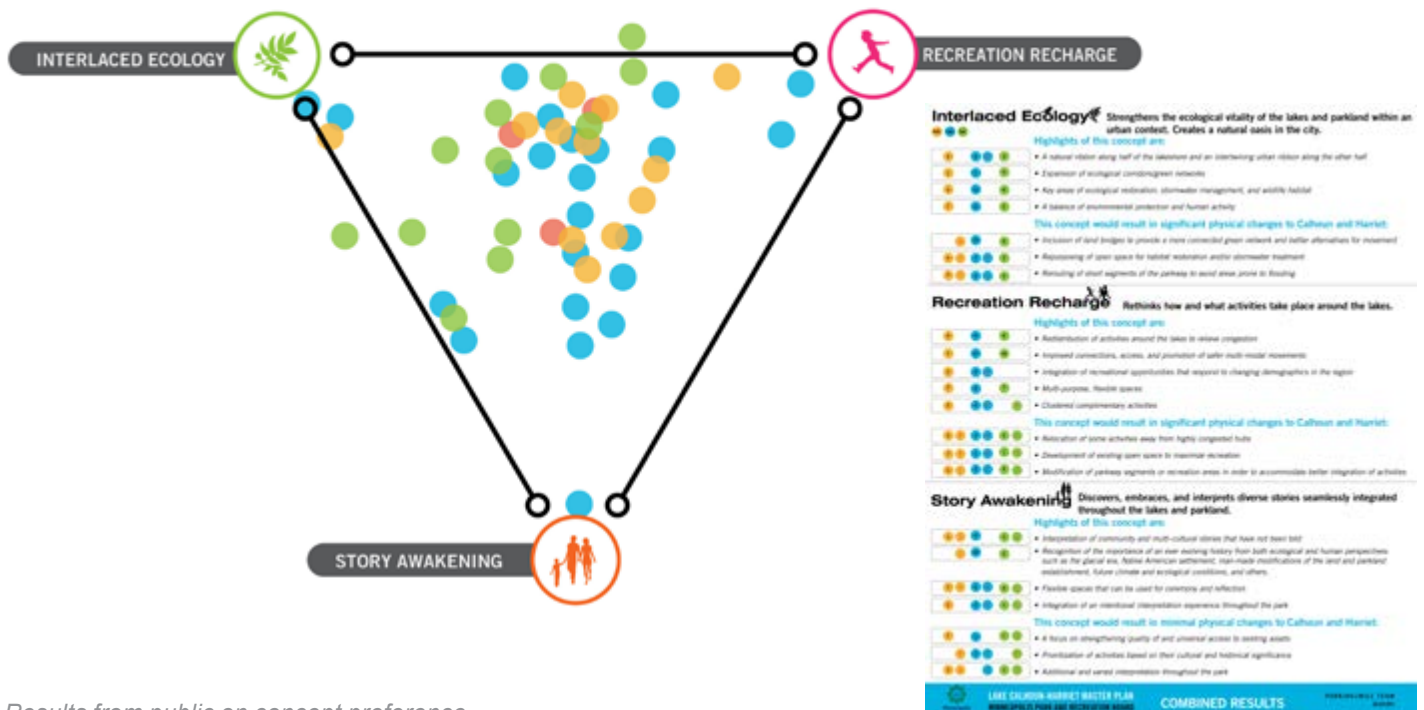


Three concepts presented to the public and committees.

In a graphic exercise participants were asked their stance regarding the three concepts. Votes indicated an overall preference on a continuum between the Recreation and Ecology Concepts, with many desiring an “overlay” of story-telling to enrich user experience of the lakes.

#### What is your opinion of the preferred direction?

PAC OH CAC Public at CAC meeting



Results from public on concept preference.



Public input gathered at community activities.

FOCUS AREAS		LIST OF ACTION ITEMS	
		ECOLOGICAL PATTERNS	RECREATION PATTERNS
1	NE Calhoun	<ul style="list-style-type: none"> <li>Enhance ecological gateway along West Lake Calhoun connecting to Westwood Lake Street</li> <li>Complete Lake County development review and parking</li> <li>Implement vegetation management plan. Focus on quality of vegetation and strategic placement of new vegetation</li> <li>Include conceptual management plan for habitat diversity</li> <li>Investigate future potential improvements to leverage long-term investment and equity issues.</li> </ul>	<ul style="list-style-type: none"> <li>Land bridge: Assess Lake Calhoun to connect to Lake of the Isles at Highland Rd to connect to Wilson Street to south of Lake Calhoun</li> <li>Expand north-south and west-east pedestrian and bicycle</li> </ul>
	Westwood	<ul style="list-style-type: none"> <li>Reduce on-street parking and implement a shared bike parking program</li> <li>Review on-street parking and bicycle parking</li> <li>Implement a shared bike parking program</li> <li>Implement a shared bike parking program</li> <li>Implement a shared bike parking program</li> <li>Implement a shared bike parking program</li> <li>Implement a shared bike parking program</li> <li>Implement a shared bike parking program</li> <li>Implement a shared bike parking program</li> <li>Implement a shared bike parking program</li> </ul>	<ul style="list-style-type: none"> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> <li>Consider on-street parking to expand shared bicycle parking</li> </ul>
2	Westwood	<ul style="list-style-type: none"> <li>Place interpretation on historic history and culture</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> </ul>	<ul style="list-style-type: none"> <li>Place interpretation on historic history and culture</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> <li>Review existing signage from historical</li> </ul>
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List of action items that helped the direction of the preferred plan.

Once the public indicated that it preferred a master plan direction that lay between an ecological and a recreation concept, two additional schematic or diagrammatic plans were developed for each of nine geographical areas of focus around the two lakes. One schematic plan had an ecological emphasis; the other a recreation emphasis. In all, eighteen plans were presented to and debated by the CAC and public. Ideas in the plans were illustrated by graphics and precedent photos.

In addition to the nine Focus Areas, ideas and recommendations regarding five topic areas were prepared and vetted. These topic areas - less geographically specific and related to both lakes - included: natural resources, access and circulation, cultural/historical resources, recreation, and events and enterprise. This stage of the master planning process took place from November 2015 through January 2016 and involved three CAC meetings (#5, #6, and #7), an open house (#4), meetings with MPRB staff (PAC #3), and a Technical Advisory Committee (TAC) meeting.

During the review of the concepts, participants were asked to evaluate the ideas from an equity perspective. The following questions were asked:

- How do each concept recommendations address equity?
- What benefits to park visitors may result?
- Are there any groups who may be burdened with potential unintended consequences?
- What can be done to address any negative impacts?

An on-line survey polled the public regarding its preferences for an ecological or a recreational emphasis for each Focus Area. From these discussions and surveys, a preferred concept for each focus area was developed and included a list of action items based on the main topics.

At CAC meeting #7, the subject of converting the current one-way bike trail system into a two-way system was discussed. The majority of CAC members had strong reservations about recommending the conversion, largely because of loss of/damage to existing trees and because of the enormous increase in impervious surfacing needed to widen the trails. Members in favor of the conversion expressed concerns over an exponential increase in people going the wrong way and about the extreme inconvenience of the one-way system.

## 5. Direction: Preferred Concept

Preferred concept plans for each of the nine Focus Areas synthesized feedback regarding preferences for the ecological and recreational alternatives. Bird's eye renderings, other graphics, and precedent photos depicted the character of the space or activity.

This stage of the master planning process occurred from February to April of 2016 and was completed during three CAC meetings (#8, #9, and #10), an Open House (#5), PAC meeting (#4), and a TAC meeting.

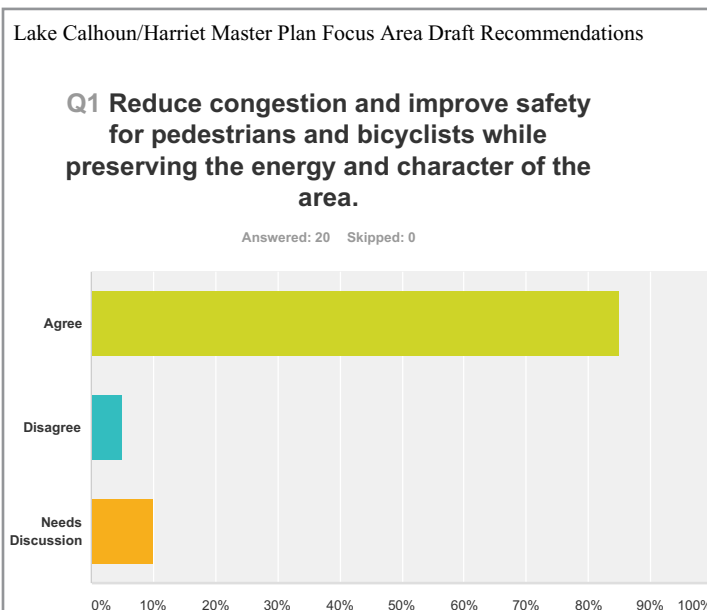
The goal of these meetings was to discuss any changes to the plans desired by the CAC/public and to garner consensus on the preferred direction and draft recommendations.

An on-line survey of CAC members was conducted for each of the draft recommendations asking whether the participant agreed, disagreed, or felt that further discussion was necessary. During the meetings, conversations were focused on the items identified as "needs further discussion".

The equity sub-committee for discussion by the CAC drafted a list of additional recommendations regarding equity. These recommendations were presented at CAC meeting #9, and included one for the Park Board to support the official and legal restoration of the name "Bde Maka Ska" to Lake Calhoun.



Public input gathered at community activities.



CAC input gathered during an on-line survey activity.

Chapter 10 PUBLIC ENGAGEMENT

MPRB Calhoun-Harriet Master Plan Improvements  
Project List DRAFT

May 5th, 2016

No	Project	Location	Priority	Cost	Comments
<b>Overall Improvements</b>					
<b>Water Quality and Natural Resources</b>					
1	In-lake Alum Treatment	both lakes	Short	\$1,500,000	Treatments last approximately 25 years. Lakes were last treated in the mid-1990s
<b>Access and Circulation</b>					
2	Overall pedestrian/bicycle trail and access improvements	both lakes	Short	\$3,575,000	The bicycle and pedestrian improvements in those areas that are not included in specific focus areas
3	Shuttlebus circuit	both lakes	Short/DEPENDENT	TO BE DETERMINED	Further transit agency partnership will be needed
<b>Water Quality and Natural Resources</b>					
4	Erosion control, native restoration, stabilization, and enhancements	Lake Calhoun	Medium	\$665,000	Includes removal of invasive species
5	Drainage, stormwater treatment, flooding correction	Lake Calhoun	Short	\$1,925,000	Includes innovative stormwater management infrastructure built within park structures and amenities
<b>Access and Circulation</b>					
6	Pedestrian/bicycle circulation improvements at N Calhoun and Lake of the Lakes connection	N Calhoun	Medium	\$700,000	
7	Land bridge connection over Lake Street to Lake of the Lakes	N Calhoun	Long	\$28,200,000	Includes utility infrastructure improvements
8	Pedestrian/bicycle circulation improvements at NE Calhoun and Lakes of the Lakes connection	NE Calhoun	Short	\$600,000	
9	Resolve pedestrian circulation at pinch points and improved lake access points	Lake Calhoun	Medium	\$4,840,000	
10	Realignment of W Calhoun Parkway and Extension of Walnut Plaza	NW Calhoun	Medium	\$5,375,000	
11	Pedestrian/bicycle improvements at SW Calhoun	SW Calhoun	Medium	\$665,000	
12	Pedestrian/bicycle improvements at S Calhoun and William Berry Area	S Calhoun and William Berry Area	Medium	\$2,300,000	
13	New trolley stop at William Berry area	William Berry	Long/DEPENDENT	TO BE DETERMINED	Would need to be funded by others
<b>Recreation/Programming/Events</b>					
14	Temporary boat launch, AIS and harvester loading area at N Calhoun location	N Calhoun	Short	\$550,000	
15	New boat launch area at NW Calhoun	NW Calhoun	Long	\$1,000,000	
16	Improve park buildings and facilities	Lake Calhoun	Medium	\$11,500,000	
17	Improve rental facilities	Lake Calhoun	Long	\$1,750,000	
18	Improve recreation amenities	Lake Calhoun	Medium	\$5,525,000	
19	Mixed-use development at former surface parking lot area	NW Calhoun	Long/DEPENDENT	TO BE DETERMINED	Further collaboration/partnership needed
<b>Cultural/Historic Resources</b>					
20	Restoration of WPA walls and historic monuments	Lake Calhoun	Medium	\$770,000	
21	Overall wayfinding and interpretation signage	Lake Calhoun	Medium	\$500,000	
22	Incorporate Cleveland Village Interpretation area	S Calhoun	Short/Ongoing	\$300,000	
<b>Water Quality and Natural Resources</b>					
23	Erosion control, native restoration, stabilization, and enhancements	Lake Harriet	Medium	\$335,000	Includes removal of invasive species
24	Drainage, stormwater treatment, flooding correction	Lake Harriet	Short	\$760,000	Includes innovative stormwater management infrastructure built within park structures and amenities
<b>Access and Circulation</b>					
25	Improve multi-modal circulation at Band Shell area	Band shell	Medium	\$2,140,000	
26	Improve circulation at E Harriet/Lower Road	E Harriet/Lower Road	Short	\$300,000	
27	Improve circulation at Lyndale Park/Rose gardens area	Lyndale Park	Medium	\$900,000	
<b>Recreation/Programming/Events</b>					
28	Improve park buildings and facilities	Lake Harriet	Medium	\$4,525,000	
29	Improve rental facilities	Band shell	Long	\$800,000	
30	Improve recreation amenities	Lake Harriet	Long	\$2,300,000	
<b>Cultural/Historic Resources</b>					
31	Restoration of WPA walls and historic monuments	Lake Harriet	Medium	\$170,000	
32	Overall wayfinding and interpretation signage	Lake Harriet	Short	\$300,000	

List of projects and priority discussed at a CAC meeting.

