



Report for:

# St. Anthony Parkway Regional Park Master Plan

## **MINNEAPOLIS PARK AND RECREATION BOARD**

Minneapolis, MN  
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# St. Anthony Parkway Regional Park Master Plan

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*Figure 1 - St Anthony Parkway in October of 1923.*



*Figure 2 - St Anthony Parkway in June of 2005*

## **Executive Summary**

St. Anthony Parkway is a 3.3 mile long linear park located in the northeast corner of Minneapolis. St. Anthony Parkway runs between the Mississippi River Camden/37th Ave. Bridge and Stinson Parkway. St. Anthony Parkway is a key portion of the Grand Rounds Scenic Byway and the Minneapolis Parkway and trail system. The Parkway is a local and regional amenity. The Minneapolis Park and Recreation Board (MPRB) developed this Master Plan with significant public input. This Master Plan recognizes the unique aspects of the parkway and is designed to preserve the scenic and historic landscape character while planning for limited and sensitively located recreation improvements, such as bike trail reconstruction, rest stops, extension of the bike trail, landscape plantings and enhanced historic interpretation.

Figures 1 and 2 are photographs of the same corner of the parkway taken in 1923 and 2005. This is an example of how much a community and landscape can evolve over time.

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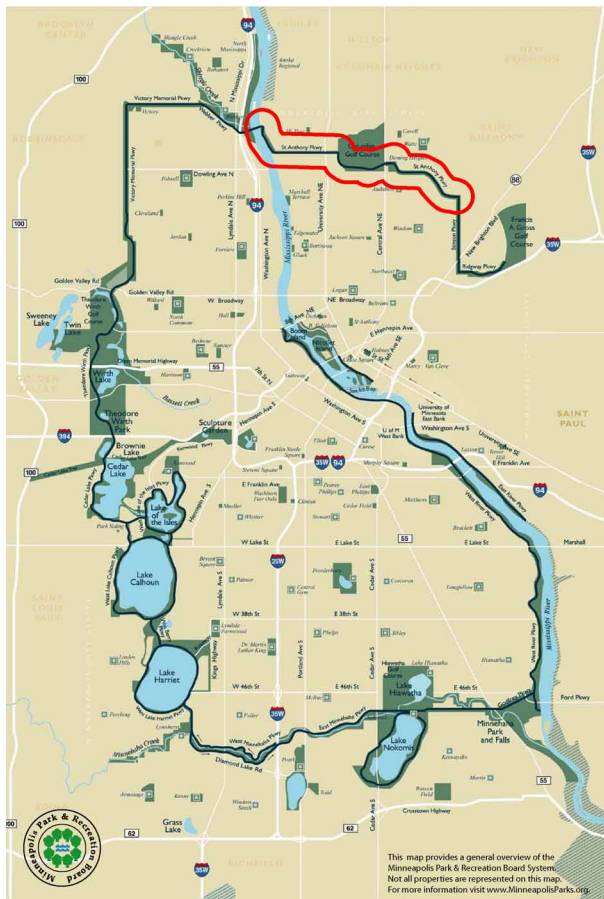


Figure 3 - Location Map

# St. Anthony Parkway Regional Park Master Plan

## Section I – Introduction and Planning Framework

### A. Introduction and Location

The purpose of the St. Anthony Parkway Master Plan is to document the existing conditions, determine needs, obtain public input and to prepare a guiding document for preservation, management and improvement of the Parkway.

St. Anthony Parkway is a 3.3 mile long linear park, that is part of the Grand Rounds (a 50 mile Scenic Byway loop around the city of Minneapolis). The Parkway is owned and maintained by the Minneapolis Park and Recreation Board (MPRB). It is located in the northeast corner of Minneapolis between the 37th Street/Camden Bridge to the west and Stinson Parkway to

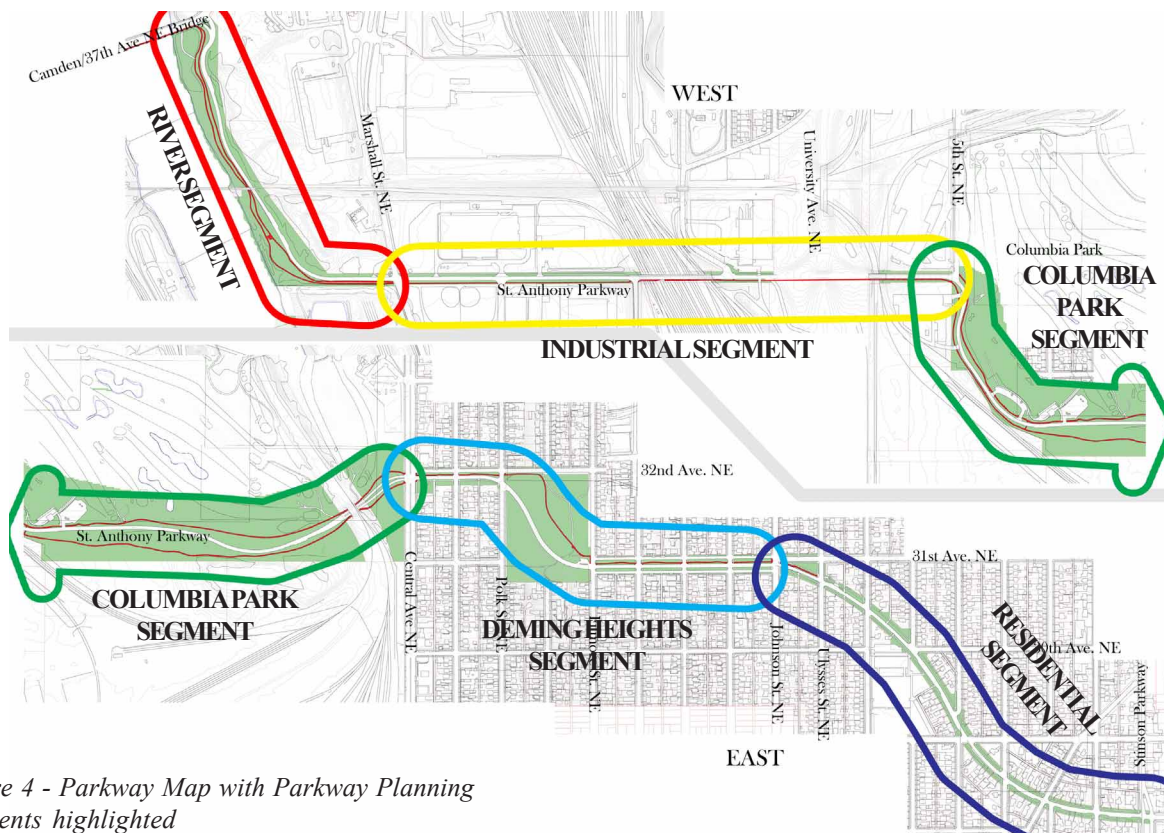


Figure 4 - Parkway Map with Parkway Planning Segments highlighted



the east. The parkway has connections to Columbia Golf Course and Deming Heights Park. See Figures 3 & 4 - Parkway Location Map and Parkway Map.

## B. Segment Descriptions

The Parkway can be envisioned, for planning purposes, as five distinct segments from west to east, the naturalistic river segment, the industrial segment, Columbia Park segment, residential/ Deming Heights segment, and the eastern residential segment.

The western most segment of the parkway right-of-way varies in width from about 150 to about 300 feet. This segment runs north to south along the Mississippi River and is shown in red in Figure 4. In this segment there is a single 24 foot parkway drive with intermittent parking bays and separated pedestrian and bicycle trails. This segment has a naturalistic setting and ample vegetation, see Figure 5.

The industrial segment begins as the parkway turns in an easterly direction before Marshall Avenue and continues until the Columbia Golf Course and shown in yellow in Figure 4. In this segment the Parkway narrows to an eighty foot wide right-of-way consisting of a 24 foot wide road, a concrete combined use trail on the south boulevard and a 6 foot wide concrete sidewalk on the north boulevard. Industrial structures dominate the views on either side of the parkway with little visual screening. The Parkway crosses over the vast St. Anthony railroad switching yard and NE University Avenue via three bridges, see Figure 6.

The Columbia Park segment begins as the parkway turns south, then returns easterly around the south edge of Columbia Golf Course and is shown in green in Figure 4. This segment contains many great views into the golf course. The parkway widens and takes on a more pastoral character indicative of most of the Grand Rounds, Figure 7. Within this segment, the trail splits with a pedestrian/cartway trail north of the parkway and a bicycle trail to the south. South of the bicycle trail is a fenced off-leash dog park, and an archery range. In the southwest corner, just north of the parkway is the Columbia Golf Learning Center and driving range. Between the dog park and the parkway is a wide swath of pastoral greenspace with large Elm trees, newly planted seedlings, and picnic tables on turf.

The residential/Deming Heights segment begins at Cen-



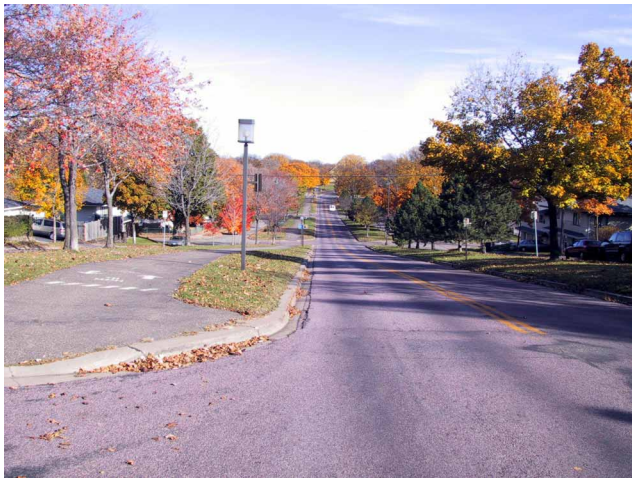
*Figure 5 - Character photograph of the Mississippi River segment*



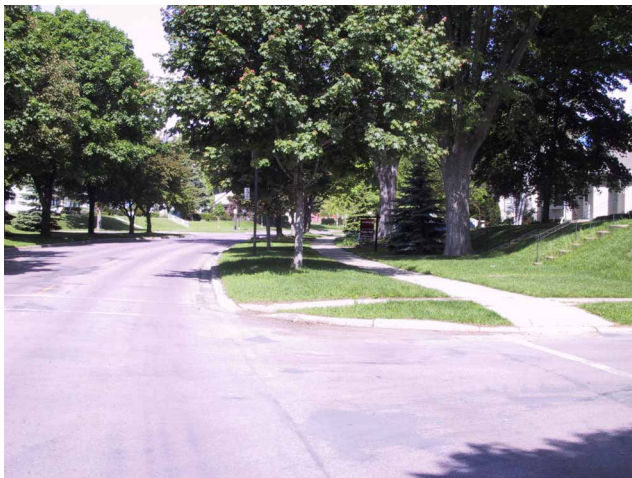
*Figure 6 - Character photograph of industrial segment*



*Figure 7 - Character photograph of Columbia Park segment*



*Figure 8 - Character photograph of residential/Deming Heights segment*



*Figure 9 - Character photograph of the eastern residential segment*

tral Avenue and continues to Johnson St. NE and is shown in blue in Figure 4. The bike trail ends at Ulysses St NE, one block east of Johnson St. This segment of the Parkway is bordered primarily by single-family residential homes. The parkway right-of-way is about 130-150 feet in width, except where it crosses through Deming Heights Park. It consists of the 24 foot wide Parkway road, smaller service roads, and an existing 6 foot sidewalk on either side. The 8 foot wide bike trail is located in the boulevard separating the parkway road from the north service road, see Figure 8. This segment still retains a parkway feel with additional width created by the service roads and Deming Heights Park, and conifer plantings.

The most easterly segment, shown in purple in Figure 4, is primarily residential in character. The Parkway right-of-way is generally about 100 feet in width. It consists of a 24 foot parkway road with many parking bays, 6 foot sidewalks on either side of the parkway road, and rows of deciduous trees, Figure 9. There is no bike trail within the parkway between Ulysses St. and Stinson Blvd. Some Parkway plantings maintained by the MPRB are located within this segment, as well as plantings made by home owners.

### **C. Conflicts and Public Services**

There are very few conflicts in St. Anthony Regional Parkway with existing uses. New planned uses are purposely kept to a minimum to retain compatibility with the historic and scenic nature of the Grand Rounds. There is the potential for conflicts among user groups who have differing ideas of what is desirable. However, based on the public input meetings held as part of the master planning process, there is awareness and acceptance among the public of the unique nature of the Parkway and the need to preserve the historic character. There was considerable public support during the planning process for preserving and enhancing the historic landscape and sensitive placement of appropriate supportive facilities.

Existing public services (roads, utilities, etc.) are adequate to support the Parkway recreation uses. Drinking fountains are lacking and seating/rest stops have been removed over time.

The Soo Line Railroad bridge built in 1926 may have historic value in its steel trusses, Figure 6. The bridge is scheduled to be reconstructed or replaced in 2006. The



type of construction will be influenced by whether or not it will be considered historic. Any construction or reconstruction should be designed to accommodate bike and pedestrian use.

There was discussion of additional lighting along the Parkway, however, lighting along the entire Grand Rounds is being designed as part of a separate process. Lighting on St. Anthony Parkway is suggested to match the parkway system lighting design.

Several bike trails/ lanes are proposed that will intersect with the St. Anthony Regional Parkway trail including the University Avenue Trail and Central Avenue Trail. The planned trails are shown in the issues and opportunities section.

The need to extend the bike trail from Ulysses St. to Stinson Parkway is a key component of the plan. The residential nature of this section and the presence of mature trees creates a need for safety, convenience, and aesthetic considerations.

#### **D. Park Master Planning Process and Public Participation**

The master planning process included several public input opportunities. The master planning meetings were well attended and the public input helped shape the master plan. The following public meetings were held between March and July, 2005 as part of the planning process:

- Public Open House Meeting - March 29, 2005
- Public Bike/ Walk/ Skate Tour of the corridor - April 23, 2005
- Presentation to the MPRB Planning Committee
- Public Review Meeting regarding the Draft Master Plan - June 22, 2005 (Figure 10)
- Public Hearing before the Minneapolis Parks and Recreation Board - July 6, 2005.

Summaries of the key public meetings are attached as Appendix 1. In addition to these public meetings, meetings were held with MPRB staff representing a wide range of disciplines, as well as meeting with the City of Minneapolis. Input from Metropolitan Council and Minnesota Historical Society staff was used to help prepare this master plan.

This input helped shape the master plan and assures that it meets neighborhood, community, regional and State interests.



*Figure 10 - Public Review Meeting - June 22, 2005*

#### **Summary of Conflicts**

- Lack of rest stops
- Poor condition of the bike trail
- Missing segments of the bike trail
  - Within the industrial segment between Marshall Ave. and Columbia Park.
  - Between Ulysses St. and Stinson Parkway.
- Steep and potentially unsafe bike trail sections in and near Deming Heights Park
- Narrow bridge over the railroad switching yard





## Section II - History of St. Anthony Parkway

### A. History of St. Anthony Parkway

The history of St. Anthony Parkway spans about three-quarters of a century. During that time the parkway has evolved in response to changes in aesthetic tastes, transportation modes, leisure activities, and landscape and horticultural design philosophies and practices.

St. Anthony Parkway, developed in the second and third decades of the twentieth century, must be seen in the context of the Grand Rounds. This system of parks and parkways, some fifty miles in length, encircles Minneapolis. The parkway is located near the northern edges of the city in Northeast Minneapolis and adjacent to the suburb of St. Anthony. The parkway extends south and east from the Camden/32nd Avenue Bridge over the Mississippi River, through Columbia Park, to Stinson Parkway at the eastern city limits.<sup>1</sup> See Figure 18 for an early photograph of the Parkway.

The renowned landscape architect Horace William Shaler Cleveland (1814-1900) began promoting a plan for a comprehensive park system in both Minneapolis and Saint Paul in a series of lectures that he gave in February 1872. That spring Saint Paul hired him to devise a park system for the city, although the economic depression of 1873 thwarted its completion.<sup>2</sup>

Cleveland's involvement with Minneapolis did not begin until 1883. On June 3 of that year, he addressed the newly formed Minneapolis Board of Park Commissioners with "suggestions for a system of parks and parkways for the city of Minneapolis."<sup>3</sup> Cleveland proposed a twenty-mile loop of parkways, mostly south of and

<sup>1</sup> As originally planned and laid out, St. Anthony Parkway extended further eastward through the village of St. Anthony, past the Armour (later Francis A. Gross) Golf Course, then went south to join Hennepin Avenue East. In the 1930s, the route was changed to terminate at Stinson Boulevard (later Stinson Parkway).

<sup>2</sup> Lance M. Neckar, "Fast-tracking Culture and Landscape: Horace William Shaler Cleveland and the Gardens in the Midwest," in *Regional Garden Design in the United States*, ed. Therese O'Malley and Marc Treib (Washington: Dumbarton Oaks Research Library and Collection, 1995), 83-85.

