Following brief introductions and a walk-through of the draft Vision, Guiding Principles and Concepts, the MPRB project team opened the question and answer portion of the meeting.

**Is the public leaning towards one concept over the other?**

The public survey for this project does not ask the question of which concept is preferred, but rather asks “what do you like” and “what is missing” from both of the concepts individually.

**Can you provide more information about how the concepts address accessible routes and seating opportunities for people with disabilities?**

Within the draft concepts document, there are pages showing programming spaces and square footages. On these pages (Page 13 and Page 32), you can see the proposed accessible routes for each concept. A variety of seating is provided in both concepts which would include accessible seating. For fixed seating, a minimum of 5% of the overall fixed seating will be accessible.

**It looks like Concept A has more trees, is that correct?**

Concept A does show more trees integrated into the seating areas.

**Concept B shows a grass path to the existing dock, will that access path be refined to include a hard surface leading to the dock?**

Yes, a firm and stable surface will be provided from the parkway to the dock area in the final concept.

**Concept B looks more fluid with potential acoustic bands playing here with ease, would that be possible in both concepts?**

Yes, both concepts provide an area for performance. In Concept A, the performance area is located to the west of the southern building. In Concept B, the performance area is located on the northwest corner of the project site.

**The plans show a break in the parkway median which seems unnecessary and might encourage dangerous pedestrian crossings in that location, why is there a break in the median?**

The break in the parkway median is an existing condition. Currently, improvements to the parkway median are not a part of the project scope as it is a low priority in comparison to other site improvements.
How much would it cost to make the parkway median continuous?

Modifications to the parkway median to make it continuous are estimated to cost between $5,000 and $15,000.

Can you please elaborate on the programming differences in the southern building in both concepts?

In Concept A, the southern building is programmed to include approximately 720 square feet of food service space, 740 square feet of restrooms, and 830 square feet of storage and waste. In Concept B, food service space is reduced to approximately 207 square feet, restrooms are at 952 square feet, and storage and waste is included at 582 square feet. In Concept B, interior dining space is provided in the southern building instead of the northern building as is shown in Concept A.

Are you taking this opportunity (since the Refectory burned down) to consider moving some functions to other areas of the lake (boat access for example)?

The proposed project scope does not include the relocation of any current functions to other parts of the lake, however, the Bde Maka Ska-Lake Harriet Master Plan does vision for the relocation of the Minneapolis Sailing Center to the northwest corner of Bde Maka Ska, and the relocation of the Wheel Fun Rentals to the southern side of the Refectory site. These improvements are not funded and will not be implemented with this project. The final Concept Plan that will be brought to the Board of Commissioners for approval will include a vision for the area south of the Refectory building where the Minneapolis Sailing Center currently sits.

Talking through these concepts is really helpful, will you consider adding additional recordings to your project page?

The current video walk-through of the concepts has been well viewed. If there are specific questions that are not clear, please contact delias@minneapolisparks.org.

Is one concept more expensive than the other?

Cost estimates are currently being prepared and will be presented to the Board of Commissioners with the final concept, included proposed funding sources.

Would there be a single food vendor if there are multiple food prep spaces; can you elaborate on the off-season operations of the proposed designs?

As currently visioned, both food services spaces would be operated by a single vendor. Off-season operations are envisioned to include snow removal from a portion of the seating area and a limited food and beverage operation to levels dictated by the food vendor operating the space.

Do the concepts allow for potential expansion in the future?

The intended build out of the capital project includes all improvements generally shown in the two concepts. The buildings themselves would not be designed for expansion as they will fulfill community and vendor needs and maximize the site as currently designed. Landscape and seating areas could be expanded into the current boat launch and Minneapolis Sailing Center area once those functions are relocated to the northwest side of Bde Maka Ska.

How will the site function during the off-season, how much will be closed vs. available for use?

Off-season operations are envisioned to include snow removal from a portion of the seating area and a limited food and beverage operation to levels dictated by the food vendor operating the space.
Is there funding in the budget for a permanent staff person to oversee the site year-round?

The funding for this project is strictly for capital construction costs. Through alternate budget mechanisms, additional funding requests will be made to ensure that the site is maintained and programmed as intended.

Is there a plan to allow space in the new design for the skate park use that has occurred since the Refectory burned down? If not, is there a plan elsewhere around the lake for this use?

Given the size of the site, there is no plan to include a skate park facility at this location. The Bde Maka Ska-Lake Harriet Master Plan does envision a skate park on the northwest corner of Bde Maka Ska. The skate park is not a funded project.

Will the project be phased?

The intended build out of the capital project includes all improvements generally shown in the two concepts. The relocation of the boat launch and Minneapolis Sailing Center to the northwest side of Bde Maka Ska would allow for a future phase of site improvements if/when the project is funded.

Can you clarify the funding sources for the project?

Staff are exploring many different sources of funding from the project including insurance proceeds from the fire loss, the Capital Improvement Program Regional Park funding, and Park Dedication fees.

Is there any discussion about including public outdoor exercise equipment around the lake?