**6. Final Recommendations, and Priorities for Project Implementation**

The final CAC meeting (#11), conducted in May 2016, was focused on finalizing recommendations, reviewing the list of projects, and discussing the CAC’s priorities for project implementation. Each project was given a short-term, medium, or long-term priority. Project cost estimates were also available.

The CAC completed its charge in May of 2016.

**7. Final Plan**

At the conclusion of the CAC process, MPRB staff and consultants began preparation of the Master Plan report.

The master plan draft was written over an eight month period. The MPRB Commissioners opened a 45-day comment period on January 18, 2017. MPRB Planning staff made a presentation to the Board about the plan in February. A public survey was posted and advertised to take comments. As comments were received, were catalogued and addressed. At the end of the 45-day comment period after all comments have been addressed, a public hearing will be held before the Planning Committee of the Board. After the hearing, the Board of Commissioners will consider approval of the Calhoun/Bde Maka Ska-Harriet Master Plan



## 10.3 Public Awareness

The public was informed of the master planning process through the MPRB project web page, through news releases, GovDelivery (a digital communications platform for government organizations, through social media), and on-site signage. News releases, including those about surveys, are sent to those who shared their email addresses on sign-up sheets at CAC meetings and open houses or who have sent emails to MPRB staff. The Star Tribune and many neighborhood newspapers and electronic newsletters have posted articles on specific issues discussed by the CAC during the master plan process.

The Board's approved master plan will be posted on the MPRB website. As improvements are funded and constructed, the MPRB will follow established community engagement procedures which currently include project web pages, news releases, surveys, mailings, and emails. Explanatory signs will be posted on site once a project is under construction. The park webpage will be updated to reflect added amenities. As wayfinding signs and MPRB system maps are updated/replaced, changes to the parks will be added.

The screenshot shows a web browser displaying the Minneapolis Park & Recreation Board website. The page title is "Calhoun/Bde Maka Ska-Harriet Master Plan & Improvements" with the subtitle "Planning a vision for future park improvements at Lake Calhoun and Lake Harriet". The navigation menu includes "Parks & Destinations", "Activities & Events", "Golf", "Rentals & Permits", "Park Care & Improvements", and "About Us". The main content area is divided into three columns:

- Project Location:** Lists "Lake Calhoun Park" and "Lake Harriet Park" with a "Location Map" button.
- Project Manager:** Deborah Bartels, Phone: 612-230-5438, Email: [dbartels@minneapolisparke.org](mailto:dbartels@minneapolisparke.org).
- Subscribe to Email Updates:** Includes an "Email Address" input field and a "Subscribe" button.
- Language Resources:** Provides contact information for Spanish (Teléfono: 612-230-6573, Correo Electrónico: [preguntas@minneapolisparke.org](mailto:preguntas@minneapolisparke.org)) and Somali (Telefoon: 612-230-6574, Email: [suolale@minneapolisparke.org](mailto:suolale@minneapolisparke.org)).
- Key Documents:** A list of PDF documents including "Calhoun/Bde Maka Ska-Harriet Master Plan", "Chapter 1 - Cover & Introduction", "Chapter 2 - Vision", "Chapter 3 - Natural Resources", "Chapter 4 - Access & Circulation", "Chapter 5 - Historical & Cultural Recommendations", "Chapter 6 - Recreation", "Chapter 7 - Master Plan Recommendations-Equity", "Chapter 8 - Calhoun-Bde Maka Ska Focus Areas", "Chapter 9 - Harriet Focus Areas", "Chapter 10 - Public Engagement", "Chapter 11 - Needs Assessment & Demands", "Chapter 12 - Implementation", "Chapter 13 - Maintenance & Operations", "2021/16 Study Report", "Project Summary", "Meeting Locations and Schedule", "Community Engagement Plan", "CAC Change and Risks", and "1997 Chain of Lakes Comprehensive Plan".





# Demographics, Trends, Demands, and Accessibility

## 11.1 Demographics



The seven-county Twin Cities metropolitan area recently topped three million residents and continues to experience steady population growth. Since 2010, almost 30% of the growth has occurred in the urban areas of Minneapolis and St. Paul. In the last five years, the population of Minneapolis has increased by 30,000 totalling 412,500, the highest count since the 1970's.

By 2040, the population of the region is forecasted to increase by more than 800,000 people; creating a demand for more housing, jobs, and schools. Major demographic shifts are also predicted. The region's population is expected to become:

- more racially and ethnically diverse (increasing from 24% to 40% by 2040);
- people ages 65 and older will increase from 11% to 22% by 2040.

While the largest percentage of the population will remain in the 25-64 age range over the next 25 years, the younger segments (0-24) and older segments (65+) together will exceed half the population.<sup>1</sup>

1. MetroStats: The Last Five Years: Population Growth in the Twin Cities Region since 2010, Metropolitan Council July 2016

The total population of the neighborhoods surrounding Lake Calhoun/Bde Maka Ska and Lake Harriet has remained fairly constant over the last 25 years, with about 81,000 residents. The last major census (2000-2010) indicates that almost 25% of the population is under the age of 17. The population is about 85% white, compared to the City's 61%, and is less racially diverse than the City (14.8% people of color compared to the City's 39%). 8.3% are foreign born compared with 15.1% in the City overall. The number of renters exceeds that of homeowners in the Calhoun/Bde Maka Ska-Isles area; whereas, in the neighborhoods south and west of Lake Harriet, this situation is reversed. More than 53% of the population earns more than \$75,000 annually and almost three quarters drive to work.

**Demographic trends could have an effect on the Minneapolis Chain of Lakes.** As the population increases, more people are moving back to the urban centers of Minneapolis and St. Paul. As a result, parks will experience heavier use, which will put more pressure on available resources. In addition to a general increase in use, improved transit opportunities, like the SWLRT, will make the Minneapolis Chain of Lakes an even more desirable destination.

To continue to be a safe and well maintained park, the Minneapolis Chain of Lakes Regional Park requires continued and increased investment. Aging infrastructure will have to be replaced and facilities improved to be more accessible. There also have to be more recreational opportunities to appeal to a wider demographic, specifically considering age and people of color.



## 11.2 Recreation Trends

The MPRB Comprehensive Plan 2007-2020 lists several trends that may influence recreational activities at the Minneapolis Chain of Lakes:

- Greater numbers of young adults are pursuing active lifestyles.
- Interest in traditional sports, including baseball, softball, golf, and football, is declining while interest in nontraditional sports such as skateboarding, mountain biking, soccer, disc golf, lacrosse, and cricket is increasing.
- Older adults, primarily Baby Boomers, are staying active decades longer than previous generations. They also have more discretionary income than previous generations, and are increasingly applying those funds toward programming and activities for their grandchildren.
- New technology is enhancing equipment, performance, and delivery of existing recreation activities.
- Self-directed sports such as running and biking are popular among adults. With time constraints impeding the ability to dedicate time for separate exercise, many are turning to healthier transportation modes, such as biking and walking, to stay fit.
- Hobbies, gardening, history, and other self-directed activities are increasingly popular among adults.
- An increase in foreign-born residents requires focus on reducing language barriers and gaining better understanding of the recreational needs for these individuals.

In his influential book *Last Child in the Woods*, author and child advocate Richard Louv discusses the decreased exposure of American children to nature. He directly links the lack of nature in the lives of today's "wired" generation to some of the most disturbing childhood trends, such as the rises in obesity, attention disorders, and depression. He calls this nature-deficit disorder.

Louv's observations about decreased exposure to nature are supported by Minnesota DNR studies that show a decline in participation in nature-based outdoor recreation in state parks and on state trails. The DNR forecasts that all outdoor recreation in Minnesota will decrease over the next ten years. The primary reason for this negative trend is that younger parents and their children are not as involved in outdoor activities as were their predecessors. If children do not recreate outdoors, they are much less likely, as adults and parents, to encourage their own children to enjoy nature or participate in recreational activities. As a result, nature deficit becomes self-perpetuating. Other reasons for the decline in youth and young adult participation in outdoor activities include the competition for leisure time, especially from electronic entertainment and shopping malls. Parents have also become more concerned about the safety of their children in playing in outdoor settings without adult supervision. In cities especially, few "wild" or natural places are perceived as safe for children to play and develop their imaginations. Children today have less freedom to explore their world and manipulate their surroundings; their lives have become much more structured and supervised. As a result of this trend, parents are more likely to accompany their children on visits to regional parks.



Although children and young adults are spending less time outdoors, exercise-related activities among adults, such as walking and biking, are somewhat increasing and new activities (such as geo-caching) are being created. Baby Boomers (ages 51-69) will remain heavy users of parks and open spaces, not only for fitness but to enjoy nature.

For all age classes, traditional organized group and team sports, such as baseball, are currently seeing flat to modest growth. However, non-traditional recreation such as skateboarding, rock climbing, rugby, lacrosse, disc golf, and other culturally specific sports, are rising in popularity. Demand remains high for durable, regulation-sized outdoor fields and courts. However, as Minneapolis becomes more ethnically and racially diverse, available recreational open space must become more multi-purpose and less structured towards a specific sport. To stay relevant and be equitable, MPRB (and Met Council) will need to accommodate new activities and related recreational infrastructure in all of its parks, including its regional parks, and prepare to provide a multitude of settings for new recreational opportunities throughout its system.

In regional parks throughout the Twin Cities metro area, the overall top five recreational activities are

- walking/ hiking
- biking
- swimming
- picnicking
- relaxing

This is consistent with observations of and conversations with the Community Advisory Committee (CAC) and survey respondents for the master plan. The top activities identified during the Calhoun/Bde Maka Ska-Harriet planning process were

- walking/ hiking
- jogging
- relaxing at programmed events
- biking
- picnicking

Many expressed a desire for more facilities and programs related to winter recreation.



Photo credit: Werner Meybaum



## 11.3 Visitor Demands

Total annual visits to all regional parks in the seven county metropolitan area numbered 47.3 million in 2015, a decrease of 1.3% since 2014. However, since 2005, annual visits have increased by more than 14 million. The most popular time to visit regional parks is in summer (41%) followed by spring and fall (21.9% each). Winter use accounts for 8.9% of visits, and special events account for 6% of all estimated visits.<sup>2</sup>

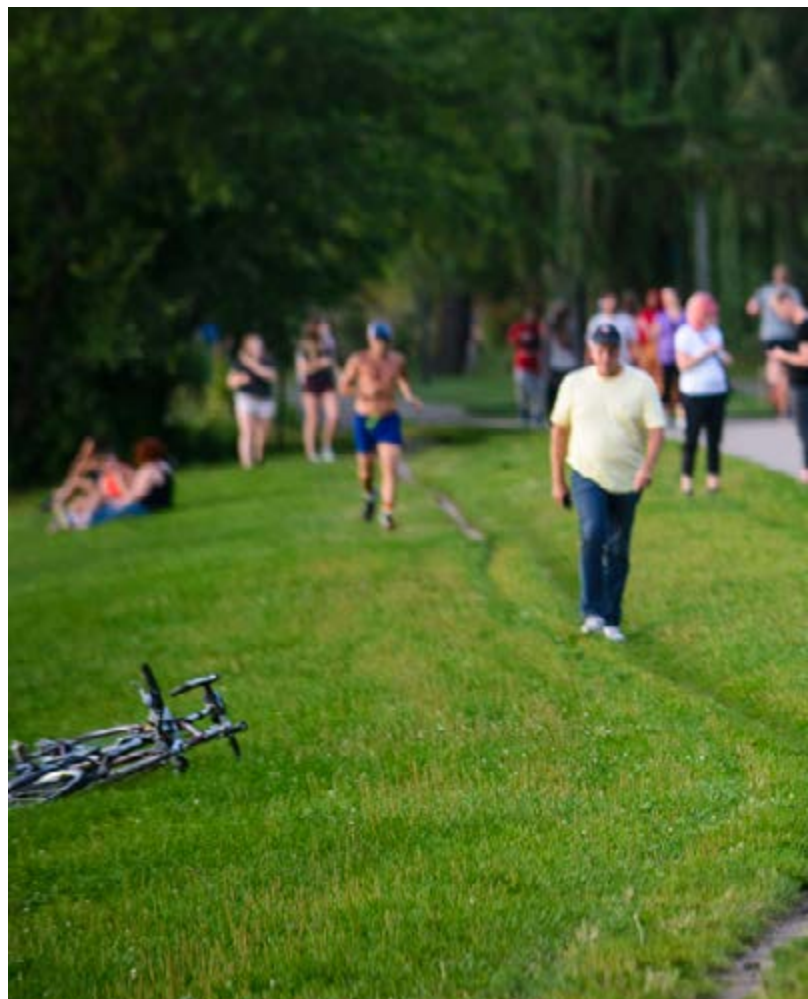
- **In 2015, and for many preceding years, the Minneapolis Chain of Lakes Regional Park was the most visited regional park in the seven county metropolitan area with an estimated 5,101,700 visits.**
- The Minneapolis Chain of Lakes accounted for 10.7% of all estimated visits to all regional parks and trails in the seven county metropolitan area.
- Urban parks in Minneapolis and St. Paul accounted for 54.3% of all regional park visits.
- Slightly more than 52% of all visits to MPRB regional parks and trails are **local** (i.e. by a person who lives within the City of Minneapolis) and about 48% are non-local. Of these visits, 27.6% were from Hennepin County, 1.1% were from Greater Minnesota, 3.8% were from out of state, and .2% came from outside the USA.
- For the visits to Minneapolis Chain of Lakes Regional Park, the recreational focus was most unique. **In 2015, while 26.7% of overall regional park visits were trail visits, at Minneapolis Chain of Lakes, 80% of the visits were trail visits.**

The data above reflects that the Minneapolis Chain of Lakes Regional Park truly has a regional draw and that the trails around the lakes are its most heavily used amenity. The trails of the Minneapolis Chain of Lakes are part of the larger MPRB Grand Rounds, which connects to trails and parks managed by the City of St. Paul, Anoka County, and Three Rivers Park District.