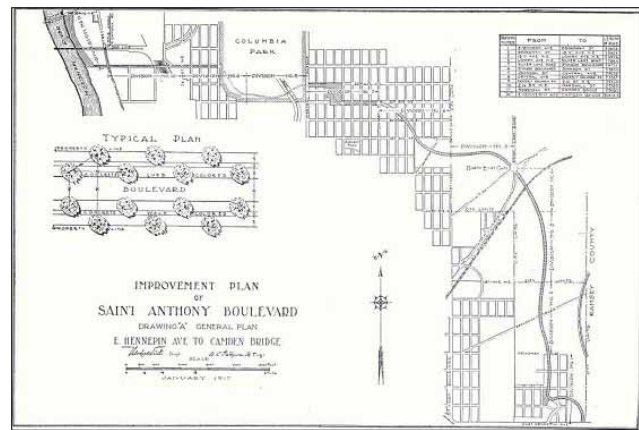


Figure 11 - Entire Parkway Plan - 1917

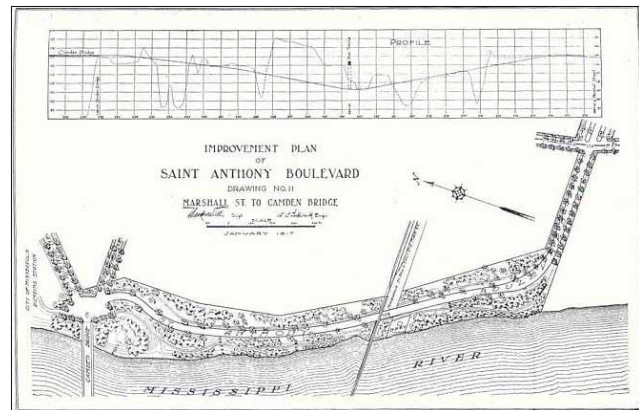


Figure 12 - Mississippi River Segment Plan - 1917

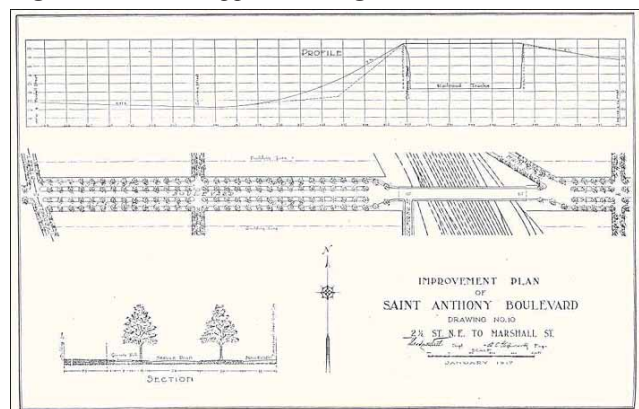


Figure 13 - Industrial Segment Plan - 1917

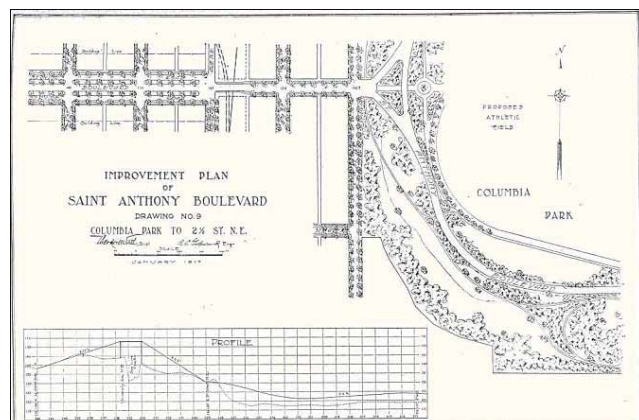


Figure 14 - Industrail/Columbia Segment Plan - 1917

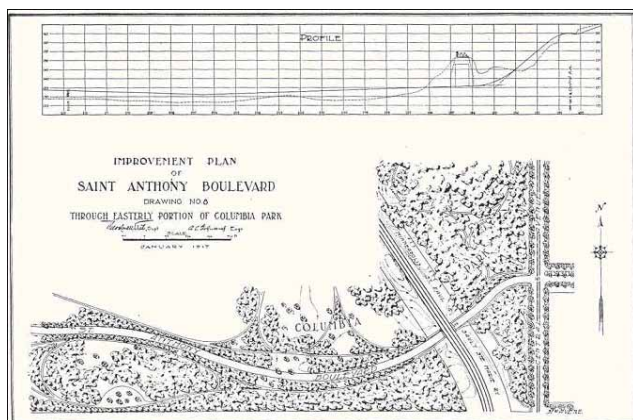


Figure 15 - Columbia Park Segment Plan - 1917

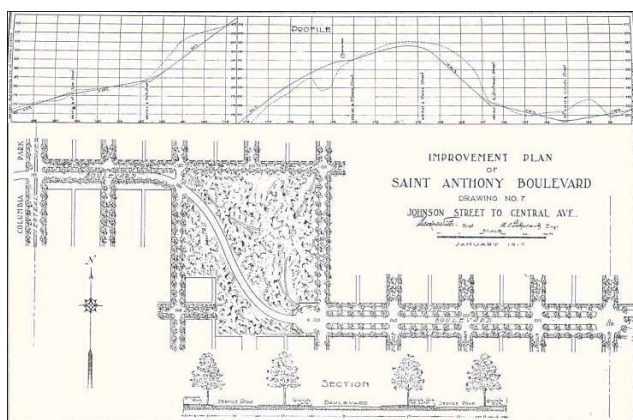


Figure 16 - Deming Heights Park Segment Plan - 1917

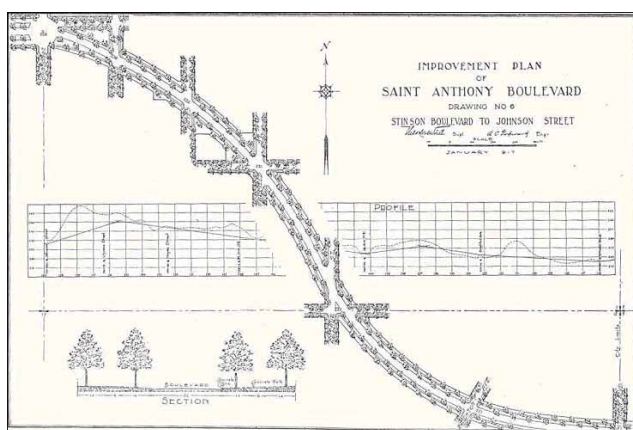


Figure 17 - Residential Segment Plan - 1917

within two miles of downtown. Cleveland recommended that Lyndale Avenue be developed as a north-south boulevard that would extend to Twenty-sixth Avenue North. In 1886 the park commissioners acquired Lyndale Avenue North between Glenwood Avenue (at that time called Western Avenue) and Twenty-ninth Avenue North and designated it as a boulevard. William Watts Folwell chaired the Special Committee on Park Enlargement in 1890 to further Cleveland's original intentions. Among the recommendations in the committee's 1891 report was the expansion of the newly created Glenwood Park (later Theodore Wirth Park) north from Western Avenue to the city limits and the creation of a parkway leading east to another, still to be named, park in the northeast corner of the city. This was to become Columbia Park. The committee recommended that the main parkway be continued south to join Stinson Boulevard and eventually reach the University of Minnesota campus. The expanded circumferential park and parkway system throughout Minneapolis was dubbed the "Grand Rounds."<sup>4</sup>

In about 1910, Park Superintendent Theodore Wirth began to promote the expansion of the Grand Rounds in both North Minneapolis and Northeast Minneapolis. Glenwood-Camden Parkway (later Theodore Wirth Parkway) and Victory Memorial Parkway were the North Minneapolis portions of his plan. St. Anthony Boulevard (later Parkway) became the Northeast Minneapolis section of the Grand Rounds.

Wirth's first proposal for the northeast extension was made in 1911. This plan would have placed the parkway along the east and north sides of Columbia Park, then continued west to the Mississippi River and the Camden Bridge. However, the following year a large tract of land, located in Hennepin County but outside the Minneapolis city limits and owned by the Armour

<sup>3</sup> Published as: Horace W. S. Cleveland, *Suggestions for a System of Parks and Parkways for the City of Minneapolis* (Minneapolis: Johnson, Smith and Harrison, 1883). Frederick Law Olmsted had coined the word "parkway" in 1868 to describe the urban roadway, flanked by tree-lined boulevards, that he devised when he laid out Eastern Parkway in Brooklyn.

<sup>4</sup> Theodore Wirth, *Minneapolis Park System, 1883-1944* (Minneapolis: Board of Park Commissioners, 1945), 113-114, 116, gives an account of the Report of the Special Committee on Park Enlargement and the recommendation that the park system be called the Grand Rounds.



Company, became available. Subsequently, the tract was acquired by the Minneapolis Board of Park Commissioners. This allowed for the re-routing of the proposed St. Anthony Boulevard as well as the creation of the Armour (now Francis A. Gross) Golf Course. The new route cut across the south end of Columbia Park and extended west along the route of 33rd Street N.E. to the Mississippi River and north to the Camden Bridge and southeast from Columbia Park to Stinson Boulevard.<sup>5</sup>

Wirth published his plans for St. Anthony Boulevard in the 1916 *Annual Report*, showing the various sections of the parkway as a series of landscaped boulevards with rows of trees flanking the roadway, Figures 11-17. The plan also incorporated a very hilly 14-acre site, located southeast of Columbia Park, that contains one of the highest elevations (930 feet) in the city of Minneapolis; the site was named Grandview Park. The overall scheme is a continuation of that used on the city's other boulevards and parkways and is clearly intended to link St. Anthony Boulevard into the Grand Rounds. Wirth's 1916 plan is rather idealized, but his comments in the *Annual Reports* focus on the relationship of the parkway to the industrial area at the west end and the problems of creating aesthetically pleasing bridges over and under the many railroad tracks that would cross the new parkway.<sup>6</sup> The Minneapolis, St. Paul and Sault Ste. Marie Railroad (Soo Line) had a line through Columbia Park and another line west of the park between University Avenue and Fifth Street N.E. The line then crossed the river at about 34th Street N.E. More formidable were the twenty tracks owned by the Northern Pacific Railroad that crossed 33rd Street N.E. east of California Street. A 566-foot Howe truss bridge with an eighteen-foot roadway, had been constructed over those tracks in 1910-1911. It was supposed to be replaced by a permanent bridge in five years. In 1916, the park commissioners proclaimed: "The Great Northern and Northern Pacific Railway companies must be required to replace their present narrow and unsightly bridge with a modern concrete structure of proper width."<sup>7</sup> The Soo Line constructed the other bridges over and under the parkway during the next few years.



Figure 18 - Early photograph of St Anthony Parkway



Figure 19 - Construction of the Parkway in 1923

<sup>5</sup> Wirth, 151; Minneapolis Board of Park Commissioners (MBPC), *Thirty-first Annual Report*, 1913, 92.

<sup>6</sup> MBPC, *Thirty-fourth Annual Report*, 1916, 66-71.

<sup>7</sup> Ibid., 71.





Figure 20 - Warren double truss bridge - 2005

Work began on the boulevard in 1917, but it went forward sporadically because of World War I. Most of the grading and paving operations resumed in 1920, and the work speeded up as equipment from the construction of Victory Memorial Drive became available. Wirth noted that the paving was a 2-1/2 inch asphalt macadam wearing surface on a 5-inch concrete base partially composed of trap rock. Double rows of trees were planted along the roadway in 1923.<sup>8</sup>

St. Anthony Boulevard was completed in 1924 (Figures 18 and 19). Clearly hoping to evoke the celebratory aspects of Victory Memorial Parkway when it opened, the commercial clubs of Northeast Minneapolis, St. Anthony, and Central Avenue sponsored a grand celebration parade on September 25. The parade featured “old settlers,” some of whom had come to the town of St. Anthony, prior to its incorporation into the city of Minneapolis, as early as the 1860s. A dedication ceremony was held in Columbia Park.<sup>9</sup>

In 1925-1926, the Northern Pacific railroad replaced the temporary Howe truss bridge over its tracks with the present Warren double-truss bridge. Although it was not the “modern concrete structure” preferred by the Park Commissioners, it was constructed without expense to the park board.<sup>10</sup> See Figure 20 for a current photograph of the Warren double-truss bridge.

St. Anthony Boulevard was site of park experiments in roadway lighting. The tall cast-iron standard with the curvilinear loop and arm with drop pendant was introduced here in 1925. See Figure 21 for an early photo-

<sup>8</sup> MBPC, *Annual Report of the Superintendent, 1922*, 10; *Annual Report of the Superintendent, 1924*, 25-26; Wirth, 151-152. The MBPC staff prepared a series of drawings in 1925 that depicted St. Anthony Boulevard as it had been constructed.

<sup>9</sup> See St. Anthony Boulevard Clippings File, Minneapolis Collection, Minneapolis Public Library. Two photographs of the parade are referenced in the Minnesota Historical Society Visual Arts Database: MH5.9 MP9 r70; MH5.9 MP9 r71.

<sup>10</sup> “Rebuilding Overhead Bridge at 33<sup>rd</sup> Ave. N.E., Minneapolis, 1925-26,” Engineering Records, Northern Pacific Railroad Archives, Minnesota Historical Society, Saint Paul. For a more detailed account of the bridge, see Charlene K. Roise, “The Saint Anthony Parkway Bridge in the Context of the Grand Rounds, Minneapolis,” prepared by Hess, Roise and Company for Minneapolis Park and Recreation Board, 2000.

graph of the 1926 light standard. Wirth described the standard as “of modest but ornate and pleasing appearance.” The design was devised by the Minneapolis Board of Park Commissioners staff and manufactured by the Crown Iron Works of Minneapolis. Eventually the light system was installed in a number of parks and along various parkways including St. Anthony in 1927-1928.<sup>11</sup>

In 1930, Grandview Park was renamed Deming Heights to honor Portius C. Deming, a past member (1895-1899, 1909-1919) and past president (1915-1917) of the Board of Park Commissioners. The renaming was commemorated with the installation of a bronze marker on a granite boulder near the intersection of Fillmore Street and St. Anthony Parkway. See Figure 22 for a photo of the commemoration in 1930. See Figure 23 for a recent photo of the marker, it reads:

“PORTIUS C. DEMING HEIGHTS • IN MEMORY  
OF ONE WHOSE VISION THROUGH THE  
YEARS OF PUBLIC SERVICE HELPED MAKE  
POSSIBLE THE PARKS OF MINNEAPOLIS •  
THIS TABLET PRESENTED TO THE BOARD OF  
PARK COMMISSIONERS BY THE CENTRAL  
AVENUE COMMERCIAL ASSOCIATION  
OCTOBER 1st, 1930.”<sup>12</sup>

When St. Anthony Boulevard was constructed, it was conceived as part of a scenic driving route flanked by pedestrian pathways. By the 1960s, the city’s parkways had turned largely into commuter driving routes. In the mid-1970s, St. Anthony Parkway was repaved and much of the roadway narrowed from 32 feet to 25 feet as part of an overall plan for park improvements that was prepared by the landscape architecture firm of Eckbo, Dean, Austin, and Williams. The existing parking bays on the south side of the parkway and the existing bicycle trail were installed at that time, although the section between Ulysses Street N.E. and Stinson Boulevard was left without a bicycle trail. The bicycle trail was implemented as part of a “Bicycle Grand Rounds” that was seen as complementary to the original automobile-oriented Grand Rounds.<sup>13</sup> See Figure 24 for an aerial photograph taken in 1930 (est. date).

<sup>11</sup> Wirth, 197.

<sup>12</sup> Wirth, 151-152; MBPC, *Parks, Parkway and Playgrounds of Minneapolis* (Minneapolis: Board of Park Commissioners, 1942), 52.

<sup>13</sup> Garrett Eckbo, Charles M. McCulloch, and Robert M. Foster, “Minneapolis Parkway System Concepts for the Future,” 1971, report prepared by Eckbo, Dean, Austin, and Williams for Minneapolis Park and Recreation Board.



Figure 21 - Light standard in 1926

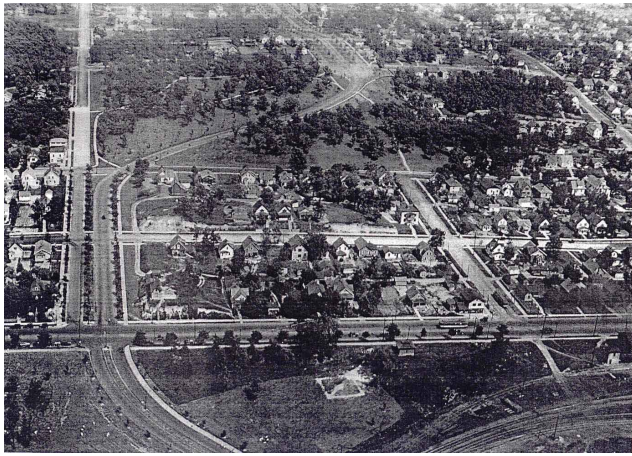


Unveiling of the Tablet Commemorating the Services to the Community of P. C. Deming,  
Park Commissioner 1895-1899 and 1909-1919.  
Portius C. Deming Heights, October 1, 1930

Figure 22 - Deming Heights Park commemoration day in 1930



Figure 23 - Deming Heights Park historic marker in 2005



*Figure 24 - View of St. Anthony Parkway and Deming Heights looking east from Columbia Park - 1930 (est. date)*



## Section III - Existing Conditions

### A. Existing Conditions

St. Anthony Parkway has been maintained in keeping with the original intent of a recreational parkway. The existing conditions are very similar to the 1920's condition with the following exceptions.

1. A bituminous bike trail was added in 1975. That trail is in poor condition, does not meet current standards and is in need of reconstruction, see Figure 25.
2. Parking bays were added in 1975, which narrowed the parkway to 24 feet wide in some areas.
3. Elm trees have been destroyed due to Dutch Elm Disease down to about 10% of the original number planted on the north side of the Parkway between Ulysses and Stinson Blvd. Different trees have been planted to replace the lost Elms.
4. Traffic signals and overall safety improvements have also taken place over the last century.

With the exception of the bike/ walk trail and the need for landscape screening in the industrial section of the corridor, St. Anthony Parkway is in excellent condition. Reconstruction of the bike/pedestrian trail is the biggest improvement need.

### B. Operations

Operational activities and costs for St. Anthony Parkway are related to maintenance and security. Maintenance is the primary cost of operations and includes turf, tree, trail, and parkway road maintenance and trash collection. Annual maintenance costs for the entire MPRB system were \$17,247,913 in 2005. Maintenance costs are not separated out for St. Anthony Parkway.

Security and public safety services are provided by Minneapolis Park Police Department. Funding for maintenance and security comes primarily from the MPRB property tax levy and other secondary sources through the MPRB annual budget process. There are no park and recreation buildings directly related to the parkway. There are however MPRB buildings located within Columbia Park.

Trash and recycling cans are located at key locations



*Figure 25 - Poor condition of pavement surface*



in the parkway. Trash is brought to solid waste disposal sites in conformance with State and local regulations. Recycling is collected regularly and brought to a recycling facility.

The MPRB has experimented with no-mow areas within Deming Heights Park. Throughout the rest of the parkway, the turf is mowed regularly to keep up appearances, especially in the residential segments.

## C. Issues and Opportunities

The issues and opportunities present in the St. Anthony Parkway relate to the landscape character, the bike trail reconstruction, the bike trail extension, tree preservation, and historical character. These issues are addressed in the Park Master Plan Recommendations.

### 1. Public Input Summary

The following is a summary of the comments received during the 2005 public input meetings. The issues are grouped into general comments, and suggestions regarding trails and sidewalks and comments on traffic issues. These issues helped guide the goals, objectives and recommendations of the master plan.

#### General Comments:

- The park sign at 29<sup>th</sup> & the Parkway should be relocated to improve road visibility.
- Why not widen the street with bike trails on both sides of the wider street?
- Why not discourage driving on parkways overall?
- Adequate lighting is needed.
- Will there be other amenities: rest stops, fountains, maybe landscaping?
- The new Central Avenue is a great opportunity to tie the parkway to other community and city projects.
- Look into handicapped access to and within Deming Heights Park.
- Look at other bike access to Stinson Blvd – why not put it on Central Avenue to 29<sup>th</sup> and then over to Stinson Blvd.
- Pay attention to aesthetic treatment along the entire Parkway – keep it as green as possible. Can possibly plant some trees to help keep it green.
- Consider establishing some seating areas in the golf course area of the parkway – a

rest stop.

- Consider Minnesota natives as material of choice.
- Put in trees that will help develop lots of cover.
- Evergreens are ok – pine trees are tough to see through.
- Establish some sort of traffic calming along the Parkway – there is lots of speeding.
- Why is there a need for a bike trail through this section?
- Are there safety issues with children playing in the Parkway?
- Liked the master plan, except for the new trail in the residential segment.

#### Trails and Sidewalks:

- Separate bike from pedestrian paths.
- Pathway and street crossings should be examined – some are very tricky to navigate.
- Is there a conflict of use by kids playing in their front yards and use of the bike trails? This may also be an issue with the (Mount Carmel) church day care. This issue needs to be analyzed.
- Mt. Carmel Church staff worked with the MPRB to fit the new trail in an active space in front of the church and supports the bike trail plan.
- It is unsafe to bike with children now. The new bike trail through the residential segment will be a safe place for my children and family to bike.

