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 Park – Lake Harriet
9. Lower Road – Lake Harriet
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 Minneapolis 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.
Focus Area Recommendations:

Lake Calhoun/Bde Maka Ska

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 WWII 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.
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 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:

- 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 East Calhoun Parkway. The new trail segment would allow some of the bicycle traffic coming from Lake of the Isles, the Midtown Greenway, and the clockwise trails around Calhoun/Bde Maka Ska.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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

Ska to remain at the perimeter of the area. By routing traffic to the perimeter, the number of points where bicycle and pedestrian trails cross would be reduced.

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 zoning requirements and process required by the Shoreland Overlay District will be followed.
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 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 once the sailing school and yacht club are relocated.
5. Construct an all-gender restroom and storage building.
6. Add 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

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 on a daily basis.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

The North Beach and parking lot to the east are popular with windsurfers and paddleboarders. The parking lot pavement 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.
• North Calhoun/Bde Maka Ska including its parking lot is popular with windsurfers and paddleboarders.
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 land 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” and 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. 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 between Thomas and E. Calhoun Parkway.
Some public comments received by MPRB also 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.

N. Calhoun/Bde Maka Ska is within the Shoreland Overlay District. Any development on MPRB property will comply with zoning requirements and/or processes.
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.
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 users of Lake Street between Thomas Avenue and the lagoon.

2. Improve the connection between Lake of the Isles and Lake Calhoun with a land bridge over Lake Street between Thomas Avenue and the lagoon.

3. Improve public facilities and add restrooms/changing facilities.

4. Relocate and reconstruct playground.

5. Improve beach facilities and add restrooms/changing facilities.

6. Add non-motorized facilities (including non-stabilized, small shelters, and spaces).

7. Add plants to enhance water quality, provide wildlife habitat, and improve visual appeal.

8. Improve bicycle and pedestrian circulation.

9. Improve parking lot and incorporate stormwater management techniques, and add lighting.

10. Support plans to create a tunnel under and connect to the Midtown Greenway at the Greater Development.

LEGEND:
- Pedestrian Trail
- Bicycle Path
- Planting Beds
- Existing Beach
- Prairie / Meadow
- Willow Oak Garden
- Upland Forest / Existing Tree Growth
- Stormwater Ponds
- Restored Native Vegetation

Restored Native Vegetation
Planting Beds
Existing Beach
Prairie / Meadow
Willow Oak Garden
Upland Forest / Existing Tree Growth
Stormwater Ponds
Pedestrian Trail
Bicycle Path
Bicycle parking
Recreational space
Include car, extension to water
Construct a Chain of Lakes Visitor Center with overlook and park spaces
Provide picnic opportunities with small shelters that are not reservable
If Lake Street is modified, convert to two-way bicycle circulation from NE Calhoun to NW Calhoun
Provide picnic opportunities with small shelters that are not reservable
Improve parking lot and incorporate stormwater management techniques, and add lighting
Improve the connection between Lake of the Isles and Lake Calhoun with a land bridge over Lake Street between Thomas Avenue and the lagoon.
Improve beach facilities and add restrooms/changing facilities
Relocate and reconstruct playground.
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.
Precedent images describing master plan ideas

Improve shoreline edge with pedestrian amenities and native plantings.

Improve beach facilities.
NW CALHOUN/BDE MAK 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.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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 Minneapolis 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 Minneapolis 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.
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 locale for a Minneapolis Chain of Lakes Regional Park visitor’s center. With its proximity to parking and to the future West Lake Station, it is anticipated to become a major entry point into the Minneapolis Chain of Lakes Regional Park. Overall, 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 could be designed as a BMP (Best Management Practices) providing enhanced littoral habitat along the shore and an area to trap littler 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, including a skate park.

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 NW Calhoun/Bde Maka Ska is in the Shoreland Overlay District. Any development on MPRB property will comply with zoning requirements and associated process.
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

<table>
<thead>
<tr>
<th>Ecology</th>
<th>Recreation</th>
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<td>49%</td>
<td>51%</td>
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- 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 windsurfing 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. The launch and supporting infrastructure off the parking lot shall be sufficient for public launching, emergency access, and MPRBS environmental stewardship operations.
6. Create a promenade from the terminus of Market Street at Excelsior Boulevard to West Lake Calhoun Parkway that could be used as a staging area for programming and events that could integrate recreational amenities, such as a skate park.
7. Consolidate and integrate drainage, flood storage, and treatment of on-site runoff.
Precedent images describing master plan ideas

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.

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.