MPRB anticipates park visitation will increase at the Minneapolis Chain of Lakes in coming years. Continued redevelopment in the neighborhoods around the lakes and associated population increase is one reason. Another is the construction of proposed improvements to existing park amenities and the addition of new park facilities. Lastly, in addition to the existing bus routes, the construction of the Southwest Light Rail Transit will bring more regional visitors to the park. The proposed location of the

<sup>2</sup> Annual Use Estimate of the Regional Parks System for 2015, Based on a Four-Year Average of Visit Data from 2012-2015. Metropolitan Council July 2016

West Lake Station is a few blocks from the northwest corner of Lake Calhoun/Bde Maka Ska. Minneapolis and the MPRB made recommendations to accommodate the movement of visitors to and from the station in the West Lake Multi-modal Study. Projects were proposed to reduce barriers for those biking and walking to the lakes from the West Lake Station.





## 11.4 Needs Assessment

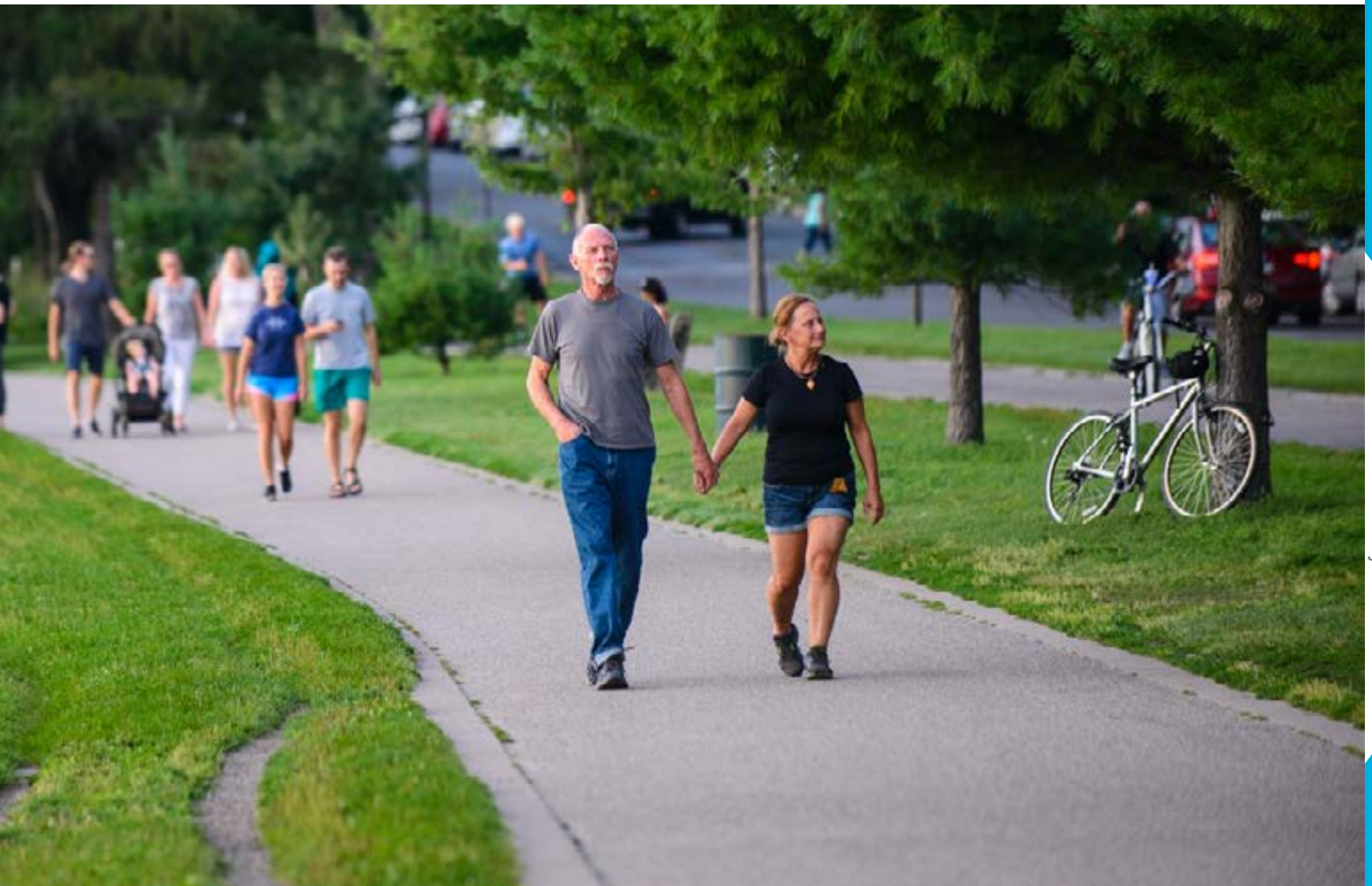
Understanding the needs of regional park users and neighborhood residents was an essential part of the Calhoun/ Bde Maka Ska-Harriet master planning process. Information was collected in a variety of methods:

- Summer research assistants surveyed park users in the early summer of 2015.
- The CAC and other meeting participants were asked to map strengths, weaknesses, opportunities, and threats (SWOT) around the two lakes.
- An online questionnaire polled respondents about recreation, programming, natural resources, and water quality.

Further input was collected throughout the master planning process from participants at community events and meetings and from the Project Advisory Committee (MPRB staff), technical experts, and other agency staff.

In-depth site analysis, helped refine the design direction and concept development. The following pages shows a summary of the needs assessment as identified in the planning process.

The summary is organized in four distinct matrices based on the topics of natural resources, access and circulation, recreation, events, and enterprise, and historical and cultural resources. The Appendix includes a detailed matrix to reflect the more specific ideas and input received.



## Natural Resources Needs Assessment Summary

TOPIC	NATURAL RESOURCES			
	Water Quality	Environment	Habitat	Wellbeing
Overall Project Area	<ul style="list-style-type: none"> <li>• Implement effective milfoil management practices</li> <li>• Reduce impervious areas.</li> <li>• Increase naturalized shoreline vegetation</li> <li>• Reduce and control pollutants at stormwater outlets</li> <li>• Turn worst erosion areas into rain gardens</li> <li>• Incorporate innovative and sustainable stormwater management practices</li> <li>• Improve lake water quality with more aggressive measures and increased allocation of funds and resources</li> <li>• Look at other places in the nation where surrounding areas limit fertilizing and reduction of nitrogen runoff going into the lakes</li> </ul>	<ul style="list-style-type: none"> <li>• Implement a proactive approach to environmental planning and ecological interventions</li> <li>• Extend and improve quality of beach facilities</li> <li>• Include defensible landscape strategies to combat erosion around lake shorelines</li> <li>• Implement effective integration of wetland areas to attenuate and reduce flooding</li> <li>• Incorporate environmental protection policies</li> <li>• Implement health and diversity of trees and vegetation</li> <li>• Consider more natural and native vegetation restoration and less grass</li> <li>• Removal of buckthorn strategic vegetation management plan</li> <li>• Address flooding</li> <li>• Limit access to the shoreline of the lakes in order to protect the banks and establish habitat</li> <li>• Require on-going efforts to repair damaged park areas—including those necessary to protect the lakes—to ensure balance between the environment and human use</li> <li>• Balance the capital investment priorities between Improving and maintaining trails with enhancement of natural resources (including water quality)</li> <li>• Prioritize high quality upland areas with restoration of hillsides</li> </ul>	<ul style="list-style-type: none"> <li>• Extend ecological and habitat connections to adjacent areas outside project boundaries</li> <li>• Enhance current habitat conditions to sustain local wildlife and flora</li> <li>• Manage and contain invasive species to support local wildlife and naturalized areas</li> <li>• Naturalize areas that want to be more natural (Archery range)</li> <li>• Address environmental quality efforts: City and MPRB are doing a good job overall (minor challenges need to be addressed such as neighborhood education)</li> <li>• Re-purpose under used areas around the lakes for water quality and natural resources enhancements</li> </ul>	<ul style="list-style-type: none"> <li>• Include adult exercise stations around the lakes</li> <li>• Promote healthy lifestyle options</li> <li>• Encourage active living through effective infrastructure</li> <li>• Implement No smoking regulations</li> <li>• Promote cleaner beaches</li> <li>• Improve climate at key uses (more shaded areas)</li> </ul>
Lake Calhoun/ Bde Maka Ska	<ul style="list-style-type: none"> <li>• Consider weed harvester relocation</li> <li>• Sustain and manage wetland ponds at SW Calhoun.</li> </ul>	<ul style="list-style-type: none"> <li>• Improved facilities dedicated to water craft inspections to help prevent invasive species</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate Lake St. land bridge in order to expand green connections to Lake of the Isles</li> </ul>	<ul style="list-style-type: none"> <li>• Increase access to drinking water facilities</li> </ul>
William Berry and Lake Harriet	<ul style="list-style-type: none"> <li>• Improve stormwater management at Minnehaha creek connection</li> </ul>	<ul style="list-style-type: none"> <li>• Consult with Audubon Club for environment and habitat protection</li> <li>• Relocate ground bees</li> </ul>	<ul style="list-style-type: none"> <li>• Convert portion of East Lake Harriet Parkway road section into parkland</li> </ul>	

## Access and Circulation Needs Assessment Summary

TOPIC	ACCESS AND CIRCULATION		
	Movement	Multi-purpose	Urban Connectivity
Overall Project Area	<ul style="list-style-type: none"> <li>• Improve multimodal circulation for people walking, bicycling and driving motor vehicles (Intersections and connections)</li> <li>• Address conflict points for bicyclists and pedestrians</li> <li>• Address limited room for everyone on the paths</li> <li>• Prioritize pedestrians and bicyclists</li> <li>• Address bicycle circulation. Bike paths being only one way creates circulation issues and conflicts with pedestrians</li> <li>• Add more bike parking areas</li> <li>• Improve direct walking routes from Lake Calhoun and Lake Harriet</li> <li>• Implement traffic calming, signage, and better marking techniques</li> <li>• Address shortcut cow paths</li> <li>• Incorporate shuttle buses from surrounding neighborhoods and/or from remote parking for lake users during high-use times</li> <li>• Implement a “Pedestrian Shuffle” or “Barnes Dance” method of street crossing at William Berry Parkway/Richfield Road crossing</li> <li>• Improve parking conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Increase transportation options</li> <li>• Implement accessibility/ equitable access, accommodating all different users on the paths: cyclists, pedestrians, and people with disabilities</li> <li>• Improve utilization of parking lots so they can serve multiple uses</li> <li>• Balance accommodations of regional visitors and non-local park users parking needs with the overall desire of reducing parking</li> <li>• Consider all around, bus routes to pick up inner city kids and families. Opportunity for outreach to marginalized groups to come to the Lakes</li> <li>• Include curb cut-outs for ADA accessible ramps</li> </ul>	<ul style="list-style-type: none"> <li>• Improve connectivity to adjacent commercial amenities and destinations</li> <li>• Support and encourage walking and bicycling transportation options</li> <li>• Increase options for bicycle paths (single direction/ bidirectional, traffic speeds, intersections)</li> <li>• Diversify zoning to increase options for equitable access to housing around lakes</li> <li>• Improve connection to businesses and destinations</li> <li>• Ensure surrounding land use are dense enough to provide affordable housing and Transit Oriented Development</li> <li>• Support regional visitors, but not through more parking</li> <li>• Accommodate non-local park users by creating links to regional transit infrastructure</li> </ul>
Lake Calhoun/ Bde Maka Ska	<ul style="list-style-type: none"> <li>• Improve safety for Lake St crossing at NE Calhoun. Either a grade-separated bike lane on the east side of Lake Calhoun Parkway or wider, multi-directional bike paths around all of Lake Calhoun</li> <li>• Bring the bike path North of Calhoun closer to the lake and away from the street</li> <li>• Improve accessibility at E 34th St. and West 32nd St/W Lake St.</li> <li>• Realign West Lake Calhoun Parkway</li> <li>• Improve circulation at Thomas Beach</li> <li>• Slow down traffic as it comes from St. Louis Park and Minneapolis Uptown</li> <li>• On Lake St, make the lakes easier for cyclists to use for commuting by adding two way bicycle trails on north and west side of Lake Calhoun</li> <li>• Expand pedestrian and bike space over the Calhoun channel</li> </ul>		<ul style="list-style-type: none"> <li>• Consider LRT access and connections to lakes/parking</li> <li>• Incorporate better connections to planned West Lake LRT Station</li> <li>• Study athletic field to become a park with rerouted road</li> <li>• Incorporate foot bridge from Isles</li> </ul>
William Berry and Lake Harriet	<ul style="list-style-type: none"> <li>• Improve pedestrian crossing on Richfield Rd. and near train tracks on west side</li> <li>• Address congestion and traffic around bandshell area</li> <li>• Resolve bike trail conflicts and transitions at William Berry</li> <li>• Add more pay meters at parking lots</li> <li>• Place a bike ramp right where E. Lake Harriet Blvd (42nd St) intersects with E. Lake Harriet Parkway to allow bikers easy access to Lake Harriet</li> </ul>	<ul style="list-style-type: none"> <li>• Address stepped down hills towards picnic areas, not accessible to handicapped and seniors</li> <li>• Improve access to Bird Sanctuary entrance</li> </ul>	<ul style="list-style-type: none"> <li>• Address single direction bike path to resolve conflicts</li> <li>• Safer and more direct connections to Minnehaha Creek trail</li> <li>• Convert lower road into a two-way bicycle trail</li> </ul>