#### Traffic / Traffic Calming:

- Traffic at Deming Heights is problematic – keep this location in mind when designing bike/pedestrian pathways.
- Will bikers be going fast on the bike trail?
- Concerned about more paved surface and impact on my property.

### 2. Existing Resources

The resources within the parkway boundaries are highly valued by the communities that surround it, as witnessed by the March 29, 2005 public open house meeting.

#### Existing Natural Resources

The natural resources that are currently present within

the parkway bounds are mostly comprised of the trees, figure 26. There are no wetlands or “unmanicured” areas, besides a few no-mow areas within Columbia Park and Deming Heights Park. The portion of the Mississippi River frontage located along the west section of the parkway is kept in a pastoral condition.

### Existing Historic Resources

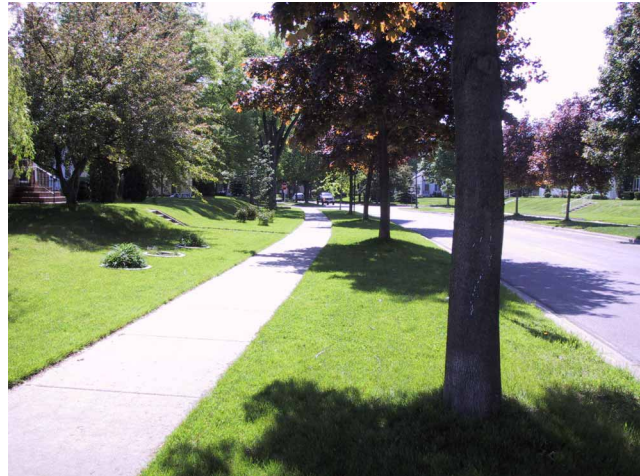
St. Anthony Parkway is historically significant as part of the Grand Rounds. The entire Grand Rounds has been determined eligible for listing on the National Register of Historic Places for its historic associations and for its prominence as an example of landscape architecture. Consequently, the broader issues of landscape architecture as they relate to the overall historic significance of the Grand Rounds must be addressed. When St. Anthony Boulevard was constructed, it was conceived as part of a scenic driving route flanked by pedestrian pathways. Implementation of the “Bicycle Grand Rounds” in the 1970s was seen as complementary to that role. In the case of St. Anthony Parkway, the section between Ulysses Street N.E. and Stinson Parkway was left without a bicycle trail.

St. Anthony Parkway incorporates a variety of historic resources. It is a “historic designed landscape” that was consciously designed and laid out by Theodore Wirth to be a part of the Grand Rounds.

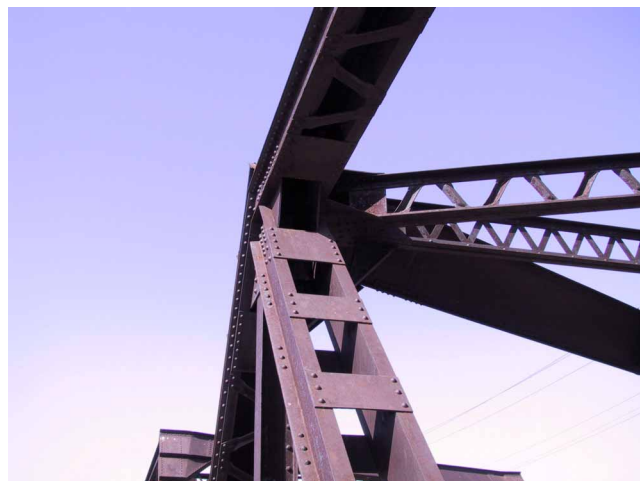
First and foremost, the overall landscape plan as designed and executed is the most significant historic resource. This plan incorporates a central roadway flanked by areas of greensward planted with trees. Other important historic resources that enhance the overall plan include:

- Columbia Park and Golf Course
- Deming Heights Park
- The wide swath of green space along the Mississippi River
- The bike and walking trails throughout the parkway have not changed significantly in the past century
- The 1926 Warren double truss bridge over the Burlington Northern and Sante Fe Rail Roads

**Deming Heights.** This picturesque 14-acre park contains one of the highest elevations (930 feet) in the city of Minneapolis. This setting allows for dramatic views



*Figure 26 - Tree rows in the Residential Segment - 2005*



*Figure 27 - Warren double truss bridge - 2005*

of the city. A commemorative marker to Portius C. Deming has been placed near the Fillmore intersection.

**Columbia Park.** This park predates the parkway, but is integral to it as St. Anthony Parkway crosses its southern end.

**Bridge No. 9791/90664.** This bridge, which forms part of St. Anthony Parkway and spans twenty railroad tracks east of California Street, has been determined eligible for the National Register of Historic Places under Criterion C as a rare example of a highway Warren through truss (Figure 27). It has also been identified as a contributing feature to the Grand Rounds under Criterion A.<sup>14</sup> Because the bridge has structural problems, it has been scheduled for repair and/or replacement.

In order to protect the historic resources present on the parkway a Historic Resources Plan must be put into place, Section IV A.

### 3. Physical Resources

St. Anthony Parkway crosses over and is near many physical resources. One important resource is the bike trail system. The trails that St. Anthony Parkway crosses, from west to east, are:

- Fridley Water Trail (off-street)
- Marshall Ave. Bikeway (proposed on-street lane)
- Main St. NE (proposed on-street lane)
- University Ave. N Trail (off-street)
- Columbia Parkway Trail (off-street)
- Central Ave. Bikeway (proposed on-street lane)
- Polk St. NE Bikeway (on-street lane)
- 29th Ave. NE Bikeway (on-street lane)
- Arthur St. NE Bikeway (on-street lane)
- Stinson Blvd. Bikeway (on-street lane)

These programmed bikeways near the Parkway cross directly over or near the existing paved bike trail. See Appendix 3 for the Minneapolis Bikeway Map.

Other physical resources along the parkway are the

multiple railroad tracks, the large expansive industrial buildings, the residential homes, street intersections, multiple sidewalks, and adjacent public and private greenspaces. These all contribute to the parkway character.

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<sup>14</sup> Jeffrey A. Hess, Minnesota Historic Bridge Inventory form for Bridge No. 90664, prepared by Hess, Roise and Company for the Minnesota Department of Transportation, 1997. Roise, "Saint Anthony Parkway Bridge," 5-6.

## Section IV –Boundaries and Acquisitions

### A. Park Boundaries

The parkway boundaries were established in 1910 and acquired in 1910 and 1911. The park boundaries meet current public needs. No boundary expansions were identified during the master planning process. There are a few roadway crossings that are recommended for removal and closure, however, these sections of road are currently within the park boundary and do not require a boundary expansion or acquisition.

The map below shows the project boundaries in green with the existing trail in red, Figure 28.

### B. Acquisitions

The existing Parkway lands are adequate and no land acquisition is recommended.

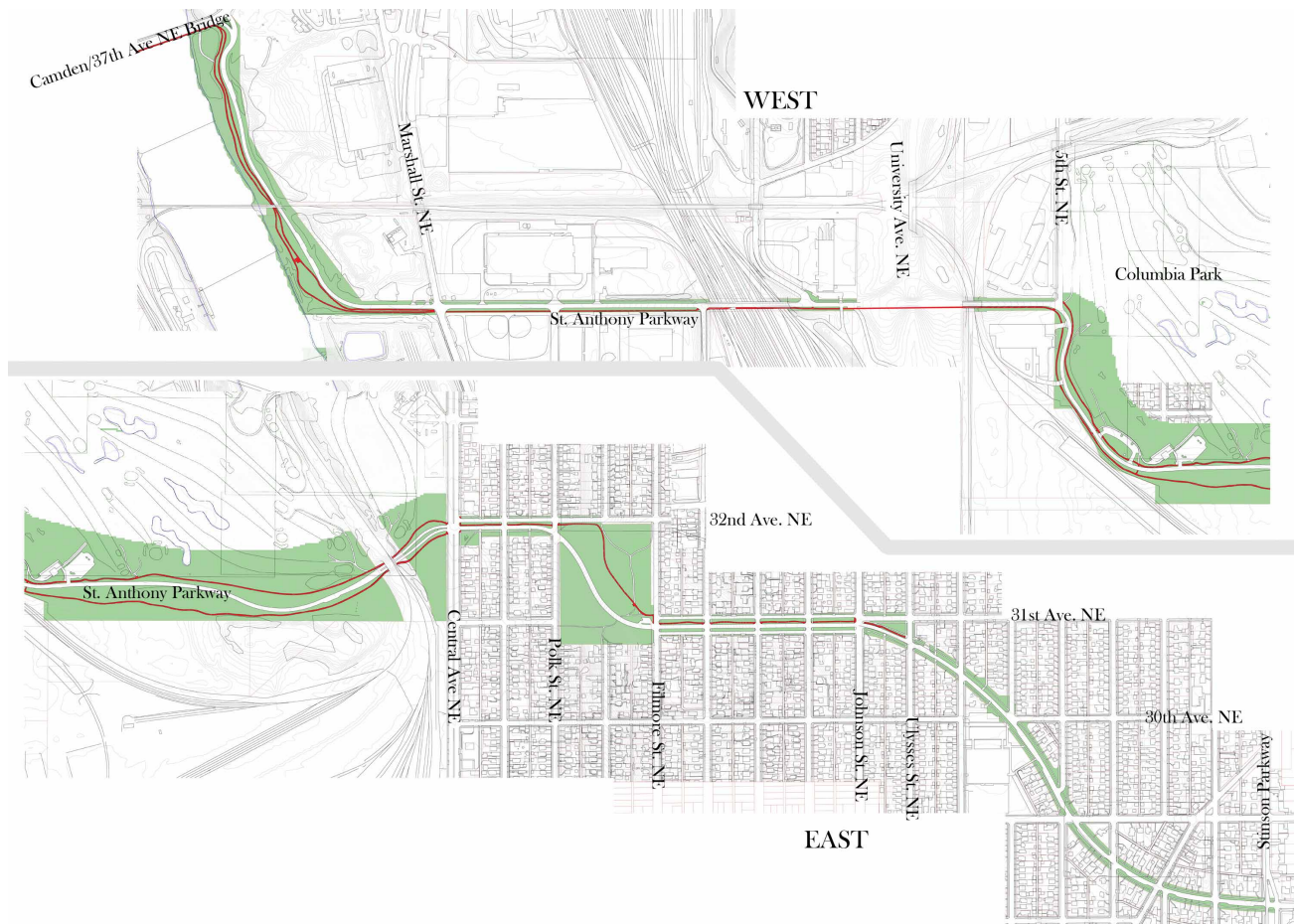


Figure 28 - Project Bounds - St. Anthony Parkway





## Section V - Stewardship and Resources Plan

### A. Historic Resources

Existing recreation activities consist primarily of walking, jogging, and bicycling on the existing path. The existing bicycle/walking path was installed in 1975.

#### 1. Preservation Planning

The “Grand Rounds Scenic Byway Interpretive Master Plan” contains a recommendation that preservation planning be integrated into standard procedures for project planning and routine maintenance. This recommendation should be reinforced for St. Anthony Parkway.<sup>15</sup>

*The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* offers appropriate guidance for preservation planning. The guidelines state that “preservation planning for cultural landscapes involves a broad array of dynamic variables. Adopting comprehensive treatment and management plans, in concert with a preservation maintenance strategy, acknowledges a cultural landscape’s ever-changing nature and the interrelationship of treatment, management and maintenance.”<sup>16</sup>

Any future work on St. Anthony Parkway that uses state and/or federal funding or otherwise requires state and/or federal action is subject to review, comment, and potential mitigation by the Minnesota State Historic Preservation Office under Chapter 138 of the Minnesota Historic District Act of 1971, as amended in 1974, and Section 106 of the National Historic Preservation Act. Preliminary discussions have taken place with the Compliance Office of the Minnesota State Historic Preservation Office (SHPO).

Following the adoption of a Master Plan for St. Anthony Parkway, the MPRB plans to implement another phase of the City of Minneapolis Five-Year Bike Plan. Because the board is planning to use federal Transportation Equity Act (TEA-21) funds for the project, the Federal Highway Administration (FHWA) is required to follow the provisions of Section 106 of the National Historic Preservation Act. Because St. Anthony Parkway is part of the Minneapolis Grand Rounds which

has been determined to meet the criteria for listing on the National Register of Historic Places, further analysis will be needed to determine whether St. Anthony Parkway is contributing to the National Register-eligible property (the Grand Rounds) and/or if it is a National Register-eligible property in its own right. Work on the Master Plan has been proceeding under the assumption that St. Anthony Parkway will be considered contributing to the National Register-eligible property. The bicycle trail will meet, but not be extended over, Bridge No. 9791/90664.

An analysis for a formal National Register eligibility determination is beyond the scope of the current project. However, as part of a future analysis, the following factors (2-7) must be considered:

#### 2. Landscape Type

*National Register Bulletin 18* lists a number of property types under the general category of “designed historic landscape.” The Grand Rounds consists of the following property types:

- Parks (local, state, and national) and Camp Grounds, and
- Parkways, Drives, and Trails.

St. Anthony Parkway is best classified under the type “Parkways, Drives, and Trails.”<sup>17</sup>

#### 3. Areas of Significance

Properties must meet at least one of four criteria to qualify for the National Register. The Grand Rounds has achieved significance under the following criteria:

- Criterion A: for its influence on the development of the city of Minneapolis.
- Criterion B: as an important product of a locally significant individual, William

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<sup>15</sup> “Executive Summary,” 18, in David L. Dahlquist Associates, Inc., “Grand Rounds Scenic Byway Interpretive Master Plan,” 1999, prepared for the Minneapolis Park and Recreation Board. See also Charlene K. Roise, “Research Design for the Grand Rounds,” 1999, prepared for the Minneapolis Park and Recreation Board.

<sup>16</sup> See [www2.cr.nps.gov/hli/introguid.htm](http://www2.cr.nps.gov/hli/introguid.htm).

<sup>17</sup> J. Timothy Keller and Genevieve P. Keller, *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes* (Washington: Government Printing Office, 1994), 2-3.



Berry (the Board of Park Commissioners' first full-time superintendent, serving between 1885 and 1906) and a nationally significant individual (Theodore Wirth, superintendent from 1906 to 1935).

- Criterion C: as an important design by nationally prominent landscape architect Horace W.S. Cleveland which was further expanded and extended by Wirth, and as a representation of key periods in the evolution of American landscape architecture.

St. Anthony Parkway is significant under Criterion A for its influence on the growth and character of Northeast Minneapolis and the adjacent suburb of St. Anthony. When the parkway was initially developed, the adjacent areas were largely farmland that was being platted for residential development. Such development followed in the wake of parkway construction.

Wirth was instrumental in the conception and execution of St. Anthony Parkway as part of the Grand Rounds. His role was widely recognized and commended. Hence the parkway is eligible under Criterion B for its association with Wirth.

St. Anthony Parkway is significant under Criterion C as an example of early twentieth-century parkway design. When Wirth joined the Minneapolis park system, he zealously furthered the Grand Rounds throughout Minneapolis, particularly in the northern part of the city. Although not a part of the original Grand Rounds, St. Anthony Parkway was consciously planned as an extension of the system.

#### 4. Period of Significance

The period of significance begins in 1911 when the Board of Park Commissioners began acquiring the acreage for the parkway and continues through 1956. This period includes the construction of the parkway between 1917 and 1924 and its dedication; tree planting and other related landscaping; the renaming of Grandview Park to Deming Heights and installation of the commemorative marker. The end date would coincide with the fifty-year cutoff for National Register properties that do not meet exceptional significance criteria.

#### 5. Boundaries

For National Register evaluation purposes, St. Anthony Parkway would be considered a historic district. It includes all the land owned by the Minneapolis Park and Recreation Board that comprises the roadway and adjacent lawns associated with St. Anthony Parkway, and extends from the Camden Bridge on the north and west, eastward through Columbia Park, continuing eastward through Deming Heights, and ending at Stinson Parkway. It includes all of Deming Heights.

#### 6. Characteristic Features

As part of the future analysis to determine National Register eligibility, the following characteristic features should be described and analyzed for their contribution to the historic character of the parkway and for their integrity.

- Spatial Organization and Land Patterns;  
Topography
- Vegetation
- Circulation  
Roadways  
Bicycle and Foot Paths  
Bridges
- Objects and Furnishings  
Historical Marker  
Signage  
Benches  
Lighting

#### 7. Integrity

An evaluation of integrity must consider the property's current physical condition in light of its historic evolution. The National Register criteria recognize seven aspects or qualities of integrity. These are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property must retain all or most of the aspects.<sup>18</sup>

<sup>18</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Government Printing Office, 1977, updated 1997), 44.

After discussing characteristic features and integrity, the analysis should conclude with a recommendation concerning National Register eligibility.

Once a National Register eligibility determination has been made, future work subject to Chapter 138 and Section 106 will be evaluated for its effects on the characteristic and defining features of the parkway.

Preliminary discussions with SHPO have suggested that particular emphasis be given to preserving and enhancing the historic character of the roadway as it is flanked by greensward planted with rows of trees. Inclusion of new elements, such as the introduction of a bicycle trail where one does not now exist, should reinforce this character. Consideration must also be given to indirect impacts on Bridge No. 9791/90664, which has been determined to be a National Register-eligible property.

industrial companies along the parkway and the parkway designers is key. Without these buffer plantings the entire Grand Rounds system loses its integrity.

## **B. Natural Resources**

St. Anthony Parkway is a man made landscape. There are no natural communities in the formal Parkway besides that of Deming Heights Park and portions of Columbia Park. Storm water is managed primarily through infiltration and a conventional urban storm water collection and distribution system. The turf area allows a significant amount of infiltration. The most dominant landmarks aside from the parkway are the trees and the landscape character they provide. Disease has plagued the century old Elm trees along the parkway, and dramatically changing the historic and natural character of the land. The trees should be replaced with hardy varieties to conserve the overall feeling within the parkway.

## **C. Vegetation Management**

The vegetation along the parkway is very significant in preserving the parkway atmosphere. Throughout the parkway there are definite gaps of vegetation and potential for new plantings. These gaps could be filled in with the help of adjoining property owners. Between Marshall St NE and 5th St NE there is no parkway-like atmosphere. Along this stretch there are a few industrial companies that own land between their parking lots and the parkway property. This green space could be filled in with a green buffer by the owners of these companies. This partnership between the





## Section VI - Development Plans

### A. Demand Forecast

The primary recreation uses of the Parkway are: walking, biking, driving for pleasure, in-line skating and historic interpretation. St Anthony Parkway is a key part of the 50 mile Grand Rounds Scenic Byway. It is felt that current use of the Parkway bike trail is reduced due to the lack of a bike trail east of Ulysses St NE and the poor condition of the bike trail.

**Figure 29 -Metropolitan Council Park user counts - Wirth Memorial Parkway RT (1000's)**

YEAR	1995	1996	1997	1998	1999	2000	2001	2002
COUNT	835.53	809.39	789.66	836.17	1000.01	944.21	1032.92	1062.82
% INCREASE*		-3.13	-2.44	5.89	19.59	-5.58	9.40	2.89

\*Average increase = 3.8%

**Figure 30 - Future use projections - St. Anthony Parkway RT (1000's)**

YEAR	2005	2006	2007	2008	2009	2010	2011	2012
COUNT	1188.78	1234.00	1280.94	1329.66	1380.24	1432.75	1487.25	1543.82
% INCREASE		3.8	3.8	3.8	3.8	3.8	3.8	3.8

The above projection (Figure 30) is based on Metropolitan Council user counts for Wirth Parkway (Figure 29) using a simple trend extrapolation. Counts for 2003 were not included due to the impact of construction during counting. Approximately 5,100 people drive St. Anthony Parkway per day (MnDOT Traffic Counts 1999).

