

## Responses to Questions from the Cedar-Isles Listening Session on April 14<sup>th</sup>, 2020

**Q: Do you have any information on the timing of the reconstruction of the Kenilworth Channel walls along the SE shore of Cedar Lake and the channel to Lake of the Isles?**

A: Stabilization of the Kenilworth Channel shoreline east of Cedar Lake and west of the Southwest LRT construction limits is tentatively planned for late Fall 2021.

**Q: I'm wondering if the runoff from the construction is part of (or the reason for?) the water quality issues.**

A: Please see Water Quality FAQ

**Q: I would be curious to learn what the legal status of the shoreline of Cedar Lake from the channel to the west. Homeowners treat this as private property with docks and boats and landscaping. What is the status of this land?**

A: Please see Encroachments FAQ

**Q: There is a bottleneck via the parkway from Dean Parkway. I am afraid this will worsen with LRT. Is the Parkway part of the planning process?**

A: Dean Parkway is not part of the Cedar/Isles master plan area as it has an adopted concept plan that was passed through the MPRB Board of Commissioners in 2013. The Master Plan will be looking at population, traffic and LRT ridership, and park visitor projections in the area, to help plan for future of the area.

**Q: Minneapolis plans to increase the population in the general area of Isles and Cedar. How can that population be accommodated so the lakes are not overwhelmed? Will what it has been like recently be the normal? In many places the paths are too close to the water already so they shouldn't be widened.**

A: We will be looking at a number of projections – including population – to plan for the future of this area. We anticipate that impacts from Covid-19 may influence how we plan for future parks – how it may or may not influence the plans may become more apparent as we move through the pandemic and master planning process.

**Q: Doesn't the DNR actually manage lake waters?**

A: Department of Natural Resources (DNR) is our statewide agency uses authority set in statute 103A-114B to set rules for many aspects of lake management. The DNR sets regulation on any work below [the ordinary high water level](#) of public waters. This agency regulates work within lakes, such as: fishing and fish stocking, aquatic plant management, floodplain alteration and shoreland alteration, water level management, lake outlet management, and docks (and others). DNR manages our public waters on a statewide basis and does not specify projects to manage lake ecosystems to the individual lake level. Some of their powers can be delegated to the local government level and can be administered by watershed districts. In our case, Minnehaha Creek Watershed District (MCWD) is able to do permitting in some situations for the DNR. Minnesota Pollution Control Agency (MPCA) is the agency that sets



numeric standards for water quality, this includes standards for toxics like chloride or PAH and for nutrients like phosphorus or nitrogen (among hundreds of others). If standards are exceeded, MPCA works with and through local governments to create plans in which landowners and local governments are responsible for making progress for lakes to meet standards. It is up to landowners and communities to decide how and when to do projects to improve lakes within parameters and programs set up by state and watershed agencies.

**Q: How will the walkways around cedar lake be replaced that are currently paved (when they need to be replaced)?**

A: They would be repaved in the same way they currently exist unless a decision in the master plan process changes the path location/type of path/width, etc.

**Q: How will this plan relate to the Plan for the Historic Canal System that SWLRT is being required to develop in partial compensation for impact on the Grand Rounds since it won't be done until SWLRT is done?**

A: Please see SWLRT FAQ

**Q: Is the Nice Ride agreement between City of Minneapolis or Minneapolis Park and Recreation Board?**

A: Nice Ride has an agreement with both the Park Board and the city. The agreement with the Park Board is about any Nice Ride station that sits on park land.

**Q: Nice Ride docking stations – they charge \$100 per station, but don't charge per bike. Would the Park Board consider charging per bike rather than per docking station to make more money?**

A: Charging per bike is challenging to do, since folks can dock bikes between city stations and MPRB stations. We have worked to create a charging rate based on the system's circumstances and believe the model fits our particular circumstances best.

**Q: My understanding is that vendors (boat rental, concessions) on parklands pay 18% of receipts to MPRB. Are the bicycle shares exempt from this? If so, why?**

A: No, bicycle share is not exempt. We use a different revenue model for the bikeshare due to the different business model; we are a subset of docking stations across Minneapolis, including the U of M and City of Minneapolis and need to take that into account when building out costs.

**Q: Bikes allowed in the wooded area on the east side of Cedar? One sign that says it's not for biking. Trails are getting eroded, filled in many holes and can be challenging. Useful to have the trails, just need to be designated.**

A: Currently, if a trail is signed "no biking" then bikes are not allowed on that trail, and similarly for trails signed for no hiking or walking. The Park Board's trails are most always signed for user types, and users not allowed on a trail are breaking MPRB Ordinance PB7.5-3. Prohibited Use. The ordinance states: "No biker shall ride a bicycle and no roller skater shall ride or propel roller skates on any designated pedestrian pathway, except where such pathway is also a designated bicycle pathway. No biker shall ride a bicycle on any pathway, whether improved or not, where the board has erected signs designating



such pathway as a "No Biking" pathway. No walker shall walk and no jogger shall jog on any designated bicycle pathway, except where such pathway is also a designated pedestrian pathway."

From our experience, if cycling and/or hiking user groups are already using a space, it's better to provide a sustainable and lower conflict facility or system for their use rather than posting an activity is not allowed. Certainly, there are sensitive areas of the park system where users should be limited to only foot traffic, and sometimes no human traffic at all. Signing a trail as closed to a user group does not guarantee compliance, and the conflicts remain. Creating a separate sustainably built trail for each use, in appropriate environments, has the benefit of limiting conflicts and providing safe and easy to maintain routes to and from popular destinations.

**Q: Could the Park Board do a survey of the species found in these parks?**

A: The Park Board could potentially gather biodiversity data, however, implementing a project like this would not be a normal part of our workload or budget. The Park Board has and is applying for grants to support gathering biodiversity data around our park system and will implement as we are able to with additional funding.

**Q: how many "naturalist" classes are offered through the MPLS Parks that are on-site in our natural areas near these lakes?**

A: Naturalists regularly lead youth programs like tree treks, birding hikes, plant ID walks, and paddling that are focused on water quality education as part of the Osher Lifelong Learning Institute. The programming that takes place at Kenwood Rec is unique in certain rec centers and does not take place all over our park system. MPRB has very limited funding to host classes such as these and would be happy to host more if we were able to obtain funding to support them.

**Q: I believe Lake of the Isles was or is eligible to be placed on the National Historic Register?**

A: Yes, the entire Grand Rounds System is eligible for inclusion on the National Register of Historic Places.

**Q: When CLPA donated the land to MPRB, were there any use stipulations or goals?**

A: No, not at that time.

**Q: Is maintenance of Lake of the Isles Pkwy considered as part of the Master Planning process?**

A: Master Plans do cover maintenance in broad terms but will not get into very specific details or guidance. Most maintenance decisions are made at a citywide park priority level.

**Q: Parkways are currently closed in some places along some of the lakes. Could this possibly be something to consider for the summertime to expand use and enjoyment for folks?**

A: Possibly, that is a question for your commissioner!