## Recreation, Events, and Enterprise Needs Assessment Summary

TOPIC	RECREATION, EVENTS AND ENTERPRISE			
	Functionality	Events and Programming	Placemaking	Recreation
Overall Project Area	<ul style="list-style-type: none"> <li>• Increase number of rest-rooms and rest-room options (ADA compliant &amp; accessible)</li> <li>• Extend and improve quality of beach facilities</li> <li>• Include a mixed range of lighting systems to improve security and visibility</li> <li>• Make more hospitable to families: BBQ grills, restrooms, large gathering spaces with picnic tables</li> <li>• Capital investments should be balanced</li> <li>• Implement infrastructure improvements</li> <li>• Reliable contact method for overturned boats and Canoes off racks</li> <li>• More water/drinking fountains</li> <li>• Multipurpose buildings to best accommodate changing preferences</li> </ul>	<ul style="list-style-type: none"> <li>• Promote and sustain events open and accessible to the public</li> <li>• Distribute activities adequately to alleviate congestion and traffic</li> <li>• Develop effective management plan for private events (ie marathons, runs, charity walks)</li> <li>• Public programs can be better distributed across all parks in the Grand Rounds</li> <li>• Spread out activities</li> <li>• Better management of crowds</li> <li>• Better noise regulations for events</li> <li>• Capital investments should be focused on park facilities that don't generate revenue</li> <li>• Balance the number of free public programs and events</li> <li>• Balance revenue appropriation</li> <li>• Focus on signature events to generate revenue to reinvest in these parks</li> <li>• Better management of corporate-sponsored and other entity-sponsored events</li> <li>• Limit car parking and encourage bicycle transportation to concerts and events</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance amenities and facilities for year-round visitors and users</li> <li>• Improve embedded memorials and historical markers</li> <li>• Increase options to accommodate modern recreation</li> <li>• Include new amenities (movable tables + chairs)</li> <li>• Public art</li> <li>• Accommodate people watching areas</li> <li>• Better planning of amenities - not "after thought"</li> <li>• Keep lakes active and safe</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance quality of recreation and playground areas</li> <li>• Support year round activities</li> <li>• Importance of protecting the experience of the lakes as free, public parks/places</li> <li>• Keep/adapt/swap existing for new or better programs to best suit the public</li> <li>• Park facilities should support recreational opportunities that occur year-round</li> <li>• Fishing is important for people with limited transportation access</li> <li>• Look to other parks for their programming before changing programs here</li> <li>• Existing activity prioritization: Walking/ jogging, swimming, biking/ roller blading, playgrounds</li> <li>• Less favorable existing activities: Archery, field play, informal field play, picnicking</li> <li>• New activity desires: Ice skating, Cross country skiing, swimming lessons, Tuj Lub</li> <li>• Programs: movable seating and picnic tables, soccer pick-up games like Lake of the Isles</li> <li>• Chances for communities to learn how to bike, swim, and sail. New experiences</li> </ul>
Lake Calhoun/ Bde Maka Ska	<ul style="list-style-type: none"> <li>• Opportunity to use archery range in new way</li> <li>• Need better and more bathrooms, especially down by Thomas Beach</li> </ul>	<ul style="list-style-type: none"> <li>• A full year park building on the NW corner of Lake could be a huge asset with bathrooms, restaurant, meeting and Rec rooms, and a second floor patio</li> <li>• Designated space for sailing club</li> </ul>	<ul style="list-style-type: none"> <li>• Northwest corner can be adapted for more successful uses, it should not be removed!</li> <li>• Opportunity to readdress programming of Southwest corner of Calhoun (skate park?)</li> </ul>	<ul style="list-style-type: none"> <li>• Relocate boat launch and sailing school</li> <li>• Playground upgrade (east area)</li> <li>• Increase cross-country trail grooming</li> <li>• Supportive of updating sailing school facility</li> </ul>
William Berry and Lake Harriet	<ul style="list-style-type: none"> <li>• Address trail maintenance at Roberts Bird Sanctuary</li> <li>• Accommodations for adaptive sailors at Harriet</li> </ul>	<ul style="list-style-type: none"> <li>• Continuing to support the wonderful Lake Harriet band shell program (ie Movies + Music)</li> </ul>	<ul style="list-style-type: none"> <li>• South end of Lake Harriet needs more lighting on walking path to feel safe</li> </ul>	<ul style="list-style-type: none"> <li>• Dock ramp east of Band Shell should be ADA compliant (slope is very steep)</li> </ul>

## Historical and Cultural Resources Needs Assessment Summary

TOPIC	HISTORICAL/CULTURAL RESOURCES			
	Picturesque	Known History	Interpretation	New Expressions
Overall Project Area	<ul style="list-style-type: none"> <li>• Manage and curate historic amenities and sites</li> <li>• Strategically integrate iconic views in relation to shoreline vegetation</li> <li>• Balance between active recreation and naturalized areas</li> <li>• Protect beauty - bridges</li> <li>• Improve landscaping</li> <li>• Remove park “over-growth”</li> <li>• Not every open space has to be wild</li> </ul>	<ul style="list-style-type: none"> <li>• Promote comprehensive regional history</li> <li>• Continue in depth research of current historic sites (ie archeological findings William Berry)</li> <li>• Sustain ecological restoration initiatives to connect ceremonial assets with regional history</li> <li>• Grand Rounds Historical Registry nomination.</li> <li>• Restoration (cultural, ecological, historical)</li> <li>• Improve historical markers</li> <li>• Honor history of lake</li> <li>• The evolution and history of the lakes is a more comprehensive story beyond (in addition to) the MPRB history, Cleveland, etc.</li> <li>• As long as the general historic character of the parks is preserved, explore alternative layout, configurations, and uses of historic features to ease congestion and make better use of park space</li> <li>• Balance the funding of maintenance and restoration of existing historical/ cultural resources with other park facilities needs</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements in wayfinding and visitor information</li> <li>• Integrate broad and inclusive cultural expressions.</li> <li>• Include spaces dedicated for ceremonies and cultural expressions</li> <li>• Improved signage and connections between existing historical assets and sites.</li> <li>• Better historical recognition</li> <li>• Suggested self-guided tours</li> <li>• Historical interpretation</li> <li>• Better info centers</li> <li>• Improve access and circulation to cultural/artistic/ historic resources</li> <li>• Art and language (signs) reflects: “ You are welcome here”</li> <li>• Rewrite the narrative of this place; interpret the meaning. An interpretive center? The story needs to be told for the Dakota to feel welcome</li> </ul>	<ul style="list-style-type: none"> <li>• Consider name change for lake Calhoun</li> <li>• Promote recreational activities that connect users with region’s identity &amp; history (ie archery).</li> <li>• Interactive information centers that engage users with site history.</li> <li>• Historical + picturesque</li> <li>• Opportunities for historical connections</li> <li>• Reflect personal experience</li> <li>• Change cultural perception</li> <li>• Equity for ALL cultures and people</li> <li>• Dedicate project funding and develop a process to review and possibly change the current names of the lakes and other parkland parcels in this area. Lake Calhoun only</li> <li>• Balance the interpretation of history related to the lakes with cultural significance</li> <li>• Reflect our integrated community</li> <li>• Cultural inclusion as well as racial inclusion</li> </ul>
Lake Calhoun/ Bde Maka Ska	<ul style="list-style-type: none"> <li>• Viewing deck off of “Pointe” (best view of downtown)</li> <li>• South side could be beautiful if a similar retaining wall to the east side is built</li> </ul>	<ul style="list-style-type: none"> <li>• Thomas beach: Historical markers with smaller footprint</li> </ul>		<ul style="list-style-type: none"> <li>• That the name of Lake Calhoun would be changed to Bde Maka Ska</li> <li>• Coming together to rename Calhoun Bde Maka Ska would be a startling event for the community and would inspire hope in all our communities</li> </ul>
William Berry and Lake Harriet		<ul style="list-style-type: none"> <li>• Band shell: Historical markers improvements</li> <li>• Sunset beach: Historical markers improvements</li> <li>• Leverage Rose Garden historical importance</li> </ul>	<ul style="list-style-type: none"> <li>• Better signage at Rose garden and Bird Sanctuary</li> </ul>	

## 11.5 Visitor Services Goals

MPRB does not have written standards to guide the frequency of placement of visitor amenities like restrooms, drinking water, and benches along trails. These visitor services, however, are considered by park users to be critical amenities for trail enjoyment. Although the master plan and the focus area concepts do not specifically locate these smaller amenities in the park, the following general goals are meant to give direction during park development.

### Restrooms (permanent or portable):

- Every two miles along the trail system
- At designated gathering spaces, food concessions, beaches, and play areas
- At least one accessible restroom at each location

### Drinking Water:

- Every two miles along the trail system
- At major nodes and park buildings such as designated restrooms, gathering spaces, picnic areas, beaches, food concessions, and play areas
- All drinking fountains shall be accessible

### Benches:

- Every quarter mile along the trail system and at major nodes and park buildings
- At designated gathering spaces, beaches, food concessions, and play areas
- All benches shall have an expanded paved pad for wheelchair “parking”

### Litter Receptacles/Recycling Containers:

- At entry points into the trail system
- At park buildings and at restrooms
- At designated gathering spaces, food concessions, beaches, and picnic and play areas
- A paved level pad shall be provided at each location with dimensions sufficient for both containers.

### Grills

- Provide at commonly used informal picnic areas around the lake. Coordinate locations to avoid conflicts with other recreation or park activities.
- Include pavement around base
- Include hot coal disposal sites nearby.
- Include accessible options and routes.

### Flexible furniture

- Picnic tables: A limited number of unanchored, movable, durable picnic tables can be provided by the MPRB on a trial basis in park areas where informal picnicking already occurs (NW Calhoun/Bde Maka Ska, SW Calhoun/Bde Maka Ska, East Calhoun/Bde Maka Ska, William Berry Park north of the Bandshell).
- Flexible seating: A limited number of unanchored, movable, durable seating can be provided by the MPRB on a trial basis in park areas along trails where sufficient level space is available and where no anchored benches exist.
- Vandalism (including “moving” the furniture into the lakes or onto paths or roads) and/or theft will result in an end to the trial and removal of the furniture from the parks.

### Adult exercise equipment

- Around Calhoun only
- Specific locations to be determined by MPRB Planning and Operations.
- Stations shall include an accessible route and resilient surfacing and containment.

### Bicycle Parking:

- At destination areas and at restrooms

### Food:

- Destination food at each lake (currently Bread and Pickle at Harriet and Tin Fish at Calhoun/Bde Maka Ska)

### Wayfinding:

- Destination/directional signage at primary entry points into the trail system
- Information kiosk/maps at designated gathering spaces and at key trail intersections

### Universal Access:

- New/rehabilitated facilities and sites will meet current Americans with Disabilities Act (ADA) guidelines/laws
- The master plan designates a universal access playground and beach at Thomas Beach at southwest Calhoun/Bde Maka Ska. It is the only beach and landscape at Harriet and Calhoun/Bde Maka Ska with relatively level topography and adjacent parking.

## 11.6 Accessibility

The Minneapolis Park and Recreation Board 2007-2020 Comprehensive Plan identifies three strategies specifically related to accessibility and special needs populations:

- “Build or renew facilities to meet or exceed standards for accessibility.” (p. 25)
- “Ensure recreation opportunities are available for persons with disabilities.” (p. 18)
- “Identify and reduce physical and financial barriers to participation in programming.” (p. 18)

In 2014, the MPRB initiated the ADA (Americans with Disabilities Act) Self-evaluation and Transition Plan to assess physical barriers within its park system. Trails and access points from the surrounding communities were not evaluated, although accessible routes within the parks to recreational amenities were.