## B. Parkway Master Plan and Recreation Plan

The Master Plan is a guiding document that can be used in the following years of construction and later years of maintenance.

### 1. Master Plan Goals and Objectives

The following are the St. Anthony Master Plan goals and objectives. These were developed based on input from the public, staff and elected officials. These goals and objectives were used to prepare the Master Plan drawings and recreation plan recommendations.

### 2. Recreation Development Plan

The St. Anthony Parkway Master Plan maps are divided into five segments from west to east. The first is the Mississippi River segment from the Camden/37th Ave. Bridge to California St. NE (see Figure 36 for a cross-section of this segment). The second is the industrial segment from California St. NE to 5th St. NE (see Figure 37 for a cross-section of this segment). The third is the Columbia Park segment from 5th St. NE to Central Ave. NE (see Figure 38 for a cross-section of this segment). The fourth is the residential/ Deming Heights segment from Central Ave. NE to Johnson St. NE (see Figure 39 and 40 for cross-sections of this segment). And, the fifth is the eastern residential segment from Johnson St. NE to Stinson Parkway. The following are key recommended improvements:

1. **Extend bike trail** from Ulysses St. NE to Stinson Parkway.
2. **Rebuild portions of the sidewalk** where needed.
3. **Add a rest stop along the Mississippi River** near the southern parking bumpouts. This would have benches, an ADA accessible drinking fountain, MPRB kiosk, bike rack, and recycling/trash receptacles. See Figure 31.
4. **Add picnic tables** along the Mississippi River, and at the archery range. Replace all delapidated tables with new ones.
5. **Add MPRB benches** throughout the parkway. Suggested locations are along the Mississippi River (Figure 32), at the University Ave bridge, near the Columbia Park Golf Course, and within Deming Heights Park.

#### Master Plan Goals

1. **Improve the bike trail and walk/ bike connections.**
2. **Improve safety, aesthetics and parkway character.**
3. **Preserve trees and add landscaping.**
4. **Increase access to parkway history.**
5. **Enhance facilities (rest stops, seating and signage).**



Figure 31 - Photo simulation of new rest stop near the Mississippi River



Figure 32 - Photo simulation of new bench along the Mississippi River



6. **Add a rest stop within Deming Heights Park** to include two MPRB benches, an ADA accessible drinking fountain, MPRB kiosk, bike rack, and recycling/trash receptacles.
7. **Partner with neighboring companies** to establish a green buffer along the industrial area.
8. **Assure that space for a bike trail** is provided on either a new bridge over the rail road switching yards or on the renovated existing bridge.
9. **Continue to plant new hardy trees** as older trees need replacement.
10. **Reconfigure the bike/walking trails in front of Mount Carmel Church** to improve safety and traffic flow. See Figure 33 for a representative photo of the trail configuration.
11. **Remove curbcuts** near Marshall St. NE. Add hardy trees to the new green space (Figure 34).
12. **Rebuild the bike trail.** This will include the realignment of the bike trail within Deming Heights Park (Figure 35) and near the dog park within Columbia Park. See Figure 41 for a cross section of a separate trail layout and Figure 42 of a combined trail layout.
13. **Incorporate public art** into the parkway system. Potential locations include next to the University Ave bridge, and at the intersection at Central Ave.



Figure 33 - Photo simulation of the reconfiguration of the trails in front of Mount Carmel Church



Figure 34 - Photo simulation of curbcut closures near Marshall St. NE

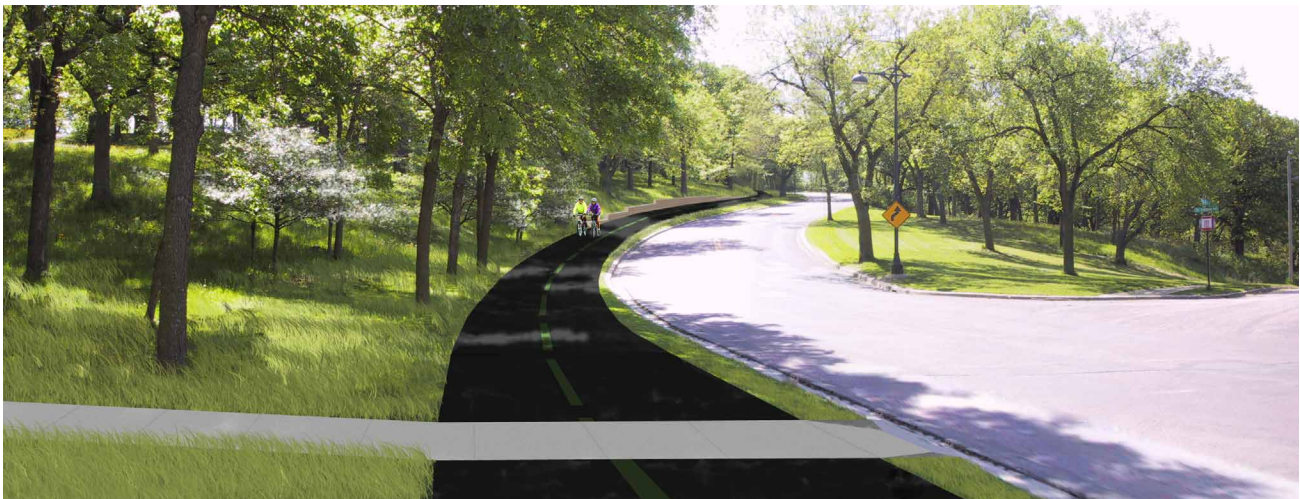


Figure 35 - Photo simulation of relocated trail along the Parkway in Deming Heights Park



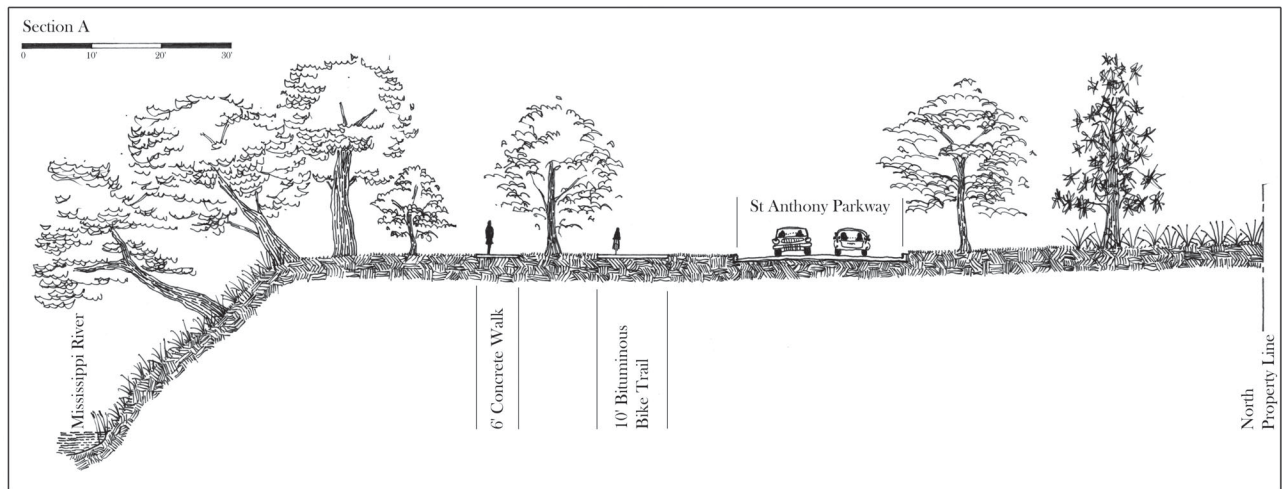


Figure 36 - Section A, through Mississippi River Area Segment

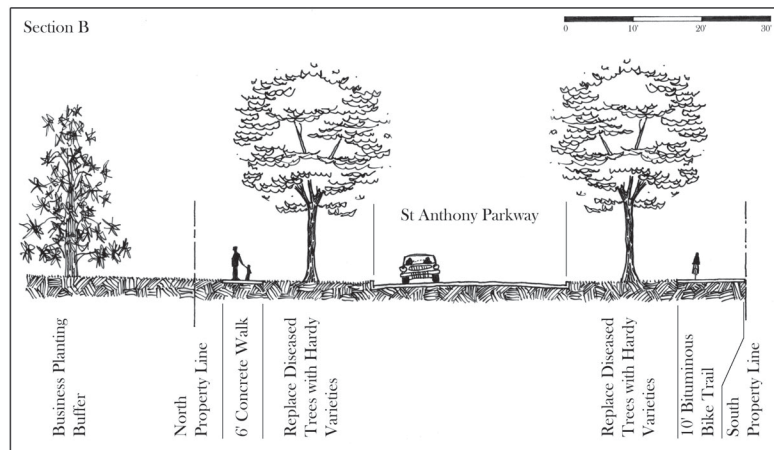


Figure 37 - Section B, through the Industrial Segment

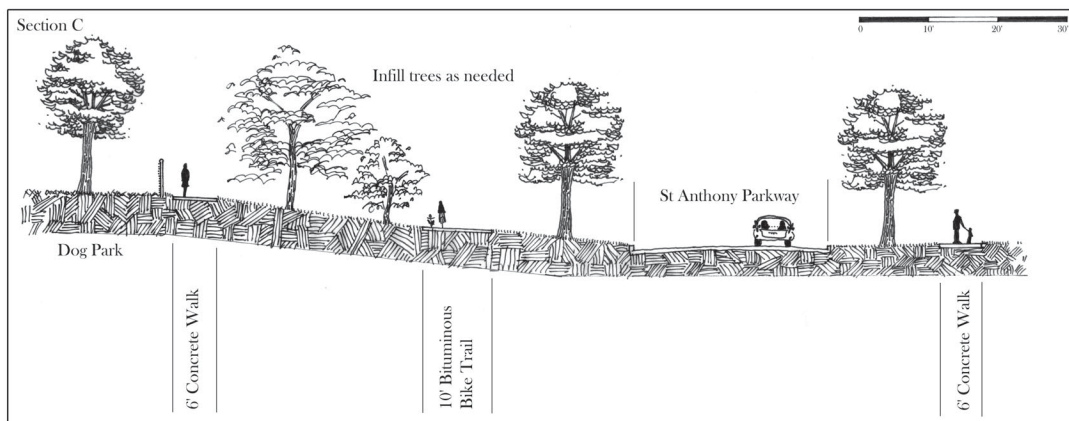


Figure 38 - Section C, through the Columbia Park Segment

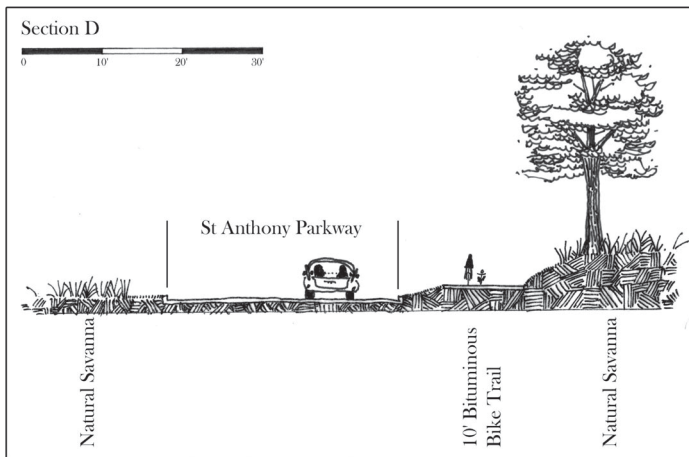


Figure 39 - Section D, through the Deming Heights Park Segment

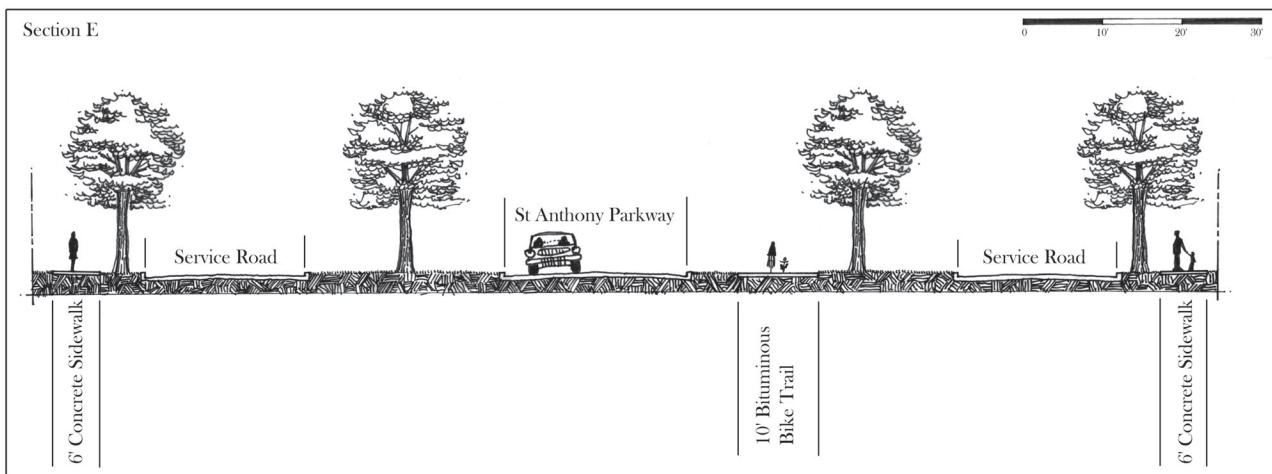


Figure 40 - Section E, through the residential portion of the Deming Heights Park Segment

- *Memorials:* for the stewards who created and have maintained the Grand Rounds, as well as for others who have contributed to them.

## C. Historic Interpretation

Historical Context is a key element for interpretation in the “Grand Rounds Scenic Byway Interpretive Master Plan.” The following themes are identified:

- *History:* overview of major events and trends.
- *Recreation:* how the Grand Rounds has been used over time.
- *Nature:* the evolution of landscape architecture, and changing definitions of nature.
- *Aesthetics:* changing definitions of beauty, particularly as reflected in architecture.
- *Transportation:* how different modes of transportation have influenced development of the Grand Rounds.

In this study, St. Anthony Parkway was highlighted for its contribution to the History theme.<sup>19</sup>

*The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Treatment of Cultural Landscapes* notes that interpretation can help in “understanding and ‘reading’ the landscape. . . . Interpretive goals should complement treatment selection, reflecting the landscape’s significance and historic character.”<sup>20</sup>

<sup>19</sup> Charlene K Roise and Denis P. Gardner, “The Grand Rounds: A Contextual History,” in David L. Dahlquist Associates, Inc., “Grand Rounds Scenic Byway Interpretive Master Plan,” 1999, prepared for the Minneapolis Park and Recreation Board.

<sup>20</sup> See [www2.cr.nps.gov/hli/introguid.htm](http://www2.cr.nps.gov/hli/introguid.htm)

The historic interpretation program for St. Anthony Parkway should build on the interpretive elements put in place for the Grand Rounds and reinforce its role in the Grand Rounds.

- *Reinforce and enhance the historic landscape features*  
As trees are replanted, the historic pattern of rows of trees should be restored.
- *Reinforce the Grand Rounds Scenic Byway signage*  
The placement of the existing signs should be reviewed and any missing signs should be reinstalled.
- *Use the newly installed information kiosks to help tell the story of St. Anthony Parkway*  
Information kiosks are identified as important elements of the Grand Rounds interpretive system. Historical information about St. Anthony Parkway should be placed on the kiosk wall panels. The panels can also direct attention to the Deming marker in Deming Heights Park.
- *Use the Minneapolis Park and Recreation Board website to provide historical information about St. Anthony Parkway*  
The MPRB website is a wonderful resource for conveying information. The history of St. Anthony Parkway, historic photographs, historic plans, and maps can all be made readily available.

#### D. Capital Improvement Plan

##### ST. ANTHONY PARKWAY CAPITAL PLAN

Design and engineering	\$182,000
Bike Trail Reconstruction Project 2.5 miles of sub grade improvements and new pavement installation, safety signage, and rest stops with benches, and drinking water	\$1,107,283
<b>TOTAL COST ESTIMATE</b>	<b>\$1,289,283</b>
TEA-21 Federal Highway Funds	\$904,283
Met Council Regional Park Funds	\$385,000
<b>TOTAL FUNDING</b>	<b>\$1,289,283</b>

#### E. Public Awareness and Special Needs

In order to inform the public of the services available, the master plan project, and the construction of the bike trail, the following methods will be used:

- MPRB website
- Kiosk flyers
- Program mailings
- Flyer mailings

To enhance public awareness of the historic character of the parkway, the two recently installed kiosks and two plaques can be used to provide interpretive material. Missing Grand Rounds Scenic Byway signs should be replaced and additional signs installed as appropriate. The MPRB website should be used to publicize the history of the parkway as well as provide construction updates in the near future.

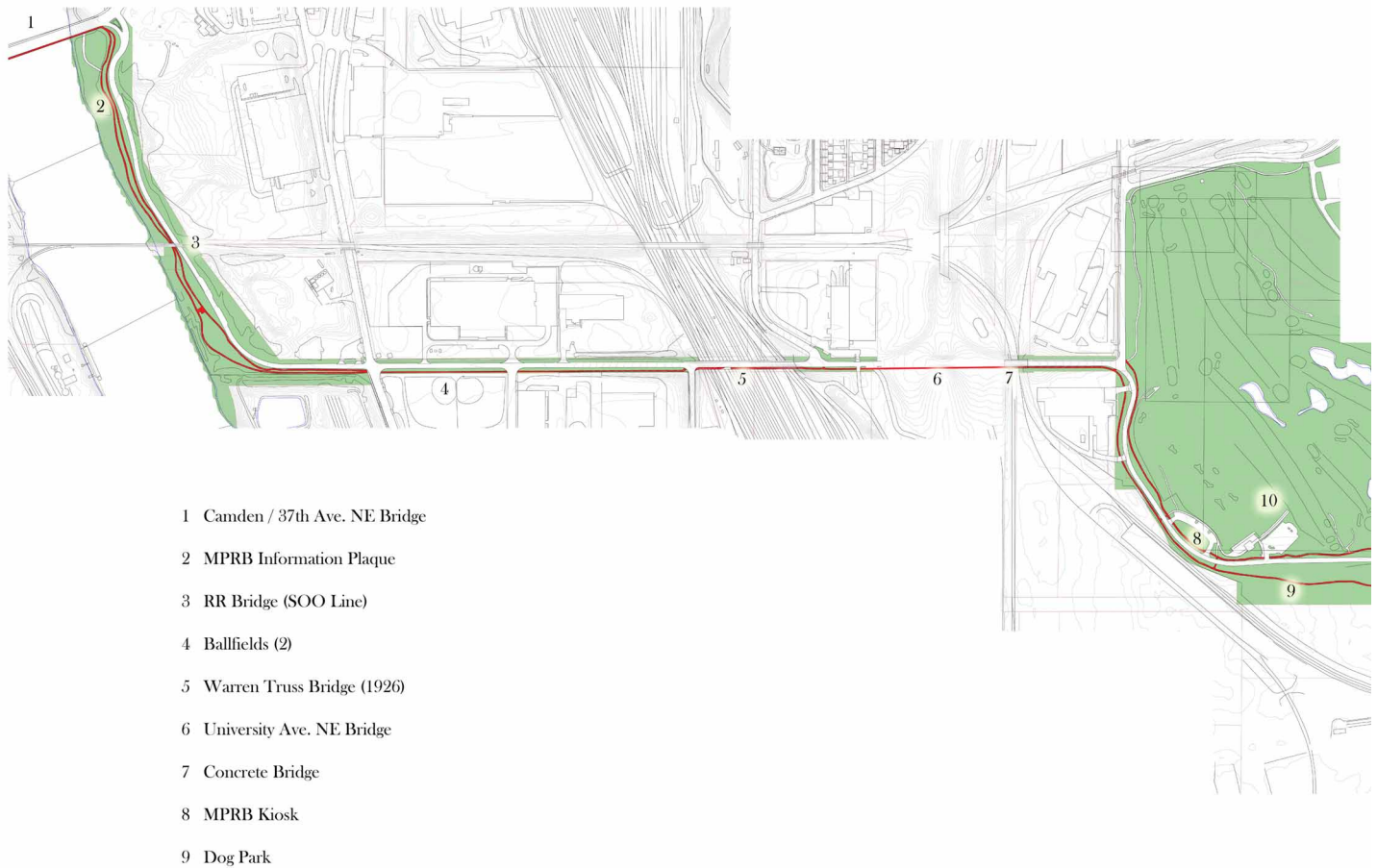
Elements like trails, curb cuts, drinking fountains, benches and signs need to be ADA accessible and be designed to meet the needs of the user population while being compatible with the specific historic character of St. Anthony Parkway, as well as the historic character of the Grand Rounds system as a whole.