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.
Focus Area Recommendations:
Lake Calhoun/Bde Maka Ska

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.

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.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

Precedent images describing master plan ideas

Infrastructure could include stormwater devices to capture floatables and other pollutants prior to being discharged to the lake.
Chapter 8  FOCUS AREA RECOMMENDATIONS: Lake Calhoun/Bde Maka Ska

Improve access to lake recreational activities.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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.

Many organizations use the existing parking lot and open space of SW Calhoun/Bde Maka to stage events year-round.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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.
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.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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.
SW Calhoun/Bde Maka Ska Focus Area Recommendations:

1. Consolidate/integrate drainage, flood storage, and treatment of on-site runoff.
2. Add universal access playground.
3. Make Thomas Beach ADA-accessible and improve amenities.
4. Add picnic pavilion, restroom and changing facility.
5. Provide improved small and large picnic facilities to support gatherings of various sizes with nearby open space, accessible and improved softball courts, and parking.
6. Reconstruct the parking lot, more room for overflow parking, adding spaces, and mechanization of roadside vehicles.

SOUTHWEST CALHOUN/BDE MAKA SKA FOCUS AREA

LEGEND:
- PRISMATIC TRAIL
- CYCLE TRAIL
- PLANTING BEDS
- WETLAND
- BEACH
- PLANTED ORNAMENTAL
- UPLAND FOREST / EXISTING TREE GROWTH
- STORMWATER PONDS
- RESTORED NATIVE VEGETATION
- BICYCLE TRAIL
- PEDESTRIAN TRAIL
- FUTURE DEVELOPMENT

SW Calhoun/Bde Maka Ska Focus Area Recommendations:

1. Consolidate/integrate drainage, flood storage, and treatment of on-site runoff.
2. Add universal access playground.
3. Make Thomas Beach ADA-accessible and improve amenities.
4. Add picnic pavilion, restroom and changing facility.
5. Provide improved small and large picnic facilities to support gatherings of various sizes with nearby open space, accessible and improved softball courts, and parking.
6. Reconstruct the parking lot, more room for overflow parking, adding spaces, and mechanization of roadside vehicles.
Precedent images describing master plan ideas

- Improved volleyball facilities.
- Playground facilities with universal access.
- Improved flexible open lawn spaces for informal games and gatherings.
- Shoreline restoration and enhanced natural habitats.
- Include facilities for universal access to lake and beach.
- Improve access to lake recreational activities.
Focus Area Recommendations:
Lake Calhoun/Bde Maka Ska

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.
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.
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.
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.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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.

Continue to support year-round recreational access and activities.
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, 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 to the lake, and East Calhoun Parkway.
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.

Replacing and relocating the pedestrian path with a multi-functional boardwalk will not only improve circulation and access, but will also provide natural resources and water quality benefits.

The boardwalk is designed with built-in infrastructure to prohibit floatables entering the lake. It also serves as a protection to limit shoreline disturbance and promote environmental learning opportunities.

Shoreline treatments and stormwater management techniques are being included to cleanse runoff, provide an enhanced and improved habitat for native species, using grading, boardwalks, and trails to protect plantings, increasing diversity not only of vegetation but of the user experience around the lakes.
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.

A nature playground at 32nd would have expanded opportunities for the 5-12 age group.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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.
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 Minneapolis 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 O tunwe, (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 installment 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.
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%

Focus Area Recommendations:

- 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 bermis 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 bermis 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.

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.
Recommendations:

1. In collaboration with the Native American community, descendants of Mniyapi Wicasa/Chief Cloudman and other interested participants, create a gathering place/interpretive area along the south and southeast shores of Lake Calhoun 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.

2. 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.

3. 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).

4. Add a bicycle trail in the eastern part of William Berry that provides a two-way connection to 36th Street.

5. Consider the possibility of adding a trolley stop.

6. Improve drainage and create more usable turf for recreational areas and features, restoring the remainder of the site to wetlands and native plant communities.

7. Add picnic facilities and related bay parking along the parkways.

8. Adjust the location and upgrade the archery range with target challenges and ADA access.

9. Provide a medicine garden of historic plants used by the Dakota at the SE corner of Lake Calhoun or near the existing archery range.

10. Improve crosswalks for all visitors at William Berry Parkway, 36th Street (west side of William Berry Woods), Richfield Rd, 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.

Provide flexible picnic and gathering spaces

Relocate and improve archery facilities within the William Berry area.

Public art will honor the history and culture of Native Americans and Dakota and help tell the story of Chief Cloud Man.
Focus Area Recommendations: Lake Calhoun/Bde Maka Ska

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.