As part of the master planning process, the MPRB prepared a Calhoun/Bde Maka Ska Harriet Trail Condition Assessment and Recommendation Report in 2016. The surfacing of several hundred linear feet of bicycle and pedestrian trails was determined to be in fair or poor condition and only one of the existing nineteen ramps into the system met current ADA standards. The condition and accessibility of existing trails, as well as the fact that 80% of the estimated visits to the Chain of Lakes were to use the trails, drove the scope of improvements constructed in 2017.

In developing new park elements in the Minneapolis Chain of Lakes Regional Park, facilities will meet requirements for the ADA, as well as principles for universal accessibility ([www.access-board.gov](http://www.access-board.gov)):

Many existing recreational features in the master plan focus area including those in William Berry, Beard’s Plaisance, and Lyndale Park Gardens, are not ADA compliant. These will be rehabilitated to meet ADA standards as resources allow.

Accessibility does not just refer to ADA standards. Cultural differences and economic disparities can also be barriers to accessing regional parks. As discussed in Chapter 7: Equity, master plan recommendations also include initiatives to address some of these cultural barriers and encourage use. These were based on the Metropolitan Council’s investigation entitled “Regional Park Use Among Select Communities of Color”.

Consistent with MPRB policy throughout its system, most of the recreational facilities around Calhoun/Bde Maka Ska and Harriet do not require a fee for public use. Amenities such as multi-use trails, playgrounds, beaches, the Lyndale Park Gardens, Roberts Bird Sanctuary, picnic areas, and public water access points are provided free of charge. Additionally, MPRB-sponsored events, such as concerts at the Lake Harriet Bandshell, are free. However, some amenities at Calhoun/Bde Maka Ska and Harriet do require user/reservation fees: canoe storage, buoy rental, spaces for ceremonies in the Lyndale Park Gardens, the Beards Plaisance picnic shelter, and the ballfield at NW Calhoun/Bde Maka Ska. Permits, for which the vendor or permit holder pays fees to the MPRB, are required for all non-MPRB sponsored events at the parks, regardless of location.

For parking in the lots around the lakes, the MPRB offers users the option of purchasing a permit or using meters for parking. Reduced fee arrangements are available for recreational programming. Additionally, parking bays along the parkways and most streets of adjoining neighborhoods are not metered and provide free parking.







# 12

## Implementation



## 12.1 Funding the Master Plan

The master plan establishes a 25 year vision for improvements at Lake Calhoun/Bde Maka Ska and Lake Harriet. It sets forth ideas to capture the public's imagination and support and positions the MPRB to take advantage of opportunities as they arise. In order to achieve the master plan's goals and initiatives, significant efforts will be needed in subsequent years to identify new funding sources and donors to supplement existing state and regional funding. Expanded interagency cooperation and perhaps public-private partnerships may be required. The MPRB will actively seek grants, collaborative funding agreements, donations, volunteer projects, and multi-agency projects to reduce the total cost to the MPRB. Implementation will require continued community advocacy and outside money.

Beginning with the 2017 budget, MPRB has applied a custom-created equity-based metric to the determination of capital projects in *neighborhood* parks. *Regional* park projects in the 2017-2022 Capital Improvement Plan (CIP) were selected based on infrastructure need and on cycling funds through all parks in the system. In 2017 MPRB will be developing an equity metric for selecting regional park capital projects, which will be used beginning in the 2018 budget cycle. Regional projects added to the CIP for the 2023 funding year will adhere to these equity metrics. At the time of the writing of this master plan, the regional equity metrics have not yet been developed, so it is impossible to know how the Chain of Lakes will rank.

In addition to existing state and regional funding sources, the Met Council expects to initiate a competitive grant program for capital projects based on improving equitable access to regional facilities. Though at the time of the writing of this master plan, the criteria for this program have not yet been finalized, it may be possible for MPRB to access some of this funding for Calhoun/Bde Maka Ska and Harriet, particularly in light of numerous master plan recommendations and projects targeted to serve minority populations and/or people with disabilities.

Existing funds from Met Council for the Chain of Lakes should be directed to replacement of existing popular but deteriorated facilities in the parks, such as trail paving or access points. Resolving safety issues should also be a priority. Construction of new initiatives shown in the master plan might occur if non-traditional sources of funding become available.



## 12.2 Public Services Infrastructure Needs

The master plan recommendations for Calhoun/Bde Maka Ska-Harriet will require investment in non-recreational public infrastructure, services, and utilities. Existing roads, electricity, gas, water, and sewer services are available in nearby neighborhoods and commercial areas. However, several facilities proposed in the master plan will necessitate extensions and modifications to these in-place utilities. These costs are factored into the individual project costs.

Plumbed restrooms, requiring water and sanitary sewer, are proposed for the following locations:

- NE Calhoun/Bde Maka Ska (the 2016 plan for the Refectory calls for a new separate restroom building)
- NW Calhoun/Bde Maka Ska
- SW Calhoun/Bde Maka Ska
- William Berry near the existing maintenance garage
- Lake Harriet Bandshell area (additional restroom building)
- Lyndale Park Gardens

Many public storm sewers, managed by the City of Minneapolis and other municipalities, empty into the Chain of Lakes. The maintenance and repair of those storm sewer systems which only drain parkland are the sole responsibility of the MPRB. Some of these systems need overhaul and replacement and are identified as projects in the implementation plan. The Lower Road along the east side of Lake Harriet and the open space at NW Calhoun/Bde Maka Ska are two areas around the lakes that flood frequently and need significant storm sewer infrastructure investment. Master plan recommendations for both of these areas considered water, flooding, and storm sewer issues.

MPRB Environmental Stewardship staff suggest that all storm sewer infrastructure at Minneapolis Chain of Lakes is in need of a condition assessment. They predict that many components will need replacement in the next twenty-five years.



## 12.3 Public Infrastructure Related to Recreation

The key public infrastructure projects necessary to complete the Calhoun/Bde Maka Ska-Harriet vision include: a land bridge, road realignments, and trail additions and modifications to complete key gaps within the system. Because of jurisdictional issues, these projects will be implemented in collaboration with other agencies, namely Hennepin County and the City of Minneapolis. MPRB has developed a good working relationship with both entities and expects to continue envisioning changes together. The projects listed below are described in depth in the Master Plan - Focus Areas chapters.

### Bridges

- A land bridge at the north end of Lake Calhoun/Bde Maka Ska over West Lake Street would provide a parkland connection between Lake of the Isles and Lake Calhoun/Bde Maka Ska. Since Hennepin County has jurisdiction over West Lake Street and major modifications to the road bed would be required to make the land bridge accessible, this project is dependent on Hennepin County support.



### Roads

- Realigning West Calhoun Parkway at NW Calhoun/Bde Maka Ska would create additional space along the lakeshore for new recreational uses and existing trails.
- Realign lanes for eastbound traffic on West Lake Street, east of Thomas Avenue, to create more parkland for off-street bicycle trails (Hennepin County jurisdiction).
- Convert a segment of West Harriet Parkway, along the west side of the parking lot at the Bandshell, to two-way traffic
- Close Lower Road along east Lake Harriet to vehicles, redirecting traffic to upper East Lake Harriet Parkway.



### Trails

- Lake Calhoun/Bde Maka Ska: When West Lake Street is reconstructed, expand the bicycle trail on the south side and convert it to a two-way system.
- William Berry: Add a two-way trail through the east side of William Berry to W 36th Street, providing a shortcut for cyclists to W 36th Street.
- Lake Harriet: Convert the Lower Road on the east side of Lake Harriet to a two-way bicycle trail and remove the existing one way bicycle trail.
- Lyndale Park: Add an off-street multi-use trail to the west side of Rose Way Road



## 12.4 Historical Infrastructure

The Chain of Lakes is included in the Grand Rounds, which has been determined eligible for listing in the National Register of Historic Places as a historic district. Resources in the Grand Rounds were inventoried and evaluated between 2008 and 2010 and included in a draft National Register nomination. At that time, the period of significance was determined to be 1887–1942. This timeframe is currently being reevaluated to include modifications made to update and unify the system in the 1970s. Between 1973 and 1978, the Grand Rounds received its first comprehensive update following the plans of landscape architects Eckbo, Dean, Williams and Austin, as well as the recommendations of the local Citizens Parkway Committee. An inventory of buildings, structures, objects and sites, as well as consultant recommendations related to the nomination are included in a report in the Appendix for this document. As projects are implemented, historic structures will be identified and assessed for condition. The design team will work with historians to determine actions needed to retain these features of the parks.

As part of the master planning process, the MPRB invested in a study which assessed the condition of historic WPA walls around the two lakes, at north Calhoun/Bde Maka Ska, southeast Calhoun/Bde Maka Ska, and west Harriet. Because the walls are in such poor condition, they must be rebuilt, a cost estimated in 2016 at \$933,225. The MPRB has a number of WPA walls and other structures in its park system. It is seeking state funding to address the deterioration of these historic features.

Other projects with historic significance that were identified during the master planning process include

- Restoration of the WWI Naval Memorial at northeast Calhoun/Bde Maka Ska
- Reinstallation of the sinking boulder with the bronze plaque commemorating the Pond Brothers on the east side of Calhoun/Bde Maka Ska
- Replacing the chain link fence around the Rose Garden at Lyndale Park with a more historically appropriate style.



## 12.5 Estimated Development Costs

The estimated development costs for implementing the master plan are \$126 million based on 2016 construction costs, including a 25% contingency for design and engineering and other project “soft costs” (testing, survey, etc). A 5% inflation factor should be added each year. A table of projects and associated cost estimates follows.

The MPRB updates its six-year Capital Improvement Plan (CIP) on an annual basis. Before a Calhoun/Bde Maka Ska - Harriet Master Plan project is added to the MPRB’s CIP, its scope and cost estimate should be scrutinized and refined to adjust for inflation and project “soft costs” such as surveys, testing, design and engineering, and additional community engagement.

## 12.6 Phasing Plan

The CAC reviewed the list of master plan projects and the preliminary priority status assigned to each. Some adjustments were made to the list during the last CAC meeting held in May 2015. Each project was assigned a short-term, medium-term, or long-term priority.

Projects that require significant coordination, approvals, and/or funding from other agencies or organizations such as the City of Minneapolis, the Minnehaha Creek Watershed District, Hennepin County, or private interests are designated as “Dependent.” Implementation can only occur as a joint project with the relevant partnering agency(ies). Cost estimates for these “Dependent” projects reflect expenditures expected for MPRB only.

The following tables show condensed and extended versions of the list of master plan projects. Number can be referenced back to each of the focus area graphics.

No	Project	Location	Priority	Cost
<b>Overall Improvements</b>				
Water Quality and Natural Resources				
1	In-lake Alum Treatment	both lakes	Short	\$1,500,000
Access and Circulation				
2	Overall pedestrian/bicycle trail and access improvements	both lakes	Short	\$4,480,000
3	Shuttle/bus circulator	both lakes	Short/DEPENDENT	TO BE DETERMINED
<b>Lake Calhoun/Bde Maka Ska and William Berry</b>				
Water Quality and Natural Resources				
4	Erosion control, native restoration, stabilization, and enhancements	Lake Calhoun/Bde Maka Ska	Short	\$430,000
5	Drainage, stormwater treatment, flooding correction	Lake Calhoun/Bde Maka Ska	Short	\$2,070,000
Access and Circulation				
6	Pedestrian/bicycle circulation improvements at N Calhoun/Bde Maka Ska and Lake of the Isles connection	N Calhoun/Bde Maka Ska	Short/On-going	\$1,345,000
7	Land bridge connection over Lake Street to Lake of the Isles	N Calhoun/Bde Maka Ska	Long	\$39,500,000
8	Pedestrian/bicycle circulation improvements at NE Calhoun/Bde Maka Ska and Lakes of the Isles connection	NE Calhoun/Bde Maka Ska	Short	\$1,775,000
9	Resolve pedestrian circulation at pinch points and improved lake access points	Lake Calhoun/Bde Maka Ska	Short	\$4,945,000
10	Realignment of W Calhoun Parkway and promenade from Market Plaza	NW Calhoun/Bde Maka Ska	Medium	\$5,292,000
11	Pedestrian/bicycle improvements at SW Calhoun/Bde Maka Ska	SW Calhoun/Bde Maka Ska	Medium	\$790,000
12	Pedestrian/bicycle improvements at S Calhoun/Bde Maka Ska and William Berry Area	S Calhoun/Bde Maka Ska and William Berry Area	Short	\$3,480,000
13	New trolley stop at William Berry area	William Berry	Long/DEPENDENT	TO BE DETERMINED
Recreation/Programming/Events				
14	Temporary boat launch, AIS and harvester loading area at N Calhoun/Bde Maka Ska location	N Calhoun/Bde Maka Ska	Short	\$600,000
15	New boat launch area at NW Calhoun/Bde Maka Ska	NW Calhoun/Bde Maka Ska	Long	\$1,000,000
16	Improve park buildings and facilities	Lake Calhoun/Bde Maka Ska	Medium	\$11,700,000
17	Improve rental facilities	Lake Calhoun/Bde Maka Ska	Long	\$1,750,000
18	Improve recreation amenities	Lake Calhoun/Bde Maka Ska	Medium	\$5,525,000
19	Mixed-use development at former surface parking lot area	NW Calhoun/Bde Maka Ska	Long/DEPENDENT	TO BE DETERMINED
Cultural/Historic Resources				
20	Restoration of WPA walls and historic monuments	Lake Calhoun/Bde Maka Ska	Medium	\$770,000
21	Overall wayfinding and Interpretation signage	Lake Calhoun/Bde Maka Ska	Medium	\$300,000
22	Incorporate Cloudman Village interpretation area	S Calhoun/Bde Maka Ska	Short/On-going	\$350,000
<b>Lake Harriet</b>				
Water Quality and Natural Resources				
23	Erosion control, native restoration, stabilization, and enhancements	Lake Harriet	Short	\$500,000
24	Drainage, stormwater treatment, flooding correction	Lake Harriet	Short	\$640,000
Access and Circulation				
25	Improved multi-modal circulation at Band Shell area	Band shell	Short	\$3,100,000
26	Improved circulation at E Harriet/Lower Road	E Harriet/Lower Road	Short	\$380,000
27	Improved circulation at Lyndale Park/Rose gardens area	Lyndale Park	Medium	\$750,000
Recreation/Programming/Events				
28	Improve park buildings and facilities	Lake Harriet	Medium	\$4,325,000
29	Improve rental facilities	Band shell	Medium	\$800,000
30	Improve recreation amenities	Lake Harriet	Long	\$2,525,000
Cultural/Historic Resources				
31	Restoration of WPA walls and historic monuments	Lake Harriet	Medium	\$170,000
32	Overall wayfinding and Interpretation signage	Lake Harriet	Short	\$225,000

\* Estimate is based on 2017 project costs. A 3 to 5% increase should be considered for every additional year.