## Section VII - Plans and Maps

### A. Existing Conditions

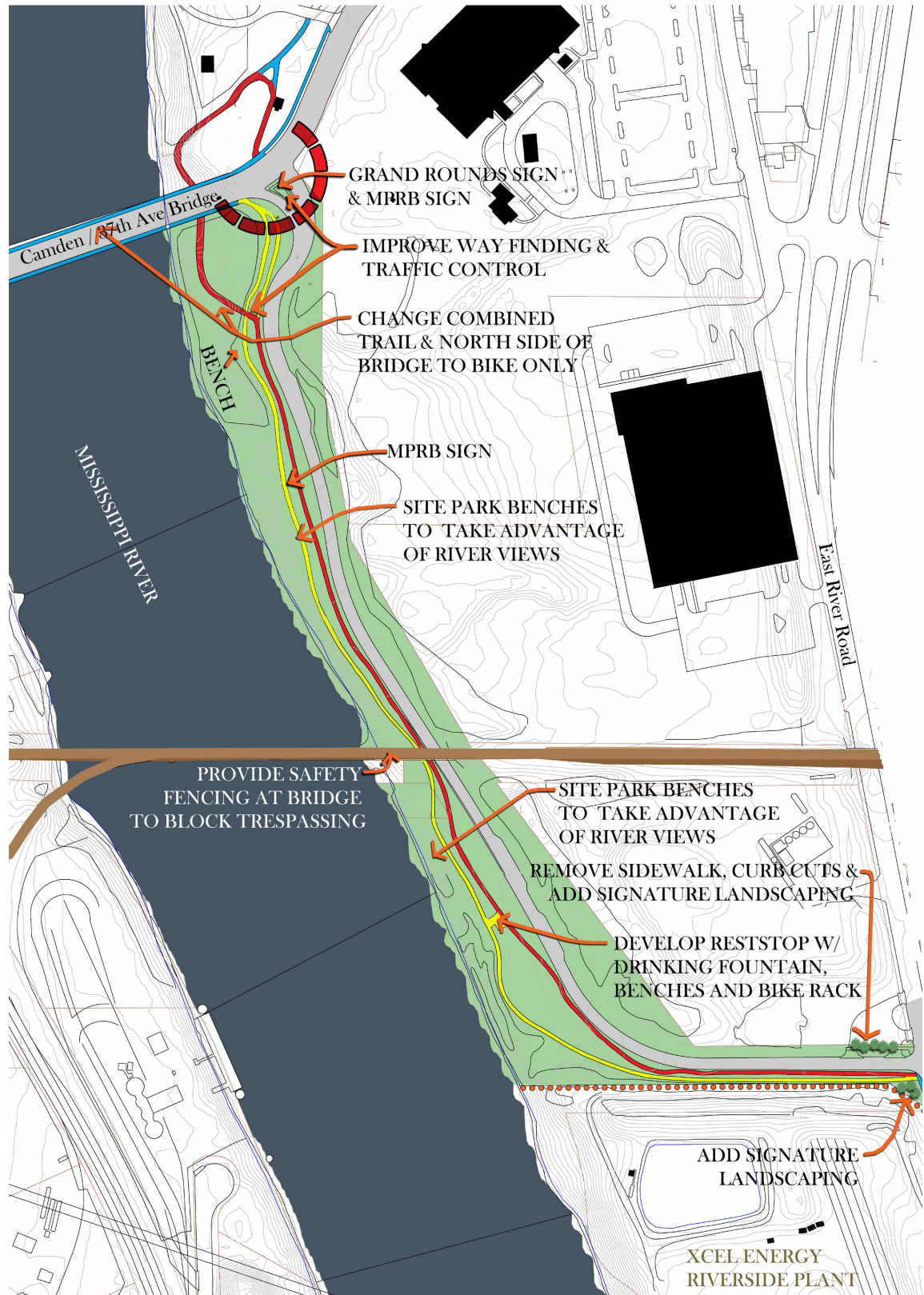
The existing conditions map shows some of the important aspects of St. Anthony Parkway. Issues related to the Parkway are shown on the issues and opportunities map on the following pages.





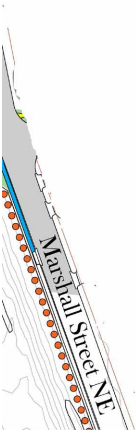
## B. Issues and Opportunities

The maps on the following five pages show the issues and opportunities related to St. Anthony Parkway.