The Bde Maka Ska-Lake Harriet Master Plan does envision public outdoor exercise equipment around Bde Maka Ska. This is not planned for at this site.

What is the plan for additional parking for patrons coming to the site by car?

The only proposed parking improvements is to add accessible site arrival points which have not existed at this location to date. No other parking improvements are planned.

With climate change impacting this site, are you incorporating future projections into the design of the site (shade, trees)? What is the lifespan of this project?

With an expected building/site lifespan of 50-100 years, this project understands that the future will likely hold warmer weather and increased precipitation, among other changes. Seating will be provided in a variety of ways included full sun and under shade. Additional analysis of the site has included Bde Maka Ska water elevation projections and planning for increased flooding.

Can you provide information on the public feedback MPRB has received to-date?

MPRB has received approximately 300 public survey responses to-date. Following the survey closing on April 1, staff will tabulate the comments into themes and publish a public input data summary on the project page.

Has the site been designed to accommodate park users if another pandemic were to impact the general public?

Seating will be provided in a multitude of ways through this project which will allow for the use of both fixed and unfixed seating to be utilized in a way that would maintain social distancing.
The walking path on the southwest side of the lake is in disrepair, will this be fixed with this project or separately?

MPRB staff are aware of the pedestrian trail damage and expect to repair the trail in 2021, separate from this project.

What are the next steps for the project?

Once the survey closes on April 1, staff will tabulate the comments into themes and publish a public survey data summary on the project page. A final Vision, Guiding Principles and Concept will be brought to the Board of Commissioner this summer for approval which will include a public hearing. If the project concept and funding is approved, the project will proceed into detailed design with construction anticipated in 2022 and food service operations resuming in 2023.

Is there anything on-site to engage park users and make them aware of the project and community engagement opportunity?

There are currently two banners at the project site making park users aware of the project and directing them to the project page. The language on the banner is translated into Spanish, Somali, Hmong and Dakota.

What is anticipated on-site to treat stormwater? It seems like there is a lot of hardscape.

At this stage in the design, a detailed analysis of stormwater management has not occurred. Through the final Concept Plan presentation to the Board of Commissioners, this analysis will be presented. Stormwater management is regulated by the City of Minneapolis. Efforts will be made to ensure that stormwater that enters Bde Maka Ska will be as clean as possible.

Does Concept A include space for two different food vendors?

Both concepts include two buildings to replace the one lost to fire in 2019. This is intended to give the one food vendor operating the site flexibility and the ability to downsize the operation during the offseason.

Will there be food trucks on-site?

MPRB anticipates food trucks will be on-site during the summer of 2021, however, food trucks are not planned for the site following construction of the new buildings.

It looks like the promenade is removed in Concept B, is that correct?

No, the promenade is not removed in either concept.

What are the plans for public art installation as part of this project?

While there are currently no funds allocated to public art at this location, efforts are being made to plan for permanent 2-D and 3-D art installation at this site that can be designed and installed in the coming years.

Is there a plan to add bicycle parking?

Yes, at a minimum, there is a plan to add bicycle parking between the pedestrian and bicycle trail on the north side of the promenade.
Has the Native community been engaged in this project from the beginning?

MPRB staff have held two meetings with Native American community members who were involved in the Bde Maka Ska name restoration and the public art project at the southeast side of Bde Maka Ska. Additionally, the design team has been engaging with local Native American design leaders and organizations. More engagement is needed as this project continues to move forward.

Do either of the Concepts include additional space for the Minneapolis Sailing Center?

Neither of these concepts reduce or increase the space for the Minneapolis Sailing Center. Through the final Concept Plan, a vision for the area currently occupied by the Sailing Center will be presented, as the Sailing Center is relocated to the northwest side of Bde Maka Ska in the approved master plan.

How much addition impervious surface is planned in comparison the existing condition?

At this stage in the design, a detailed analysis of stormwater management has not occurred. Through the final Concept Plan presentation to the Board of Commissioners, this analysis will be presented. Stormwater management is regulated by the City of Minneapolis. Efforts will be made to ensure that stormwater that enters Bde Maka Ska will be as clean as possible.

How does the proposed seating numbers compare to older facility?

Both concepts envision a slight expansion of available seating compared to the old facility.

I like some elements from both Concepts, can you move forward with a hybrid?

Yes, the plan is to review the public feedback from both concepts, take the best ideas and include all of them in a hybrid final Concept Plan.

How is the Park Board planning on moving forward with programming for the site related to the site’s cultural history, how will the community engage with the site’s “Story Awakening”?

The plan is to provide space for performance, 2-D and 3-D public art, and interpretation that can be developed over time with the specific goal of revealing the site’s cultural history and connection to contemporary communities.

Can we put more green space between the boat launch driveway and the pavilion?

Staff will review this suggestion with the design team.

How much more cement is being added to the site? Can there be more garden and woodchip paths?

At this stage in the design, a detailed analysis of impervious surface has not occurred. Through the final Concept Plan presentation to the Board of Commissioners, this analysis will be presented. The inclusion of soft surface trails in such a highly trafficked area is not likely as they are difficult to maintain.