Subtotal estimated costs	\$101,017,000
Contingency Design and Engineering	\$25,254,250
<b>Total estimate costs*</b>	<b>\$126,271,250</b>

Condensed List of Master Plan Projects

Extended List of Master Plan Projects

No	Project	Location	Priority	Cost
<b>Overall Improvements</b>				
<b>Water Quality and Natural Resources</b>				
<b>1</b>	<b>In-lake Alum Treatment</b>	both lakes	<b>Short</b>	<b>\$1,500,000</b>
1a	Alum Treatment for Lake Calhoun/Bde Maka Ska	Lake Calhoun/Bde Maka Ska		\$810,000
1b	Alum treatment for Lake Harriet	Lake Harriet		\$690,000
<b>Access and Circulation</b>				
<b>2</b>	<b>Overall pedestrian/bicycle trail and access improvements</b>	both lakes	<b>Short</b>	<b>\$4,480,000</b>
2a	Restore/improve existing trail conditions not reflected in focus areas	both lakes		\$4,340,000
2b	Include ped ramps and additional curb cuts	both lakes		\$140,000
<b>3</b>	<b>Shuttle/bus circulator</b>	both lakes	<b>Short/DEPENDENT</b>	<b>TO BE DETERMINED</b>
<b>Lake Calhoun/Bde Maka Ska and William Berry</b>				
<b>Water Quality and Natural Resources</b>				
<b>4</b>	<b>Erosion control, native restoration, stabilization, and enhancements</b>	Lake Calhoun/Bde Maka Ska	<b>Short</b>	<b>\$430,000</b>
4a	Regrading, address erosion issues	Lake Calhoun/Bde Maka Ska		\$50,000
4b	Restoration of native species and natural habitats	Lake Calhoun/Bde Maka Ska		\$380,000
4b-1	Oak Savannah at E Calhoun/Bde Maka Ska	E Calhoun/Bde Maka Ska		\$50,000
4b-2	Cottonwoods at N Calhoun/Bde Maka Ska	N Calhoun/Bde Maka Ska		\$30,000
4b-3	Pollinator gardens within sun pockets	Lake Calhoun/Bde Maka Ska		\$70,000
4b-4	Improved green edge along W Calhoun parkway at SW Calhoun/Bde Maka Ska	W and SW Calhoun/Bde Maka Ska		\$130,000
4b-5	Wetland restoration at William Berry area	William Berry		\$100,000
<b>5</b>	<b>Drainage, stormwater treatment, flooding correction</b>	Lake Calhoun/Bde Maka Ska	<b>Short</b>	<b>\$2,070,000</b>
5a	Bio-engineer extension of lake, vegetation filter at NW and E Calhoun/Bde Maka Ska. Wetland and emergent vegetation improvements at boardwalk and pier areas	NW and E Calhoun/Bde Maka Ska		\$250,000
5b	Stormwater infrastructure/outlets improvements at NW and E Calhoun/Bde Maka Ska	NW and E Calhoun/Bde Maka Ska		\$300,000
5c	Improve field condition, drainage, and stormwater run-off capture at NW Calhoun/Bde Maka Ska	NW Calhoun/Bde Maka Ska		\$320,000
5d	Field/open space drainage improvements at SW Calhoun/Bde Maka Ska	SW Calhoun/Bde Maka Ska		\$300,000
5e	New and existing parking lot improvements/incorporate stormwater BMP's	Lake Calhoun/Bde Maka Ska		\$800,000
5f	Improve open space, drainage, and stormwater run-off capture at William Berry area	William Berry		\$100,000
<b>Access and Circulation</b>				
<b>6</b>	<b>Pedestrian/bicycle circulation improvements at N Calhoun/Bde Maka Ska and Lake of the Isles connection</b>	N Calhoun/Bde Maka Ska	<b>Short/On-going</b>	<b>\$1,345,000</b>
6a	Bike and pedestrian on-grade Lake St. crossing at Thomas Ave.	N Calhoun/Bde Maka Ska		\$355,000
6b	Bike and pedestrian on-grade Lake St. crossing at Dean Parkway	N Calhoun/Bde Maka Ska		\$340,000
6c	Improved ped/bike circulation at N Calhoun/Bde Maka Ska per Hennepin County Lake Street improvements	N Calhoun/Bde Maka Ska		\$350,000
6d	New gateway monument at W Calhoun entrance	N Calhoun/Bde Maka Ska		\$50,000
6e	Pedestrian and bike improvements west of new N Calhoun/Bde Maka Ska boat launch area	N Calhoun/Bde Maka Ska		\$250,000
<b>7</b>	<b>Land bridge connection over Lake Street to Lake of the Isles</b>	N Calhoun/Bde Maka Ska	<b>Long</b>	<b>\$39,500,000</b>
7a	Lowering Lake Street to meet bridge clearance	N Calhoun/Bde Maka Ska		\$8,500,000
7b	Bridge structure/overpass component	N Calhoun/Bde Maka Ska		\$25,000,000
7c	Native restoration	N Calhoun/Bde Maka Ska		\$1,500,000
7d	Park amenities	N Calhoun/Bde Maka Ska		\$4,500,000
<b>8</b>	<b>Pedestrian/bicycle circulation improvements at NE Calhoun/Bde Maka Ska and Lakes of the Isles connection</b>	NE Calhoun/Bde Maka Ska	<b>Short</b>	<b>\$1,775,000</b>
8a	Gateway sign at triangle property	NE Calhoun/Bde Maka Ska		\$75,000
8b	Crosswalks and paths for both peds and bikes at Lake St. and E Calhoun Pkwy	NE Calhoun/Bde Maka Ska		\$1,300,000
8c	Improve Pedestrian connection under the Lake St. Bridge and to concessions	NE Calhoun/Bde Maka Ska		\$250,000
8d	Remove boat launch and harvester loading area	NE Calhoun/Bde Maka Ska		\$30,000
8e	Improve pedestrian circulation along E Calhoun Parkway and drop-off zone	NE Calhoun/Bde Maka Ska		\$120,000



Extended List of Master Plan Projects

No	Project	Location	Priority	Cost
<b>Lake Calhoun/Bde Maka Ska and William Berry, Cont.</b>				
<b>9</b>	<b>Resolve pedestrian circulation at pinch points and improved lake access points</b>	Lake Calhoun/Bde Maka Ska	<b>Short</b>	\$4,945,000
9a	Replace/upgrade existing steps along E Calhoun Parkway	E Calhoun/Bde Maka Ska		\$150,000
9b	Replace/upgrade existing steps and add ADA access at 32nd Street	E Calhoun/Bde Maka Ska		\$150,000
9c	Improved pier area with added green space at NE Calhoun/Bde Maka Ska	NE Calhoun/Bde Maka Ska		\$2,300,000
9d	Improved pedestrian connection along shoreline including boardwalk at NW Calhoun/Bde Maka Ska and E Calhoun/Bde Maka Ska	NW and E Calhoun/Bde Maka Ska		\$2,100,000
9e	Informal water access points	Lake Calhoun/Bde Maka Ska		\$80,000
9f	Small docks at SW Calhoun/Bde Maka Ska	SW Calhoun/Bde Maka Ska		\$165,000
<b>10</b>	<b>Realignment of W Calhoun Parkway and promenade from Market Plaza</b>	NW Calhoun/Bde Maka Ska	<b>Medium</b>	\$5,292,000
10a	Short realignment improvements of W Calhoun Parkway	NW Calhoun/Bde Maka Ska		\$1,900,000
10b	Improved bicycle circulation along the new realigned parkway	NW Calhoun/Bde Maka Ska		\$150,000
10c	Promenade/woonerf connection from Excelsior Blvd. to W Calhoun Pkwy	NW Calhoun/Bde Maka Ska		\$3,000,000
10d	Improved bicycle and pedestrian connection through Market Plaza and from LRT Station	NW Calhoun/Bde Maka Ska		\$192,000
10e	Gateway and improved entrance at Market Plaza intersection	NW Calhoun/Bde Maka Ska		\$50,000
<b>11</b>	<b>Pedestrian/bicycle improvements at SW Calhoun/Bde Maka Ska</b>	SW Calhoun/Bde Maka Ska	<b>Medium</b>	\$790,000
11a	Improved parking lot and drop-off area	SW Calhoun/Bde Maka Ska		\$550,000
11b	Improved bicycle circulation along the parkway	SW Calhoun/Bde Maka Ska		\$100,000
11c	Relocate pedestrian circulation near the shoreline	SW Calhoun/Bde Maka Ska		\$110,000
11d	Include sidewalk connection at wetlands	SW Calhoun/Bde Maka Ska		\$30,000
<b>12</b>	<b>Pedestrian/bicycle improvements at S Calhoun/Bde Maka Ska and William Berry Area</b>	S Calhoun/Bde Maka Ska and William Berry Area	<b>Short</b>	\$3,480,000
12a	New multi-purpose roundabout at 36th Street intersection	SE Calhoun/Bde Maka Ska		\$850,000
12b	Improved bicycle and pedestrian circulation along the lakeshore area at S Calhoun/Bde Maka Ska	S Calhoun/Bde Maka Ska		\$420,000
12c	Barnes dance crossing improvement at W Calhoun Pkwy and Richfield Rd.	S Calhoun/Bde Maka Ska		\$50,000
12d	Add bicycle trail along east edge of William Berry with connection to 36th St bicycle lanes	William Berry and SE Calhoun/Bde Maka Ska		\$1,200,000
12f	New pedestrian circulation through William Berry space	William Berry		\$320,000
12g	Improved circulation north of William Berry playground area. Includes narrowing of William Berry Pkwy vehicular travel lanes to accommodate improved green buffer and bike trail.	William Berry		\$640,000
<b>13</b>	<b>New trolley stop at William Berry area</b>	William Berry	<b>Long/DEPENDENT</b>	TO BE DETERMINED
<b>Recreation/Programming/Events</b>				
<b>14</b>	<b>Temporary boat launch, AIS and harvester loading area at N Calhoun/Bde Maka Ska location</b>	N Calhoun/Bde Maka Ska	<b>Short</b>	\$600,000
14a	Parking lot improvements	N Calhoun/Bde Maka Ska		\$350,000
14b	New pier location	N Calhoun/Bde Maka Ska		\$250,000
<b>15</b>	<b>New boat launch area at NW Calhoun/Bde Maka Ska</b>	NW Calhoun/Bde Maka Ska	<b>Long</b>	\$1,000,000
15a	New drop-off area, ADA, temporary parking, and boat trailer parking lot	NW Calhoun/Bde Maka Ska		\$750,000
15b	New boat launch, AIS and harvester loading area	NW Calhoun/Bde Maka Ska		\$250,000