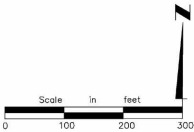
ST. ANTHONY REGIONAL PARKWAY  
ISSUES AND OPPORTUNITIES MAP  
APRIL 14, 2005

Page 1 of 5

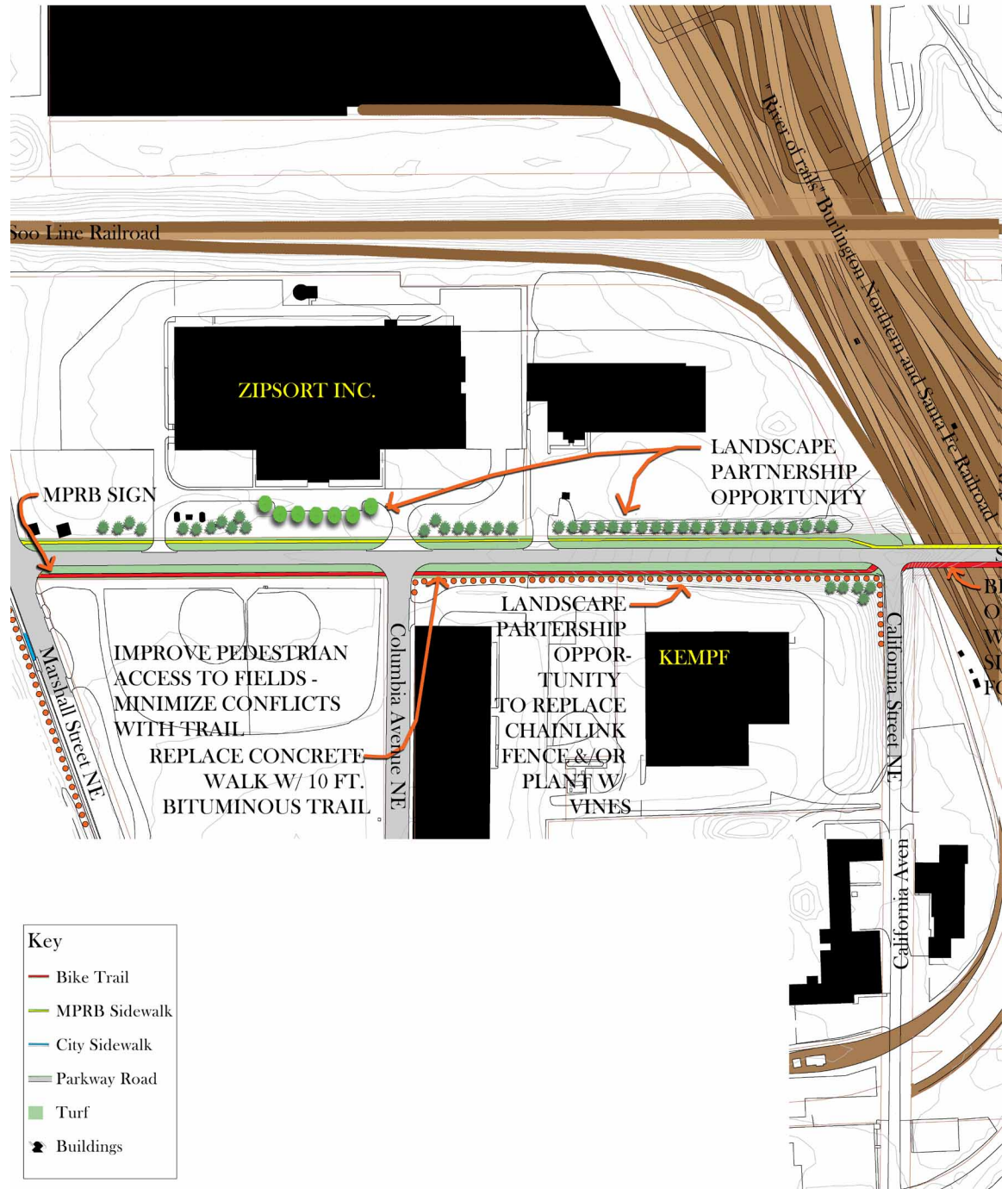


**Key**

- Bike Trail
- MPRB Sidewalk
- City Sidewalk
- Parkway Road
- Turf
- Buildings

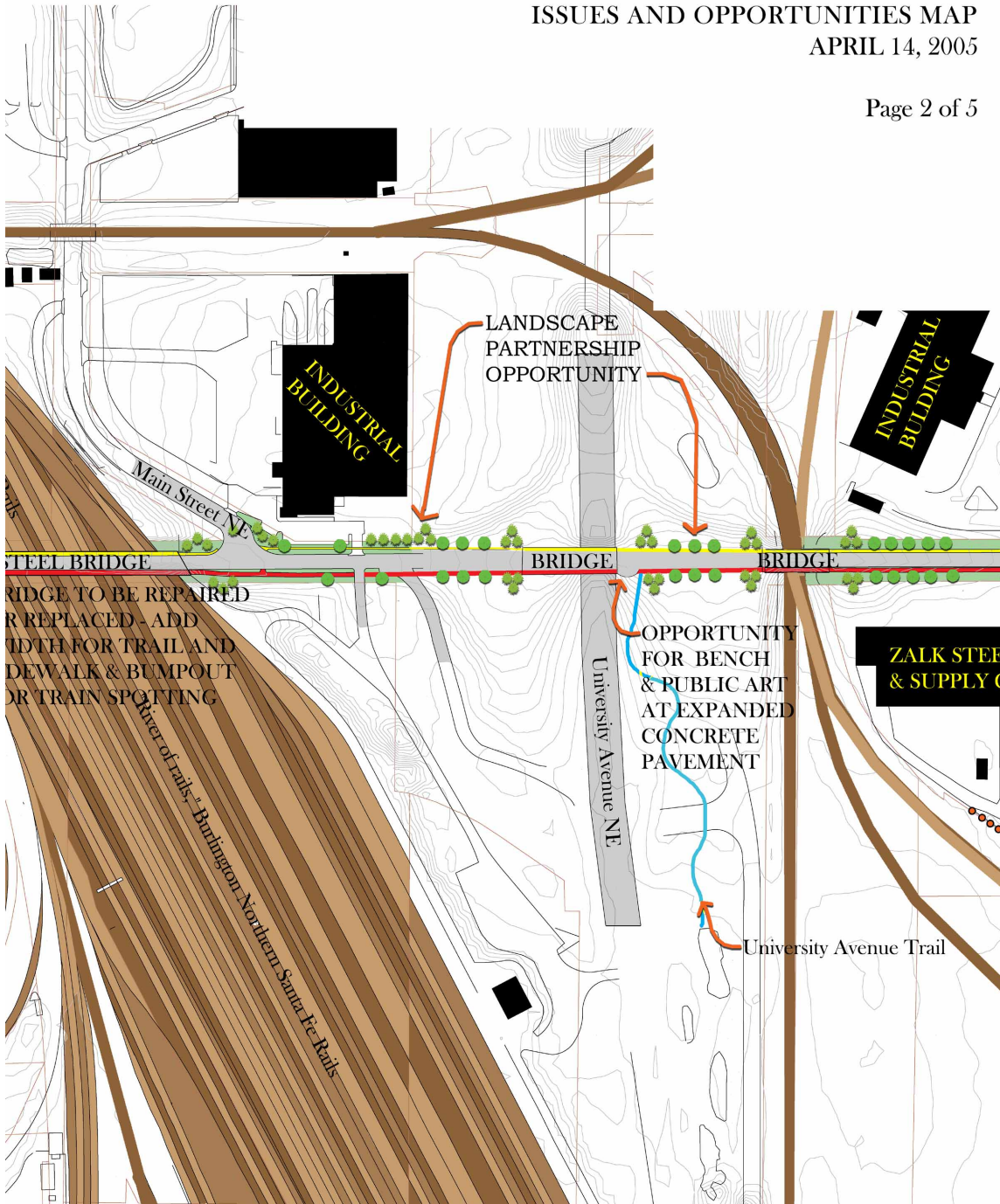




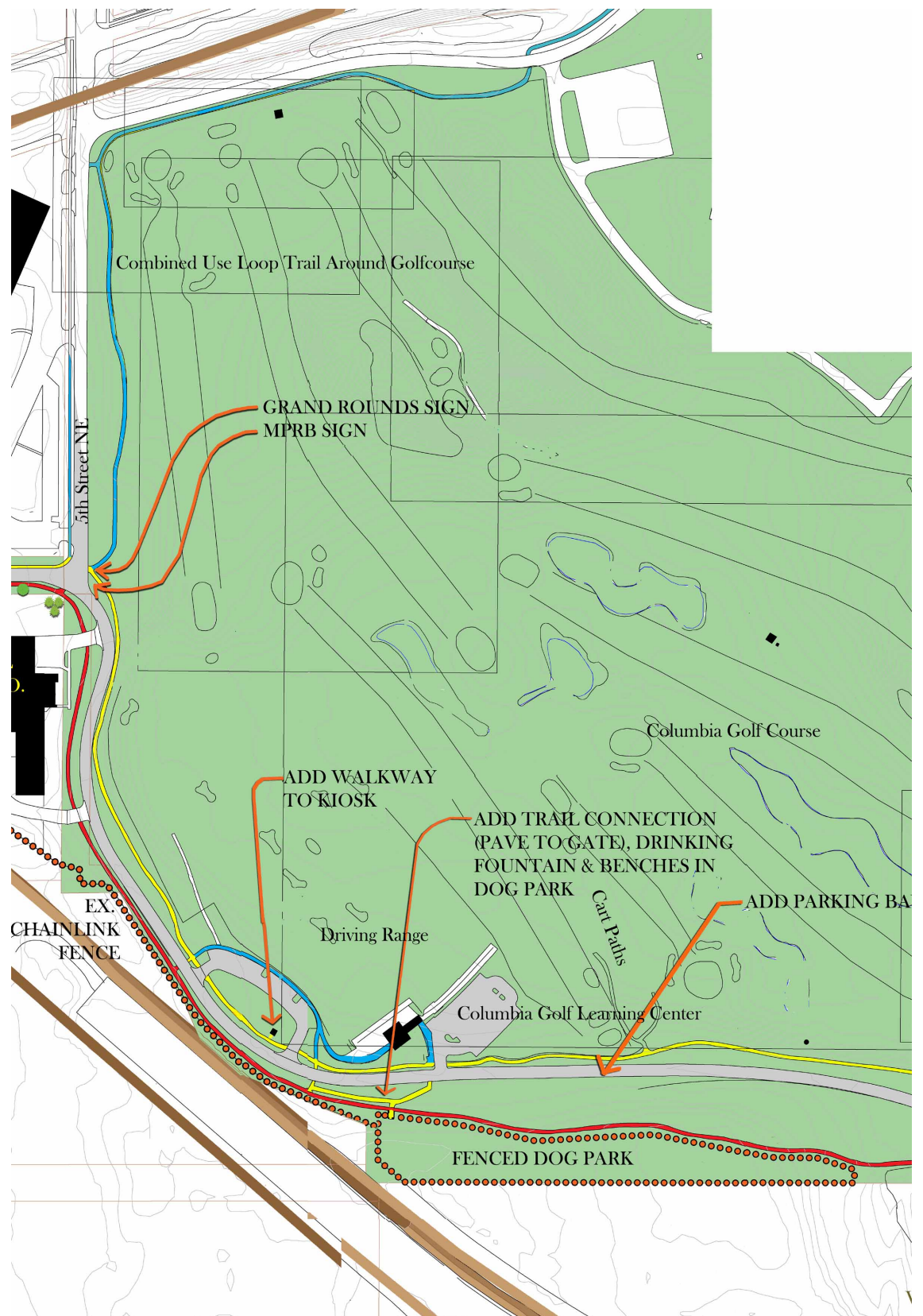


# ST. ANTHONY REGIONAL PARKWAY ISSUES AND OPPORTUNITIES MAP APRIL 14, 2005

Page 2 of 5

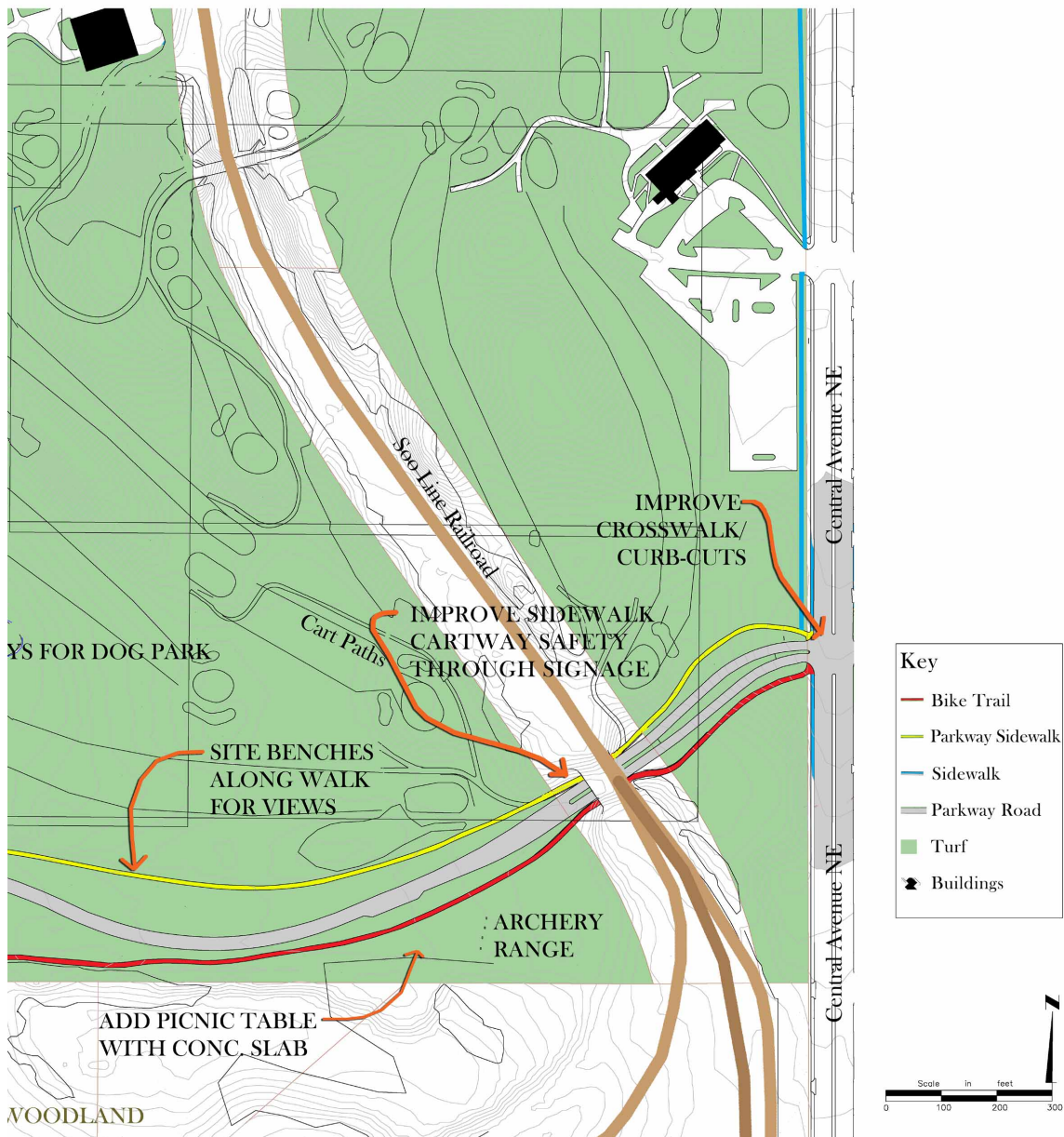




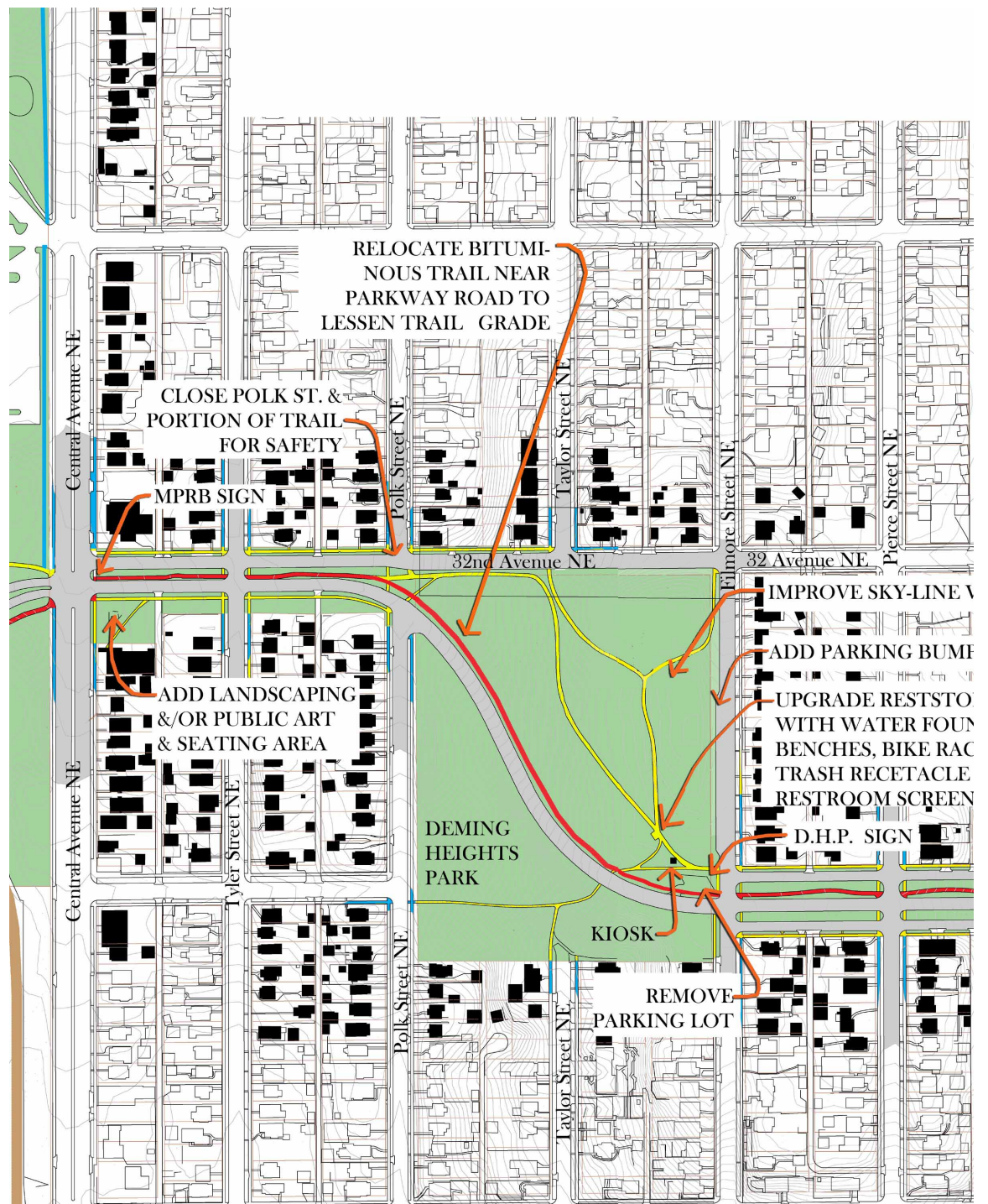


# ST. ANTHONY REGIONAL PARKWAY ISSUES AND OPPORTUNITIES MAP APRIL 14, 2005

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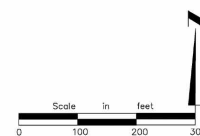




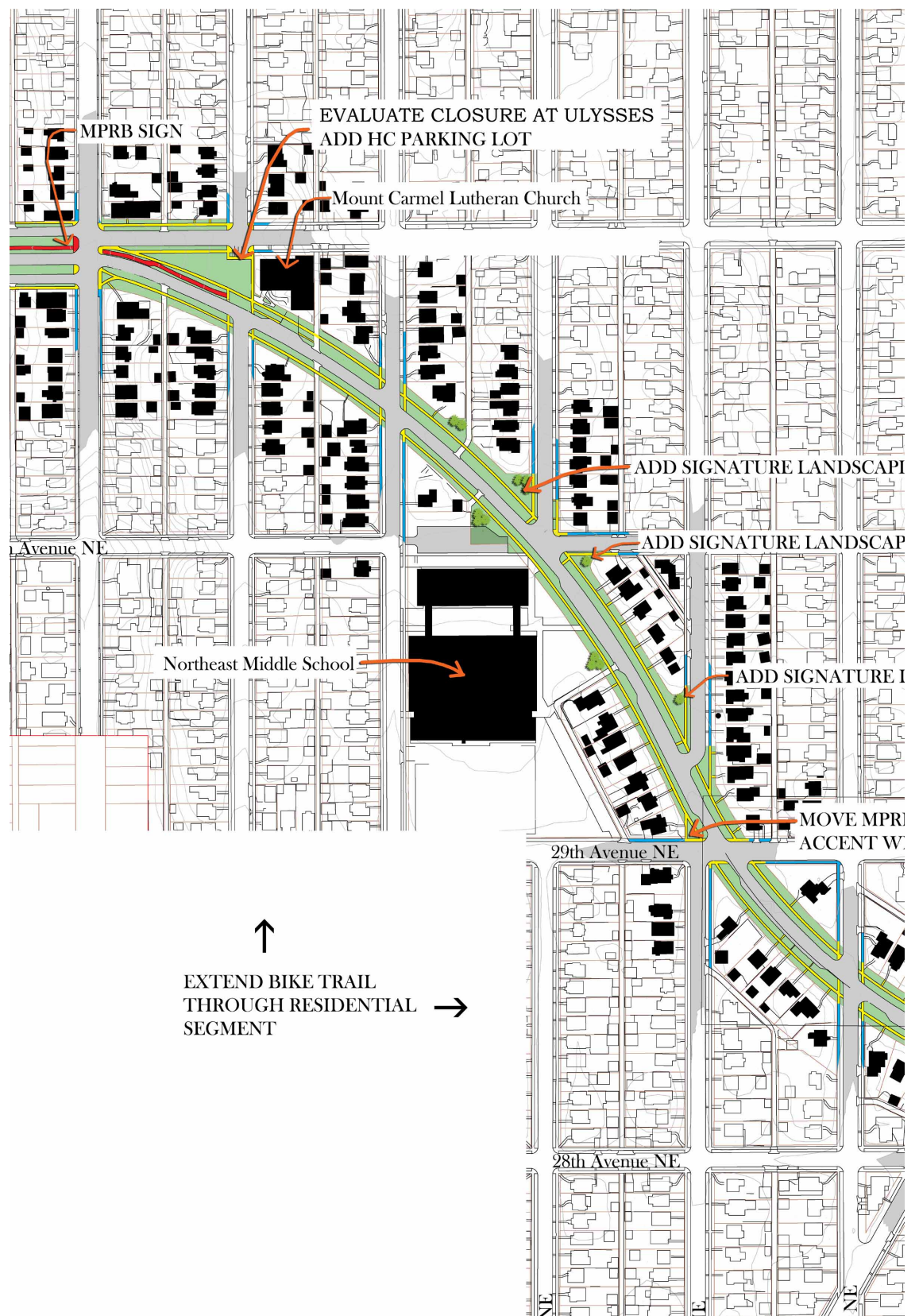


# ST. ANTHONY REGIONAL PARKWAY ISSUES AND OPPORTUNITIES MAP APRIL 14, 2005

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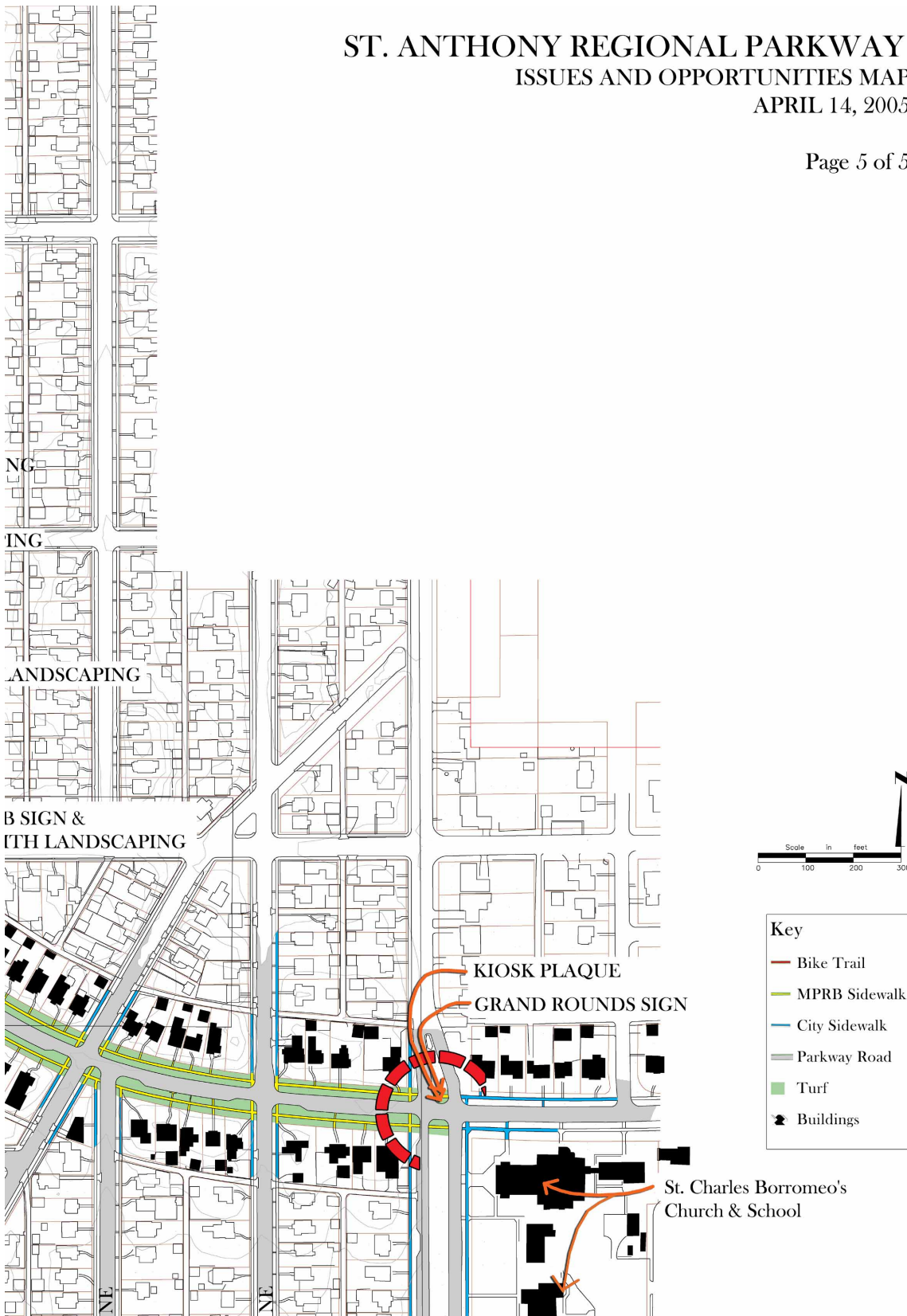






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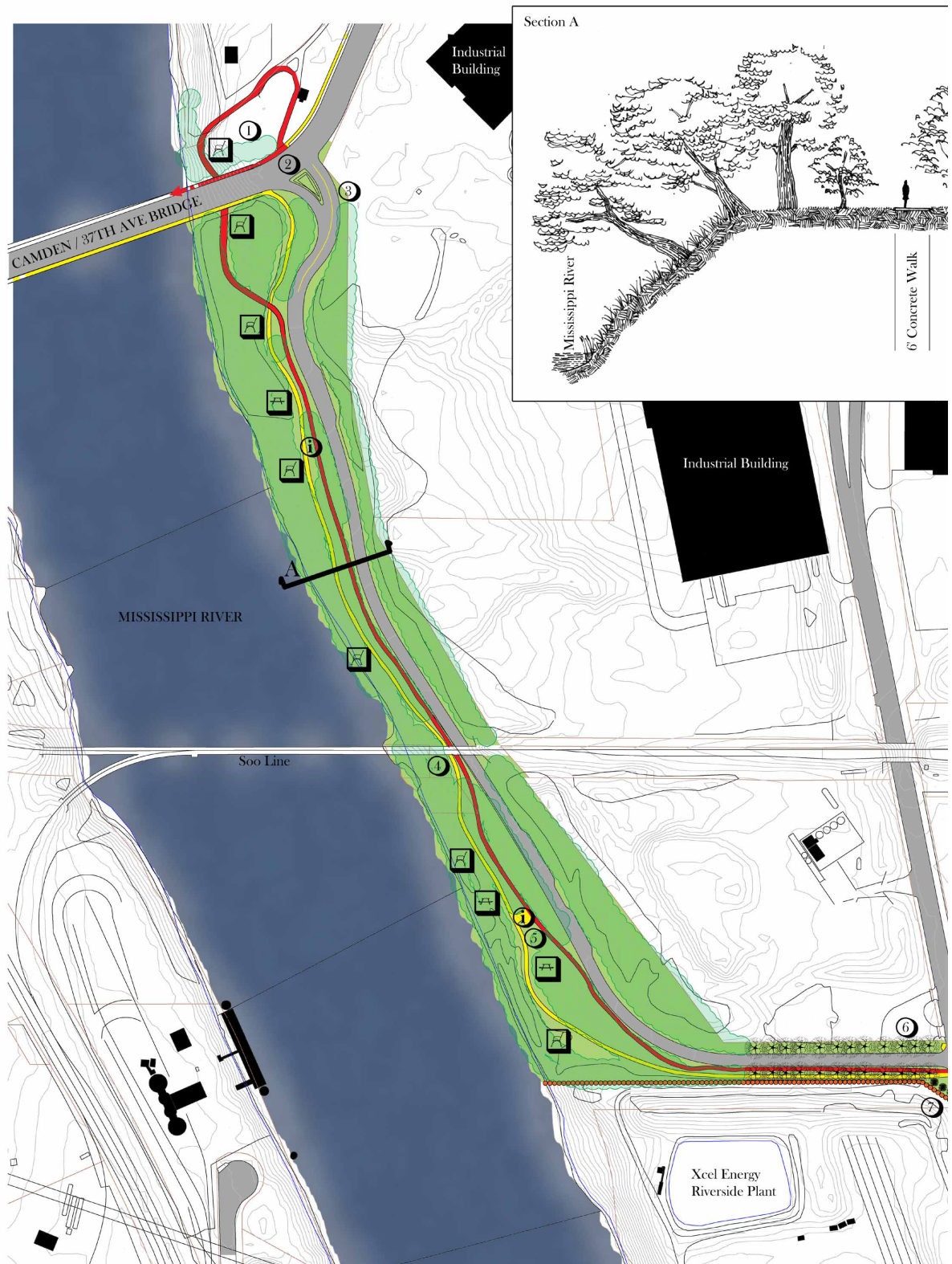
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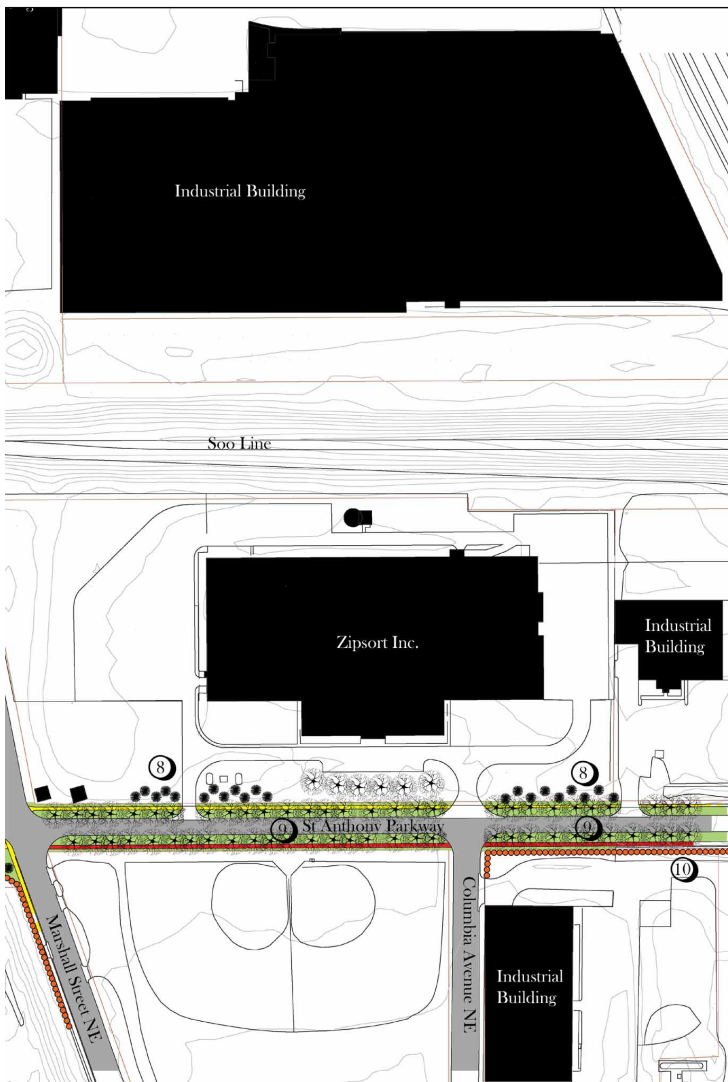
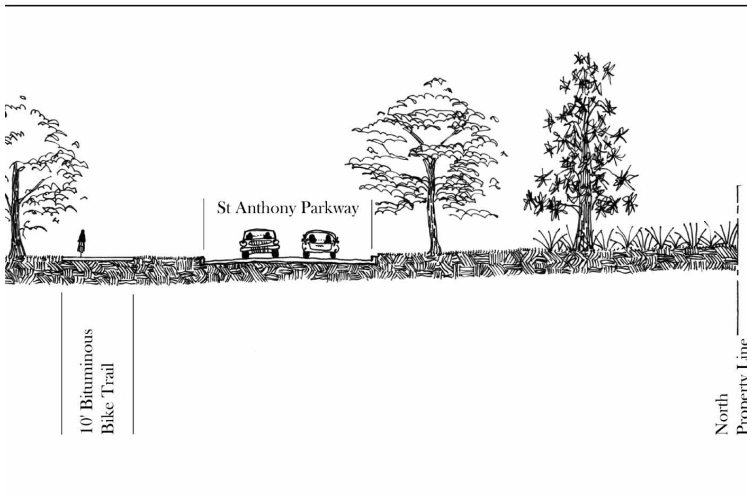




## C. Master Plan Maps

The master plan maps show recommended improvements to St. Anthony Parkway.