Can you add a green roof to these buildings? Can you install solar panels?

The design team is considering the feasibility of green roofs for these buildings. The roof structures will be solar-ready, allowing for solar panel installation if/when they are funded.
How often do you expect to have vendors at the pop-up markets?

The frequency of the pop-up markets has not been identified. One scenario envisions that these occur on-site on summer weekends only.

Is the seating open to everyone?

Yes, all seating on site is open to all park guests, regardless of if they patron the food service on-site.

Is there percent of impervious cover and stormwater management goals?

At this stage in the design, a detailed analysis of stormwater management/impervious surface has not occurred. Through the final Concept Plan presentation to the Board of Commissioners, this analysis will be presented. Stormwater management is regulated by the City of Minneapolis. Efforts will be made to ensure that stormwater that enters Bde Maka Ska will be as clean as possible.

Which concept provides more canopy tree and vegetative cover?

Concept B includes more canopy tree cover.

Is the boat launch in the project area? If so, have you considered options for reducing stormwater runoff that flows directly from the street and down the boat ramp into the lake?

The boat launch is not part of the proposed construction project. Through the final Concept Plan, a vision for the area currently occupied by the Sailing Center will be presented, as the Sailing Center is relocated to the northwest side of Bde Maka Ska in the approved master plan.

It appears that bikes will no longer be able to go under the Lake St. bridge, is that correct?

This is not correct. The current bicycle trail under the Lake St. bridge is not removed with this project. A plan, that removed the bicycle trail, from an older version of the Bde Maka Ska-Harriet Master Plan was used in the Concept Options document unintentionally.

Will there be more public hearings in the next design phase?

The final Concept Plan will be presented to the Board of Commissioners during the Planning Committee. This will include a public hearing.

What kind of heating system will be installed, is geothermal heating an option?

A detailed analysis of the proposed heating systems has not occurred during the early design stage. Geothermal heating will be considered along will all other sustainable heating systems.

Recognizing that this project site is an important bird area, what special protections are in the design for birds?

At this stage of the design, a detailed analysis of design for bird protections has not occurred. As with all projects, this design will follow recommendation made in the Board-approved Ecological System Plan.

Which of the two concepts will seat and accommodate more people?

The concepts presented are comparable relating to seating numbers.
Can you elaborate on the difficulty in establishing true canopy trees at this site?

Given the intense use of the site, staff are reviewing all tree planting options to ensure that the right tree species are planted in the right locations, with the right soil condition to allow for the highest probability of establishment.

Is there a reason the Park Board must replace the Concession operation at this location?

This project is guided by the Board-approved Bde Maka Ska-Harriet Master Plan which includes the concession building a new restroom facility.

How much will this project cost and how much of that cost is coming from the Minneapolis taxpayer?

The overall project budget will be presented to the Board of Commissioners through the final Concept Plan presentation. Of the funding sources anticipated for the project, only the Met Council Regional Park – Park and Trail Legacy Funds are taxpayer funds, though they come from the entire State of Minnesota and not just Minneapolis taxpayers.

Will one of the concepts cost more than the other?

Cost estimates are currently being prepared and will be presented to the Board of Commissioners with the final concept, included proposed funding sources.

How do these concepts reflect the Dakota history, culture, heritage of the site?

The plan is to provide space for performance, 2-D and 3-D public art, and interpretation that can be developed over time with the specific goal of revealing the site’s cultural history and connection to contemporary communities. Additionally, the design team has been engaging with local Native American design leaders and organizations. More engagement is needed as this project continues to move forward.

Why are we developing this park land to such a great extent?

This project is guided by the Board-approved Bde Maka Ska-Harriet Master Plan which includes the concession building a new restroom facility.

Why are both concepts designed with a highly modern style? Were more natural concepts considered?

The architectural style represented in the Concept Options was not intended to represent the final style. The options were released to gather public feedback on site design and flow, architectural massing, and programmatic proposals. There are on-going efforts to design the buildings to reflect the natural setting and Minneapolis context.

Wouldn’t the proposed performance space work better at the southeast corner of Bde Maka Ska at the public art and gathering space (Cloudman’s Village)?

The performance space is envisioned in this location due to the high traffic and captive audience. The gathering space on the southeast corner of Bde Maka Ska was not design with performance in mind as it was imagined as a more contemplative space for gathering and reflection.
Are you consulting with the Native American descendants on how to integrate their history and culture

MPRB staff have held two meetings with Native American community members who were involved in the Bde Maka Ska name restoration and the public art project at the southeast side of Bde Maka Ska. Additionally, the design team has been engaging with local Native American design leaders and organizations. More engagement is needed as this project continues to move forward.

In regard to the food service, what will the vendor selection process look like?

The current vendor, Lola’s on the Lake, is contracted through 2023. There is no plan for a new vendor selection process.

For more information and to sign up for email updates, visit www.minneapolisparks.org/bmsrebuild.