Implementation

Extended List of Master Plan Projects

No	Project	Location	Priority	Cost
<b>Lake Calhoun/Bde Maka Ska and William Berry, Cont.</b>				
<b>16</b>	<b>Improve park buildings and facilities</b>	Lake Calhoun/Bde Maka Ska	<b>Medium</b>	<b>\$11,700,000</b>
16a	New restroom/changing rooms shelter and storage area at NE Calhoun/Bde Maka Ska	NE Calhoun/Bde Maka Ska		\$450,000
16b	New interpretive building OR restroom/changing rooms shelter and storage area at N Calhoun/Bde Maka Ska Area which could also serve Sailing School and Club	N Calhoun/Bde Maka Ska		\$1,500,000
16c	New multi-functional building for sailing school, visitor center, restrooms, etc. at NW Calhoun/Bde Maka Ska	NW Calhoun/Bde Maka Ska		\$5,000,000
16c-1	Supporting facilities for sailing school along the shoreline (pier and launching space)	NW Calhoun/Bde Maka Ska		\$550,000
16c-2	Patio, picnic, and small flexible open space outside of multi-functional building	NW Calhoun/Bde Maka Ska		\$200,000
16d	New pavilion with restrooms, changing rooms and storage at SW Calhoun/Bde Maka Ska	NW Calhoun/Bde Maka Ska		\$1,250,000
16e	Add on-street parking at Richfield Rd and west side of William Berry Parkway	William Berry and S Calhoun/Bde Maka Ska		\$150,000
16f	Multi-functional facility for maintenance and other park uses at William Berry area. Includes access drive and small parking area	William Berry		\$3,500,000
<b>17</b>	<b>Improve rental facilities</b>	Lake Calhoun/Bde Maka Ska		<b>Long</b>
17a	New location for rental concessions (wheel of fun)	NE Calhoun/Bde Maka Ska	\$150,000	
17b	Refectory building renovations. Convert restroom into storage area	NE Calhoun/Bde Maka Ska	\$1,600,000	
<b>18</b>	<b>Improve recreation amenities</b>	Lake Calhoun/Bde Maka Ska	<b>Medium</b>	<b>\$5,525,000</b>
18a	New playground location at N Calhoun/Bde Maka Ska	N Calhoun/Bde Maka Ska		\$500,000
18b	Integrate skateboard space within promenade at NW Calhoun/Bde Maka Ska	NW Calhoun/Bde Maka Ska		\$250,000
18c	Improved beach facilities at N Calhoun/Bde Maka Ska	N Calhoun/Bde Maka Ska		\$250,000
18d	Improved beach facilities at Thomas beach including universal access	SW Calhoun/Bde Maka Ska		\$350,000
18e	New picnic facilities around perimeter of play field area	NW Calhoun/Bde Maka Ska		\$500,000
18f	Small picnic facilities at N Calhoun/Bde Maka Ska	N Calhoun/Bde Maka Ska		\$200,000
18g	Relocate volleyball courts, amenity/furniture, diversity of picnic areas	SW Calhoun/Bde Maka Ska		\$425,000
18h	Add small picnic area adjacent to S Calhoun/Bde Maka Ska parking lot	S Calhoun/Bde Maka Ska		\$50,000
18i	New universal access playground and small shelter space at SW Calhoun/Bde Maka Ska	SW Calhoun/Bde Maka Ska		\$1,100,000
18j	Improved beach amenities including renovation of 32nd Beach playground area. Integrate nature play activities	SW Calhoun/Bde Maka Ska		\$800,000
18k	New adult exercise equipment stations at E Calhoun/Bde Maka Ska	E Calhoun/Bde Maka Ska		\$200,000
18l	New small and large picnic facilities at William Berry area	William Berry		\$350,000
18m	Improved Archery facilities	William Berry		\$550,000
<b>19</b>	<b>Mixed-use development at former surface parking lot area</b>	NW Calhoun/Bde Maka Ska	<b>Long/DEPENDENT</b>	<b>TO BE DETERMINED</b>
<b>Cultural/Historic Resources</b>				
<b>20</b>	<b>Restoration of WPA walls and historic monuments</b>	Lake Calhoun/Bde Maka Ska	<b>Medium</b>	<b>\$770,000</b>
<b>21</b>	<b>Overall wayfinding and Interpretation signage</b>	Lake Calhoun/Bde Maka Ska	<b>Medium</b>	<b>\$300,000</b>
<b>22</b>	<b>Incorporate Cloudman Village interpretation area</b>	S Calhoun/Bde Maka Ska	<b>Short/On-going</b>	<b>\$350,000</b>

Extended List of Master Plan Projects

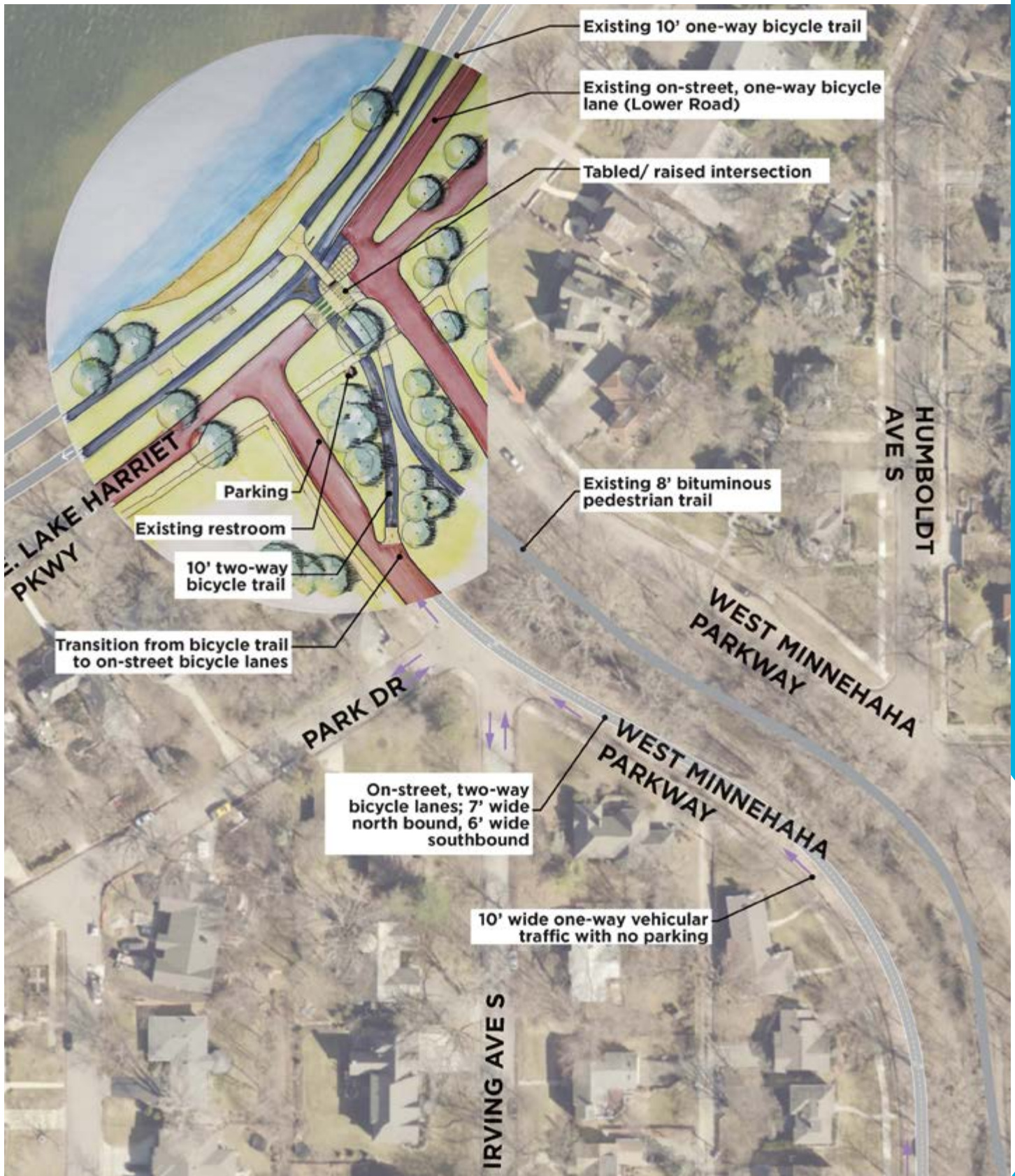
No	Project	Location	Priority	Cost
<b>Lake Harriet</b>				
<b>Water Quality and Natural Resources</b>				
<b>23</b>	<b>Erosion control, native restoration, stabilization, and enhancements</b>	Lake Harriet	<b>Short</b>	\$500,000
23a	Regrading, address erosion issues	Lake Harriet		\$100,000
23b	Restoration of native species and natural habitats	Lake Harriet		\$400,000
23b-1	Upland restoration at E Harriet Lower Road	E Harriet		\$200,000
23b-2	Upland restoration at N Harriet	N Harriet		\$90,000
23b-3	Pollinator gardens and pollinator lawns within sun pockets	N and E Harriet		\$30,000
23b-4	Enhanced planting habitat/gardens at the lakeshore including wetland gardens south of rose garden	N Harriet		\$80,000
<b>24</b>	<b>Drainage, stormwater treatment, flooding correction</b>	Lake Harriet	<b>Short</b>	\$640,000
24a	Bio-engineer extension of lake, vegetation filter. Wetland and emergent vegetation improvements at boardwalk and pier areas	N and E Harriet		\$100,000
24b	Stormwater infrastructure/outlets improvements at N Harriet, Lower Road, and SW Harriet	N, SW, and E Harriet		\$180,000
24c	Existing parking lot improvements/incorporate stormwater BMP's	Lake Harriet		\$360,000
<b>Access and Circulation</b>				
<b>25</b>	<b>Improved multi-modal circulation at Band Shell area</b>	Band shell	<b>Short</b>	\$3,100,000
25a	New bicycle circulation at W Lake Harriet Pkwy	Band shell		\$150,000
25b	New pedestrian promenade north of band shell	Band shell		\$275,000
25c	Improved ADA access to Bird's Sanctuary	Band shell		\$80,000
25d	Improved pedestrian circulation along the shoreline including boardwalk/pier	N Harriet		\$900,000
25e	Two-way circulation segment with roundabout	Band shell		\$900,000
25f	Improved west and east parking lots	Band shell		\$145,000
25g	Conversion of roundabout to open space/plaza area	Band shell		\$275,000
25h	Improve boat launch circulation, boat roundabout, dock, and ADA parking	Band shell		\$375,000
<b>26</b>	<b>Improved circulation at E Harriet/Lower Road</b>	E Harriet/Lower Road	<b>Short</b>	\$380,000
26a	Conversion of lower road to bicycle trail	E Harriet/Lower Road		\$120,000
26b	Improved access (steps and ADA ramp) at 44th Street	E Harriet/Lower Road		\$80,000
26c	Improvements to Minnehaha Parkway bicycle/pedestrian connection	E Harriet/Lower Road		\$60,000
26d	Improve existing steps/access to lake including informal water access points	E Harriet/Lower Road		\$120,000
<b>27</b>	<b>Improved circulation at Lyndale Park/Rose gardens area</b>	Lyndale Park	<b>Medium</b>	\$750,000
27a	Improved bicycle and pedestrian circulation along Roseway Rd connecting to Kings Hwy	Lyndale Park		\$220,000
27b	Add on-street parking at SE side of Roseway Road	Lyndale Park		\$150,000
27c	Improved connection from Peace garden and parking lot to Rose Gardens	Lyndale Park		\$80,000
27d	Integrate raised table crossing between lakeshore area and Rose gardens	Lyndale Park		\$200,000
27e	Improve access within peace garden area	Peace garden		\$100,000
<b>Recreation/Programming/Events</b>				
<b>28</b>	<b>Improve park buildings and facilities</b>	Lake Harriet	<b>Medium</b>	\$4,325,000
28a	New restroom facility N of band shell	Band shell		\$375,000
28b	Improve men's restroom building	Band shell		\$150,000
28c	Improve AIS facilities	Band shell		\$50,000
28d	Improve maintenance area with new multi-use maintenance facility, restrooms, and reorganized exterior storage	Lyndale Park		\$3,750,000
<b>29</b>	<b>Improve rental facilities</b>	Band shell	<b>Medium</b>	\$800,000
29a	Improved rental concessions (wheel fun) space with pier at N Harriet	Band shell		\$350,000
29b	Improve food concessions area	Band shell		\$450,000
29b-1	Improved seating area and circulation at food concessions	Band shell		\$250,000
29b-2	Improve restroom facilities	Band shell		\$200,000
<b>30</b>	<b>Improve recreation amenities</b>	Lake Harriet	<b>Long</b>	\$2,525,000
30a	Expansion of green pier at lakeshore	Band shell		\$1,825,000
30b	Improved North beach facilities	N Harriet		\$150,000
30c	Restore rose gardens, providing accessible paths and improved amenities including fence	Lyndale Park		\$300,000
30d	Informal picnic facilities at band shell east parking lot	Band shell		\$50,000
30e	Beard's Plaisance tennis court improvements	SW Harriet		\$200,000
<b>Cultural/Historic Resources</b>				
<b>31</b>	<b>Restoration of WPA walls and historic monuments</b>	Lake Harriet	<b>Medium</b>	\$170,000
<b>32</b>	<b>Overall wayfinding and Interpretation signage</b>	Lake Harriet	<b>Short</b>	\$225,000

## 12.7 Rationale for Selection of Projects for CIP Funding Currently Available

The short-term (high) priority projects far exceed the \$2.4 million available in current CIP funding. MPRB has decided to direct most of this funding towards trail and access improvements, as well as site amenities that recognize the historical Dakota presence in the area. Both of these initiatives were considered by the CAC to be short-term priority projects. Focusing on them aligns with the community engagement completed for the Master Plan.

Additional reasons for selecting the projects to implement with current CIP funding include:

- The CAC defined Stewardship as one of the guiding principles of the master plan: “Care for what exists before introducing new things. Use current funding to resolve existing problems.”
- 80% of the estimated five million visits to the Minneapolis Chain of Lakes Regional Park are trail visits. The bicycle and pedestrian asphalt trails were constructed in 1997 and the pavement is aging. A Trail Condition Assessment report conducted in 2015 determined that 6700 lineal feet of trails around each lake were in poor to fair condition.
- Access points to the trail system from transit stops, parking, and adjacent neighborhoods are not ADA compliant. Improving and adding accessible entry points into an already accessible trail system benefits all trail users.
- General congestion at NE Calhoun/Bde Maka Ska, the narrow trail on the West Lake St bridge over the channel, and pedestrian/bicycle conflicts were major concerns for the CAC and many survey participants. The City and County were willing partners in the funding and construction of improvements.
- The intersection of parkways and trails at the SE corner of Harriet and those of W Minnehaha Parkway is complex. Eastbound cyclists entering onto an on-street bike lane are at risk of entering traffic lanes.
- Revealing and acknowledging the historical presence of Native Americans--in particular the Dakota and Chief Cloud Man--around the lakes was at the Bandshell by the CAC and the community during the master planning process. In 2016, the MPRB and partners applied to Minneapolis’ Art in Public Places program to celebrate this aspect of the cultural history of the lakes. The project was awarded \$225,000. In addition to the Art in Public Places funding, a small portion of the CIP funding will be used for site improvements that will “set the stage” for the art.