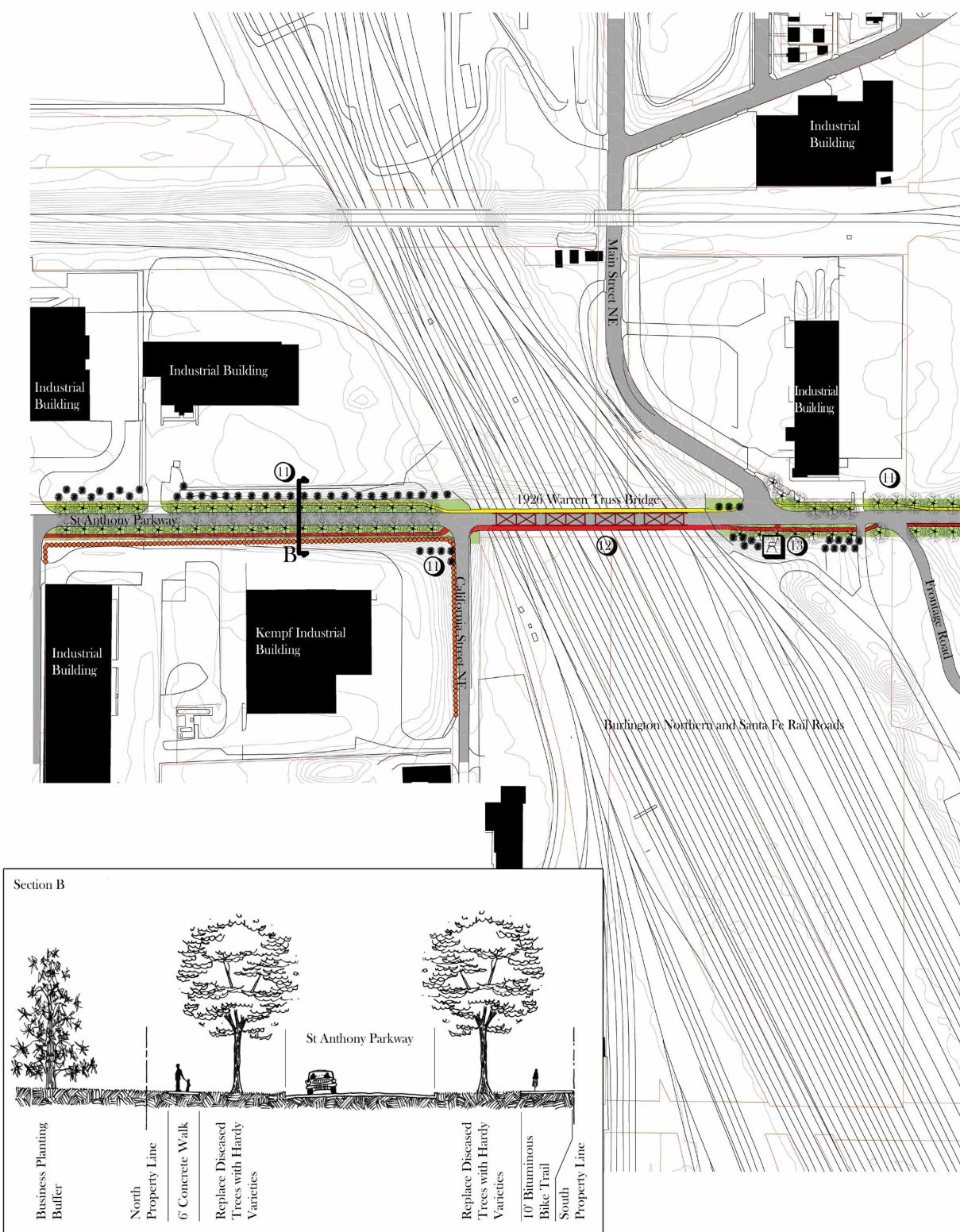


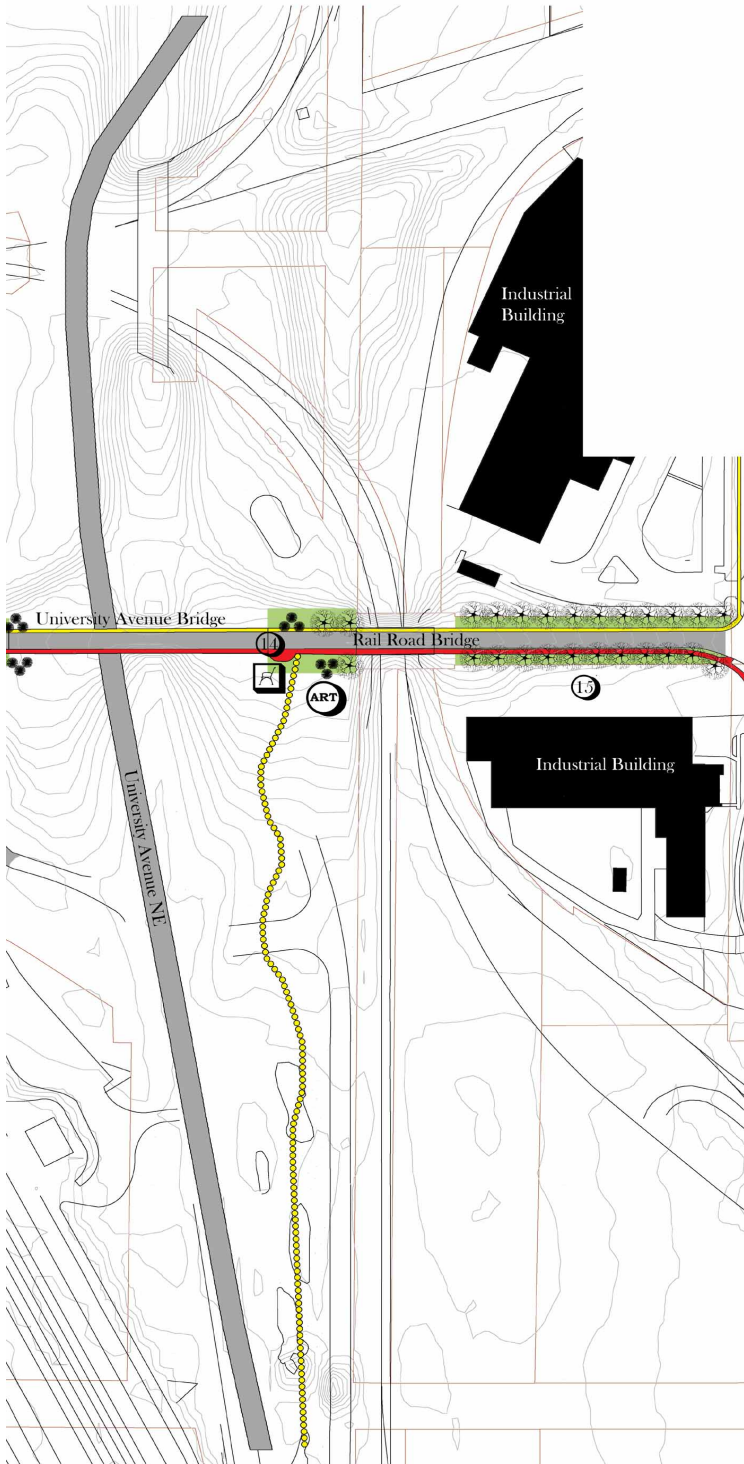


## Key

- ① Improve signage and trail routing to the 37th Ave Bridge to direct bicyclists under and around to the north side of the bridge eliminating street crossings.
  - ② Replant center island with salt tolerant plants, such as potentilla, serviceberry, currant, choke berry, cotoneaster, tamarisk, etc.
  - ③ Restripe center line and extend it further south to the parking bays.
  - ④ Provide safety fencing at bridge to prevent trespassing/climbing.
  - ⑤ Develop a reststop with a drinking fountain, benches, bike rack, and trash/recycling receptacles.
  - ⑥ Remove sidewalk and curb cuts. Add signature landscaping.
  - ⑦ Add signature landscaping.
  - ⑧ Landscape partnership opportunities with business owners.
  - ⑨ Replace concrete walk with 10 foot bituminous trail.
  - ⑩ Landscape partnership opportunity to replace chainlink fence and/or plant with vines.
- Picnic table.
  - MPRB park bench.
  - Desired landscaping and trees.
  - Pedestrian trail.
  - Bike trail.
  - Fence.
  - Information Kiosk.







**ST ANTHONY PARKWAY**  
 FROM MISSISSIPPI RIVER TO STINSON BLVD  
**MASTER PLAN**  
 MINNEAPOLIS PARK and RECREATION BOARD  
 JUNE 13, 2005  
 DRAWING NO. 2 OF 5 MINNEAPOLIS, MINN.

**HK**  
**gi**

Hoisington Koezler Group, Inc.  
 1510 Como Ave SE  
 Minneapolis, Mn. 55414

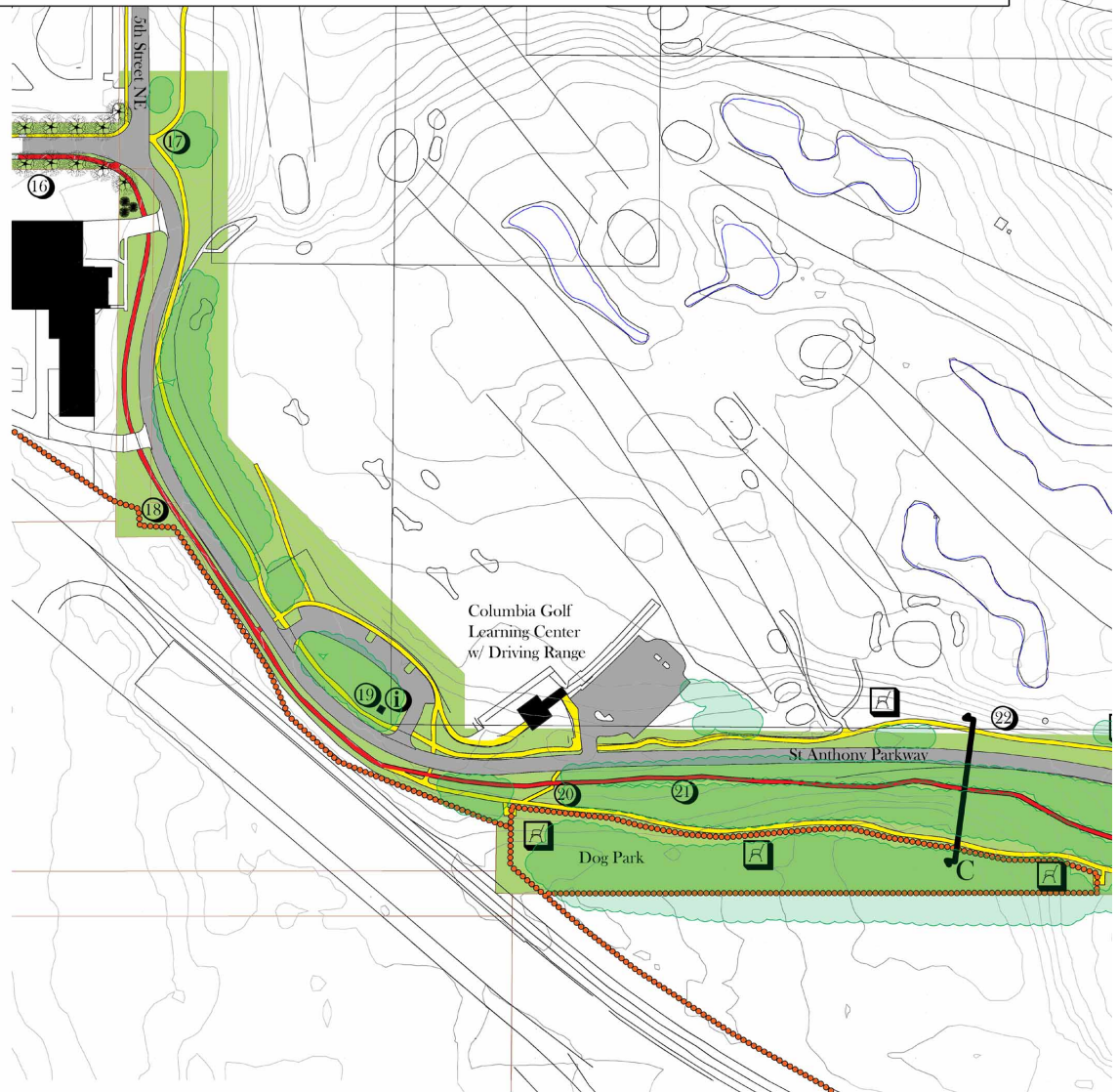
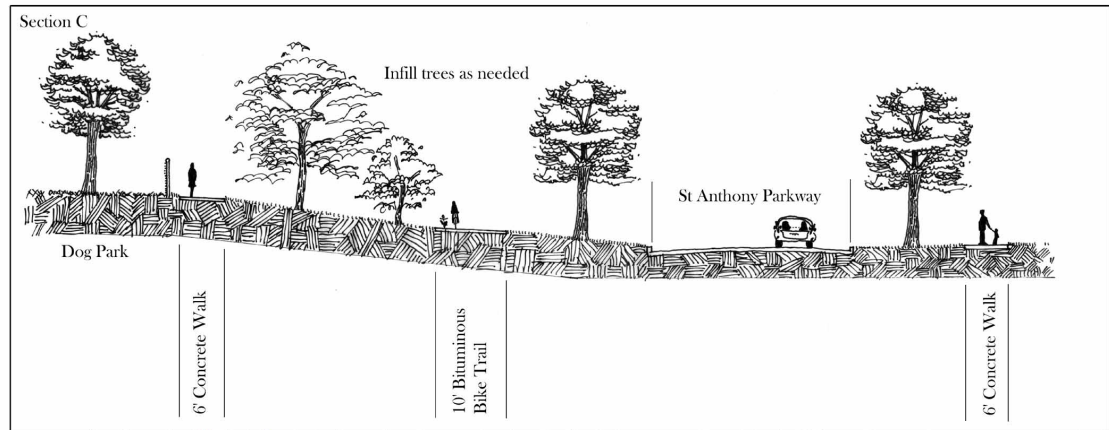


## Key








- ⑪ Landscape partnership opportunities with neighboring industrial companies. Evergreen visual buffer for parking lot.
- ⑫ Widen existing bike path on south side of steel bridge to 10 feet. Pave with bituminous.
- ⑬ Frame views to city with evergreens and add benches.
- ⑭ Add benches and public art to existing rest stop pad. Frame views to city with evergreen trees.
- ⑮ Add deciduous tree rows to both sides of the parkway.

