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.” 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.

Four park parcels, each with distinct names and character, adjoin the parkland around Lake Harriet and are considered part of the Minneapolis 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, upon its completion, will be 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 Park – 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...
and adjacent parking lot with spaces for trailer parking. Lake Harriet has the only adaptive sailing program in the Minneapolis 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.
Chapter 9  FOCUS AREA RECOMMENDATIONS: Lake Harriet

**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, paddle 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 ample 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%

### Ecology

- Improve facilities such as restrooms, bike parking, and gathering spaces
- Enhance shoreline edges to mitigate erosion, update vegetation management, and restore historic WPA walls
- Expand access to Roberts Bird Sanctuary
- Reroute bicyclists north of the playground area in favor of families and children’s safety
- Mixed support for two-way circulation and roundabout connection to parking area
- Extension of green space over the lake if scaled appropriately
- Improve circulation around boat launch area to relieve congestion and enhance pedestrian’s safety
- Re-alignment of bicycle path potentially too far
- Concerns over extending new infrastructure into lake shoreline
- The Audubon 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
An improved lake edge near the bandshell could provide storm water management as well recreational space (but please don’t feed the ducks)!
Lake Harriet Bandshell Focus Area Recommendations:

1. Remove turnaround at the terminus of 42nd St 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 terminating at a roundabout.

3. Convert a short segment of West Lake Harriet Parkway to two-way circulation terminating at a roundabout.

4. Remove turnaround at 42nd Street and convert to shared use plaza with bicycle and pedestrian amenities. Improve connection to trolley stop with raised crossing/extension of the plaza.

5. Improve parking to allow for pedestrian crossing.

6. Relocate pedestrian path to water's edge to address constrained space to relieve congestion.

7. Repurpose existing dock for boat rental concessionaire.

8. Create a dock with facilities for the adaptive sailing program.

9. Add a dock for rental of small metal commissions.

10. Add a dock for rental of small metal commissions.

11. Improve access to beach area. Include bike parking.

12. Improve the west entrance into Roberts Bird Sanctuary, making it ADA accessible.

13. Add a dock for boat rental concessionaire.

14. Create a dock with facilities for the adaptive sailing program.

15. Add a dock for rental of small metal commissions.
Aerial view of proposed improvements to the Lake Harriet bandshell focus area.
Focus Area Recommendations: Lake Harriet

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 Park 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

- **Ecology**: 59%
- **Recreation**: 41%

- Extend gardens to the lake
- Create inviting, stronger, accessible, and safer connections to the lake
- Improve lighting, seating, and flexible/gathering spaces
- Maintain roads as two ways
- Improve maintenance area and integrate multi-functional space for recreational use
- Include ADA accessible accommodations and access
- There are some concerns over improvements of historical/cultural components of this area and would prefer spaces being less structured
- 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
Lyndale Park - 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, adding 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.
Precedent images describing master plan ideas

Focus Area Recommendations: Lake Harriet
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.
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 - 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 48th 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
Chapter 9  FOCUS AREA RECOMMENDATIONS: Lake Harriet

- **16’ Bicycle Trail**
  - (Lower Road Conversion)

- **Pedestrian Refuge/Connection to Lake**

**Several Space Uses:**
- Stormwater Management
- Pollinator Gardens
- Flexible Gathering

- **10’ Pedestrian Trail**

- **Shoreline restoration with sedges to reduce erosion, eliminate invasives**

- **Restore Upland Vegetation**
  - Increase native plantings and width of vegetated buffers

- **Explore alternative permeable pavement materials**

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Focus Area Recommendations: Lake Harriet

LOWER ROAD SECTION

16' Bicycle Trail (Lower Road Conversion)

Pedestrian Refuge/Connection to Lake

Several Space Uses:
- Stormwater Management
- Polinator Gardens
- Flexible Gathering

10' Pedestrian Trail

Restore Upland Vegetation

Increase native plantings and width of vegetated buffers

Explore alternative permeable pavement materials

Shoreline restoration with sedges to reduce erosion, eliminate invasives

Pedestrian Refuge/Connection to Lake