SE Harriet Trail and Access Improvements.



# 13

## Maintenance and Operations Plan



## 13.1 Stewardship

The Minneapolis Park and Recreation Board (MPRB) is the steward of a nationally-acclaimed park system. Since 1883 this independently elected, semi-autonomous body has provided high-quality parks and programs relevant to residents of Minneapolis, the region, and beyond. Park facilities and programs attract millions of visitors each year.

The Minneapolis park system is essential to the character of the City and quality of life of its citizens. The system's founders understood the role that parks play in a healthy and livable city. Through its policies and practices, the Park Board has remained committed to providing high-quality recreational facilities and services while protecting and restoring natural and cultural resources within its system.

MPRB's 2007-2020 Comprehensive Plan affirms this commitment to stewardship:

*Natural resources such as land, trees, and water are the foundation of the park system and require long-term investment and care. Parks are protected to benefit the entire city; therefore, all residents have a stake in the future of these resources and bear responsibility for their stewardship. The Minneapolis Park and Recreation Board is committed to providing leadership in natural resource management, connecting people to their natural environment, and fostering a sense of stewardship. (p. 3)*

The Comprehensive Plan further articulates policies, goals, and strategies for management of the park system's natural and cultural resources, and for the development of partnerships

that will further this mission. The Comprehensive Plan identifies stewardship strategies that will guide implementation of the Calhoun/Bde Maka Ska-Harriet Master Plan:

- Communicate the importance of preserving and properly managing natural resources for health, water and air quality, and general environmental benefit.
- Be a resource for residents and visitors seeking information about the regional park's natural resources and the urban forest.
- Establish and strengthen public and private partnerships that enhance the MPRB's management of natural areas, waters, and urban forest; and sponsor programs and events that promote exploring, protecting, and enhancing these resources.
- Engage partners and volunteers in the restoration, maintenance, and preservation of the park system's natural and cultural resources.
- Strengthen existing and create new opportunities for research, cooperative exchange of information, and teaching with universities, state and federal agencies, research institutes, and recognized experts.

The Calhoun/Bde Maka Ska-Harriet Master Plan is in line with the MPRB's Comprehensive Plan. Implementation of the master plan will further the goals articulated in the Comprehensive Plan and will sustain and improve the park system as a whole.





## 13.2 Ordinances and Regulations

The MPRB has adopted a set of ordinances which define the rules and regulations for Minneapolis Parks. These ensure safe and peaceful use of parks and corresponding facilities and provide educational and recreation benefits for the public's enjoyment. Ordinances also help protect and preserve property, facilities, and natural resources and ensure the safety and general welfare of the public.

A copy of the ordinances may be obtained from the MPRB website ([www.minneapolisparcs.org/about\\_us](http://www.minneapolisparcs.org/about_us)). Rules and regulations are posted throughout Minneapolis Parks' properties and facilities. Posted information includes park hours, permitted and prohibited activities, fees, maps of parks and/or trails, and whom to contact in case of an emergency.

The MPRB requires a permit for any construction project affecting its property. In addition, the **City of Minneapolis** reviews all construction projects within parks and parkways for compliance with city zoning ordinances and permit requirements, such as erosion control. Any development that may impact stormwater runoff and water quality may also trigger review and/or permitting by the **Minnehaha Creek Watershed District** (MCWD). MCWD facilitates the long-term management of water within its jurisdiction, of which the entire Chain of Lakes is a part, and associated land resources. It does this through the development and implementation of projects, programs, and policies that respect ecosystem principles and reflect changing community values.

Other agencies that may have jurisdiction over activities and development projects in the Chain of Lakes include:

- **Minnesota Pollution Control Agency (MPCA)** – regulates and administers funding programs for remediation of contaminated land, regulates stormwater management policies through the Clean Water Act;
- **MN Department of Natural Resources (DNR)** – regulates public waters, shoreline vegetation, aquatic vegetation, beaches and public water access/boat launch management and construction;
- **City of Minneapolis** – governs land-use guidance and zoning; regulates and permits buildings and site improvements involving grading/drainage and erosion control, tree preservation, and stormwater management;
- **Minnesota Historic Preservation Office (MnHPO)** – identifies, evaluates, registers, and protects Minnesota's historic and archeological properties, and assists government agencies in carrying out their historic preservation responsibilities;
- **Metropolitan Council Environmental Services (MCES)** – manages the regional sanitary sewer system, portions of which run close to or through the Chain of Lakes. MPRB and MCES have coordinated on projects in the past, and all future projects will be reviewed by MCES staff to determine any impacts to the regional sanitary sewer system.



## 13.3 Partnerships

Many partnerships strengthen stewardship at the Minneapolis Chain of Lakes.

**Water Quality:** The Minnehaha Creek Watershed District (MCWD) provides significant funding and technical expertise for improving stormwater management, expanding habitat, and restoring shoreline. It owns and maintains the SW Calhoun/ Bde Maka Ska ponds, as well as the Cedar Meadows at Cedar Lake. MCWD was a major partner in the original Clean Water Partnership and contributed significant funding.

**Parkways:** In 1999 the Park Board and the City of Minneapolis established a joint services agreement whereby the City of Minneapolis Department of Public Works (DPW) maintains and improves parkway roadways, parkway storm sewers, and parkway lighting.

Minneapolis Public Works also maintains the storm sewer system of the City of Minneapolis, including outlets into Lake Calhoun/ Bde Maka Ska and Lake Harriet. City staff requested that the master plan recommendations include:

- Existing BMPs be maintained and their performance optimized;
- Cost-benefit analyses be prepared for any existing and proposed stormwater treatment facilities, including maintenance.

## 13.4 Operations, Maintenance, and Public Safety

As steward of the parks of Minneapolis, the MPRB is responsible for providing daily and long-term maintenance and operations for all parks, including the Minneapolis Chain of Lakes Regional Park. The MPRB budgets funds and provides oversight for facility operations, recreation, and educational programs. Staffing levels are increased in the summer, and as needed, through the employment of seasonal staff. MPRB officers and agents, along with City of Minneapolis police, regularly patrol all park property and trails on foot, horse, bicycle, and by motor vehicle, providing public safety services.

Most typical park maintenance activities are the responsibility of MPRB's Environmental Stewardship Division, which is divided into three departments:

- Asset Management, whose responsibilities include daily and seasonal maintenance operations such as mowing and snow plowing, debris removal, lighting, restroom maintenance, cleaning, repairs, etc.
- Environmental Management, whose responsibilities include maintenance related to the park system's natural resources including water quality and natural area management.
- Forestry, whose responsibility is the maintenance, management, and enhancement of the urban forest, including park trees.

Other operational and support services to the parks include administrative services (such as revenue handling and finance, human resources, marketing and communications, customer service), planning and development, and recreation.



MPRB will continue to maintain and operate Calhoun/Bde Maka Ska and Harriet as it has in the past. Capital replacement of site facilities and equipment will be scheduled as needed and as funding allows. Operation and maintenance (O&M) expenditures throughout Calhoun/Bde Maka Ska and Harriet are and will be funded by the MPRB's annual operations and maintenance budget with supplementary funding from the State appropriations that are passed through the Metropolitan Council to regional park implementing agencies for operations. Revenue generated by parking fees, special events, or programs are normally placed in the MPRB's general revenue budget and typically do not fund O&M in its regional parks. Certain projects that include habitat restoration efforts or significant water quality improvements may qualify for additional State funding programs, such as the Clean Water Land and Legacy Amendment or federal funding programs.

**Trail and Road Maintenance:** MPRB's maintenance of trails and parking lots includes mowing, trash removal, sweeping, plowing (bicycle trails and parking lots), and other routine operations. Less routine maintenance includes occasional replacement of park and trail (not parkway) lighting, signs (as needed), and striping. As in its other regional parks, the MPRB inspects bicycle and pedestrian trails annually and completes repairs such as bituminous overlays, crack-sealing, etc. Bituminous surfacing of parking lots and trails typically has a life cycle of 20 – 25 years. With a good base and regular crack sealing and seal-coating (which MPRB has not historically done), bituminous surfacing can last much longer. In its Capital Improvement Plan, the Park Board provides for rehabilitation of trail and parking lot surfaces at the end of their life cycles. Currently, through an agreement with the MPRB, the City of Minneapolis Department of Public Works maintains and improves parkway pavement, lighting, and storm sewers including capital replacement.

**Habitat and Natural Areas:** The master plan includes many areas of restored and constructed habitat that will require specialized maintenance. As in other MPRB regional parks, routine maintenance will be performed by MPRB staff, while contractors, agency partners, seasonal youth programs, and volunteers will perform the majority of the unique ecological services needed in habitat areas. Based on recent contracts, typical costs for maintenance of habitat areas similar to those proposed in this plan approach \$2,000 per acre per year.

Restored shoreline requires very little regular maintenance following proper establishment, however, establishment has proven difficult in these popular parks. Seasonally, MPRB staff removes litter and debris, and mows to control invasive species as needed. This practice will continue as shoreline restoration expands around both lakes.

**Staffing:** Other MPRB staffing such as maintenance and operations and Park Police must also grow in response to new park development. This does not include staffing needs for special events, which are usually funded by the vendor through permit fees.

**Waste Management:** Solid waste such as litter or garbage is collected by MPRB staff from park lands and from waste containers on a scheduled basis throughout the regional park. MPRB's outdoor recycling program is a co-mingled program where users can recycle plastic, glass, and aluminum in a single blue recycling container indicated with "Recycle Here" signs. MPRB delivers waste and recyclable materials to appropriate City and County facilities.



## Chapter 13 MAINTENANCE AND OPERATIONS PLAN

New facilities envisioned in the master plan will require an increase in operational funding and staffing. Currently, MPRB does not track maintenance expenditures for Lakes Calhoun/Bde Maka Ska and Harriet separately from the overall Chain of Lakes. Based on a general per-acre cost of maintenance for regional parks as a whole, current maintenance expenditures for Calhoun/Bde Maka Ska and Harriet can be estimated at \$2.036 million. Based on a capital cost for full build-out of \$126 million (See chapter 5), the estimated annual maintenance at full build-out would be \$12.6 million, assuming an average amortized 10-year replacement cost for all facilities.

The annual maintenance cost with full master plan built out, therefore, is estimated to increase by approximately \$10.6 million. With this estimate, it is important to keep in mind that the entire master plan will not be implemented all at once. The annual maintenance costs, therefore, will change gradually over time, as projects are completed. In addition, some master plan elements may in fact reduce maintenance. Conversion of manicured lawn areas to naturalized areas, modification of trails to ameliorate flooding and degradation, and reduction in the amount of roadways could lead to cost savings to MPRB.

Nevertheless, creating a park area that better serves the people of the state, region, and city will require additional maintenance funding. Almost since the inception of the regional parks system, the state has failed to fully fund its statutory obligation to regional parks operation and maintenance, and this has led to a severe rehabilitation and maintenance backlog throughout the regional system. More must be done to ensure that all people—regardless of race, ethnicity, or ability—are welcomed into and able to access regional parks. But more must also be done to ensure people can experience high quality, well maintained facilities once they arrive.

## 13.5 Master Plan Assessment

The master planning process assessed current maintenance practices and staffing levels. It then envisioned the human and economic resources needed if practices and staffing levels were enhanced to reflect the Chain of Lakes' stature as the most heavily visited park in Minnesota and as an iconic component in a world-renown park system. Finally, if and when improvements proposed in the master plan are constructed, impacts to staffing levels and operational costs were determined.

1. Current operations costs and staffing levels **to maintain** existing conditions:

Existing staffing levels and funding keep up with daily operational needs such as AIS inspections, mowing, plowing, trash removal, and cleaning but do not allow for enhanced maintenance practices that would remediate resource damage resulting from heavy use such as soil compaction, turf decline or shoreline erosion. All maintenance work, with the exception of bathroom facilities, preparation and clean up for permitted events, is done in-house. This assessment is based on information per MPRB Maintenance and Operations Staff, dated 2013. See Appendix for detailed summary.

Existing staffing levels:

- Two (2) crew leaders
- Six (6) full-time crew members
- Operations budget: \$303,281

2. Practices and staffing levels necessary **to improve** existing conditions without major program changes or new facilities:

Proposed staffing levels to improve existing conditions:  
Double the current effort.

- Four (4) crew leaders
- Twelve (12) full-time crew members
- Operations budget: Approximately \$650,000\*

\*This number does not include aquatic maintenance efforts. If efforts for aquatic maintenance is included to combat invasive plants, consider an additional 50-100% increase (\$900,000 - \$1.2 million).







**Minneapolis**  
**Park & Recreation Board**