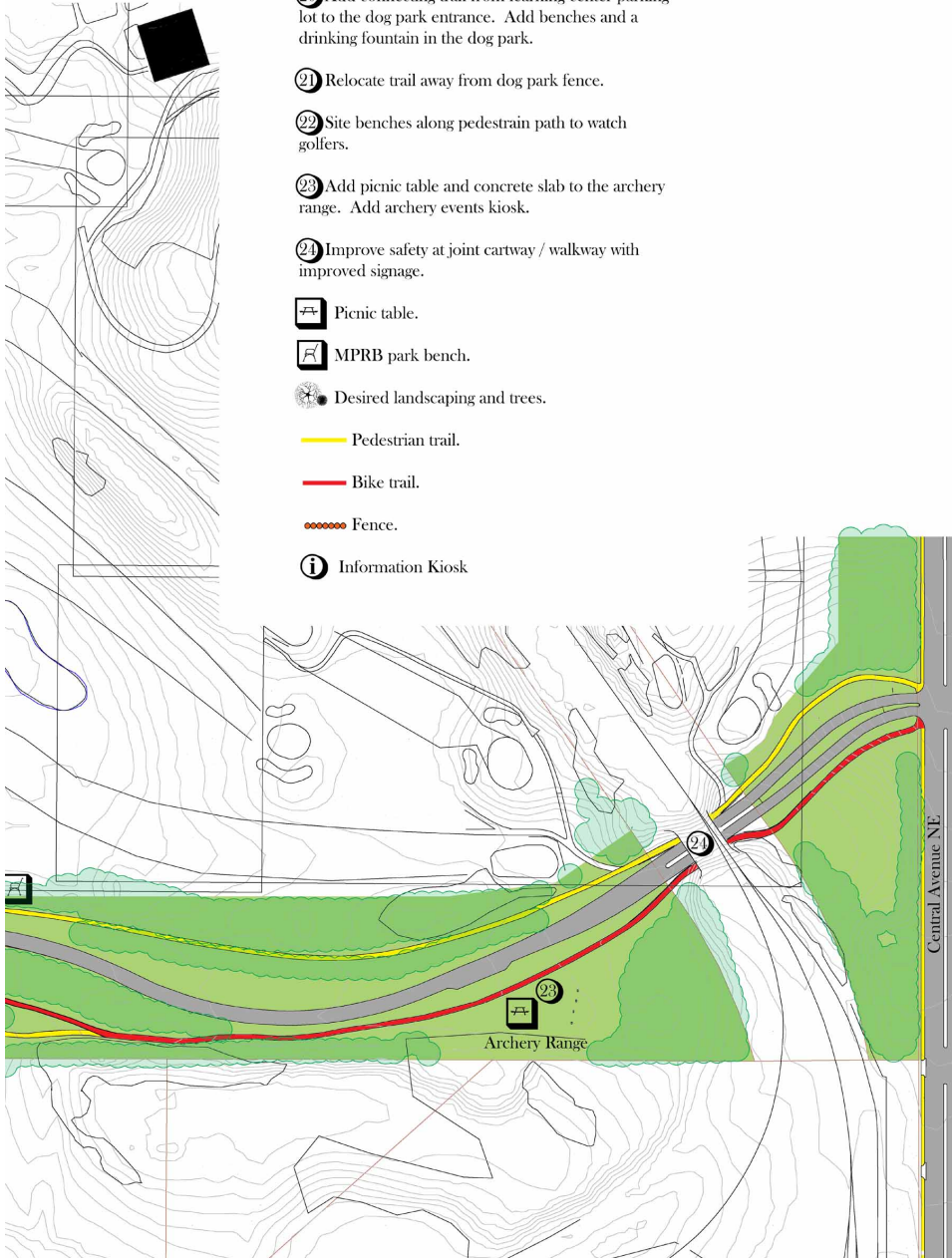
- Picnic table.
- MPRB park bench.
- Desired landscaping and trees.
- Pedestrian trail.
- Bike trail.
- Fence.
- University Avenue Trail.
- Public art may be desired in this location.





## Key

- ⑩ Add deciduous tree rows to both sides of the parkway.
- ⑪ Add signage for new connecting trails.
- ⑫ Existing chain link fence. Plant vines at its base.
- ⑬ Add concrete pathway to MPRB kiosk.
- ⑭ Add connecting trail from learning center parking lot to the dog park entrance. Add benches and a drinking fountain in the dog park.
- ⑮ Relocate trail away from dog park fence.
- ⑯ Site benches along pedestrian path to watch golfers.
- ⑰ Add picnic table and concrete slab to the archery range. Add archery events kiosk.
- ⑱ Improve safety at joint cartway / walkway with improved signage.
-  Picnic table.
-  MPRB park bench.
-  Desired landscaping and trees.
-  Pedestrian trail.
-  Bike trail.
-  Fence.
-  Information Kiosk





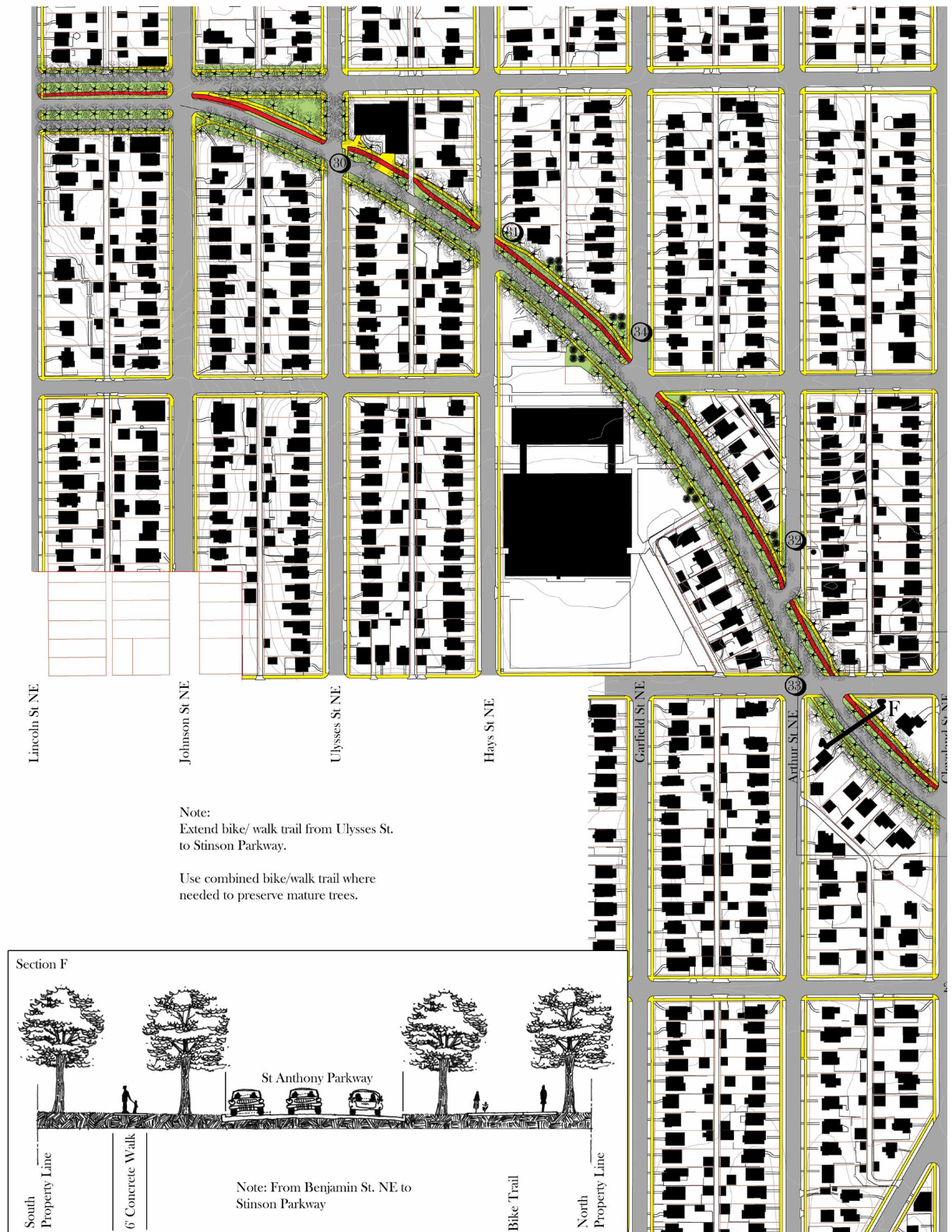




## Key

- ②⑤ Recommended public art location to embrace the parkway and neighborhood's culture.
- ②⑥ Close Polk St NE from 32nd Ave NE to St Anthony Pkwy for safety concerns.
- ②⑦ New 10 foot bituminous trail along St Anthony Parkway.
- ②⑧ Add patch of bituminous to link merging pathways.
- ②⑨ Upgrade reststop to include a water fountain, benches, bike rack, and a trash receptacle.
- ③⑩ Remove parking lot.
- ③⑪ Insert parking bays
- ☐ Picnic table.
- ☐ MPRB park bench.
- Pedestrian trail.
- Bike trail.
- ART Possible location for public art.
- i Information Kiosk
- ☼ Desired landscaping and trees







## Key

- ③① Reconfigure space in front of Mount Carmel Church to fit bikeway and walkway lanes.
- ③① Extend bike/ walk trail and rebuild sidewalk from Ulysses to Stinson. Minimize mature tree removal.
- ③② Add signature landscaping.
- ③③ Relocate MPRB sign for safety and accent with low landscaping.
- ③④ East entrance to the bike trail with kiosk plaque and entrance plantings.
- ③⑤ Picnic table.
- ③⑥ MPRB park bench.
- ③⑦ Desired landscaping and trees.
- Pedestrian trail.
- Bike trail.
- Pedestrian trail crossing over bike trail.
- ③⑧ Information Kiosk.

## Appendices

1. Summaries of Public Input Meetings
2. Parkway Historic Timeline
3. Minneapolis Bikeway Maps
4. Information Sources

### 1. Summaries of Public Input Meetings

#### St. Anthony Regional Parkway Master Plan Summary of Public Open House Comments

**March 29, 2004**

**Introduction:** As part of the master planning process, MPRB held a meeting at Columbia Mannor on March 29<sup>th</sup> to gather neighborhood opinions about St. Anthony Parkway and potential planning or design issues. Staff explained the master planning process and provided maps and questionnaires about the Parkway. Meeting attendees review a large air photo map of the Parkway and made notes and suggestions on the map and to staff. The attendees completed questionnaires and participated in a discussion of needs and ideas. Staff reviewed the next steps in the process and other opportunities to participate in the master planning.

The following are comments made by the attendees of the first public meeting. There were about 50 people at this meeting; we are very pleased with the positive influence the public has on this master plan.

#### **General Comments:**

- The park sign at 29<sup>th</sup> & the Parkway should be relocated to improve road visibility.
- Why not widen the street with bike trails on both sides of the wider street?
- Why not discourage driving on parkways overall?
- Adequate lighting is needed.
- Will there be other amenities: rest stops, fountains, maybe landscaping?
- The new Central Avenue is a great opportunity to tie the parkway to other community and city projects.
- Look into handicapped access to and within Deming Heights Park.
- Look at other bike access to Stinson Blvd – why not put it on Central Avenue to 29<sup>th</sup>

and then over to Stinson Blvd.

- Pay attention to aesthetic treatment along the entire Parkway – keep it as green as possible. Can possibly plant some trees to help keep it green.
- Consider establishing some seating areas in the golf course area of the parkway – a rest stop.
- Consider Minnesota natives as material of choice.
- Put in trees that will help develop lots of cover.
- Evergreens are ok – pine trees are tough to see through.
- Establish some sort of traffic calming along the Parkway – there is lots of speeding.

#### **Trails and Sidewalks:**

- Separate bike from pedestrian paths.
- Pathway and street crossings should be examined – some are very tricky to navigate.
- Is there a conflict of use by kids playing in their front yards and use of the bike trails? This may also be an issue with the (Mount Carmel) church day care. This issue needs to be analyzed.

#### **Traffic / Traffic Calming:**

- Traffic at Deming Heights is problematic – keep this location in mind when designing bike/pedestrian pathways.



## **St. Anthony Regional Parkway Master Plan Summary of Parkway Trail Tour Comments**

**April 23rd, 2005**

**Introduction:** On April 23, 2005, a Community Bike Tour of St. Anthony Parkway was held to gather public input for the master planning process. Ingraham & Associates and Minneapolis Park and Recreation Board staff led the bike tour.

The tour began with an informal meeting at Audubon Park with a brief introduction of the project and master plan process. There were 5 community members present, two of which attended the bike ride. The ride began on the eastern, most residential end of the parkway, and concluded at the Camden Bridge.

In general, the community members had few questions or comments and appeared to be in support of the planning effort. A summary of the comments is as follows:

1. Questioned where the actual trail and sidewalks would be on the eastern residential section of the trail.
2. Were pleased that the trail did not cross by Mount Carmel Church because of the site lines.
3. Mentioned that cars see the light green on Johnson and race past Mount Carmel Church to make the green light creating an unsafe situation (wanting traffic calming).
4. Liked the idea of a trail aligned with the parkway road through Deming Heights Park rather than in its existing location.
5. Liked the idea to remove the parking lot in Deming Heights Park (infrequently used).
6. Liked the idea of closing Polk Street below the Deming Heights Park trail for safety reasons, regardless of the trail alignment.
7. Liked the idea of closing 32<sup>nd</sup> Avenue NE from Tyler to Central Ave.
8. Liked the idea of moving the bicycle trail away from the dog park fence by Columbia golf course and making better connections to the designated parking lot
9. Liked the idea of moving the bicycle path

to go under the Camden Bridge and around to the northern side of the bridge and onto the sidewalk. This would convert the Camden Bridge walkway on the south and connecting trails to pedestrian use.

## **St. Anthony Regional Parkway Master Plan Summary of Draft Master Plan Public Review Meeting Comments**

**June 22, 2005**

**Introduction:** On June 22, 2005, a Community Open House meeting was held at the Columbia Manor at Columbia Golf Course for the St. Anthony Parkway master plan. It was held to gather public input for the master planning process. Minneapolis Park and Recreation Board and Ingraham & Associates, Hess Roise staff presented the final draft of the master plan for comment (Figure 41).

The meeting began with an introduction of the planning staff. A PowerPoint presentation was shown that included an introduction to the project, project goals, project funding, process, the master plan, and master plan maps. After the presentation, questions and comments were presented and answered by staff.

The community members had questions and comments, many of which pertained to the eastern residential segment where a new bike trail would be constructed.

### **Comments:**

1. Why is there a need for a bike trail through this section?
2. Is there a safety issues with young children playing in the parkway?
3. Like the master plan, except for the new trail in the residential segment.
4. It is unsafe to bike with children now. The new trail through the residential segment will be a safe place for my children and family to bike.
5. Will people be going fast on the bike trail?
6. Will any trees be removed when the bike trail is completed?
7. Mt. Carmel Lutheran Church staff worked with the MPRB to fit the new trail in an active space in front of the church and supports the bike trail plan.
8. Concerned about more paved surface and impact upon my property.

MPRB staff and consultants explained the regional importance of the trail extension and the need to balance regional needs and local desires. The trail extension is



*Figure 41 - June 22 Public Input Meeting*

needed to reach Stinson Parkway. A bike trail is planned for Stinson Parkway which will lead to the NE Diagonal Trail and a bike route on 18th Avenue. The Ulysses to Stinson bike trail is a key feature of completing the Grand Rounds trail and connecting trails in NE Minneapolis. The trail extension is unique in the Mpls. park system in that parkway trail is to be located in front of residential homes. It will be built entirely on existing Park Board owned land.

Staff explained the other trail alternative locations that were considered and that the north side of the Parkway has the most room and is the best compromise alignment. Fast bikers and long distance riders are not likely to use this section of the trail due to the many street curb cuts. There are many instances of children playing near bike trails. The popular children's playground on the east side of Lake Calhoun is very close to a high use bike trail and there it seems to work well. The alternative is to have people, including children, ride bikes in the narrow Parkway road, which is not as safe as an off street trail.

No tree removal is planned. The separation between the sidewalk and bike trail may be narrowed or eliminated to prevent impact upon mature trees.

The paved surface will increase slightly, but the green space will be enhanced through tree plantings and will retain the parkway green character.

Some attendees said they did not receive a notice of the meeting. The MPRB mailed out over 3,200 postcard notices of the meeting to all property owners within three blocks of the Parkway.

Tim Brown thanked the meeting participants and said the next step is a public hearing before the MPRB on July 6th. After Board approval the master plan will go through the Metropolitan Council regional review process.



## 2. Parkway Timeline

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1872	1883	1891	1910-12
Comprehensive park system promoted by H. W. S. Cleveland	Loop parkway system proposed	Park and parkway enlargement proposed (Including portions of St. Anthony Parkway)	Parkway land aquired

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**1917-24**

Parkway construction

**1975**

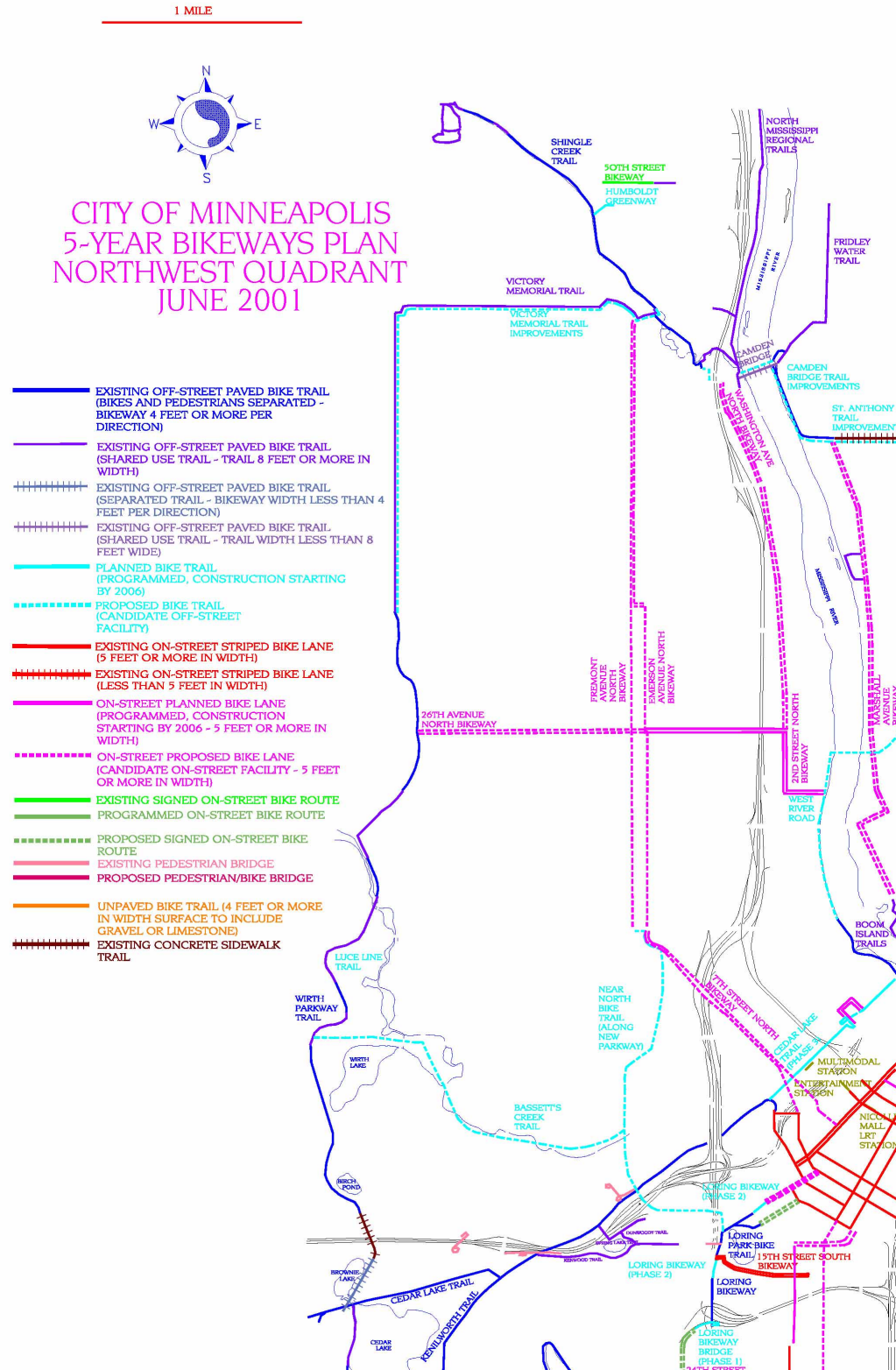
Parkway rebuilt and  
roadway narrows, bike  
trails added

**2005**

Master Plan process

### 3. Minneapolis Bikeway Maps

These maps are the 2001 5-year planned bikeway maps for northwest and northeast Minneapolis.







## 4. Sources Consulted

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*Photograph Collections*

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