

REGIONAL TRAIL: THE GRAND ROUNDS MISSING LINK

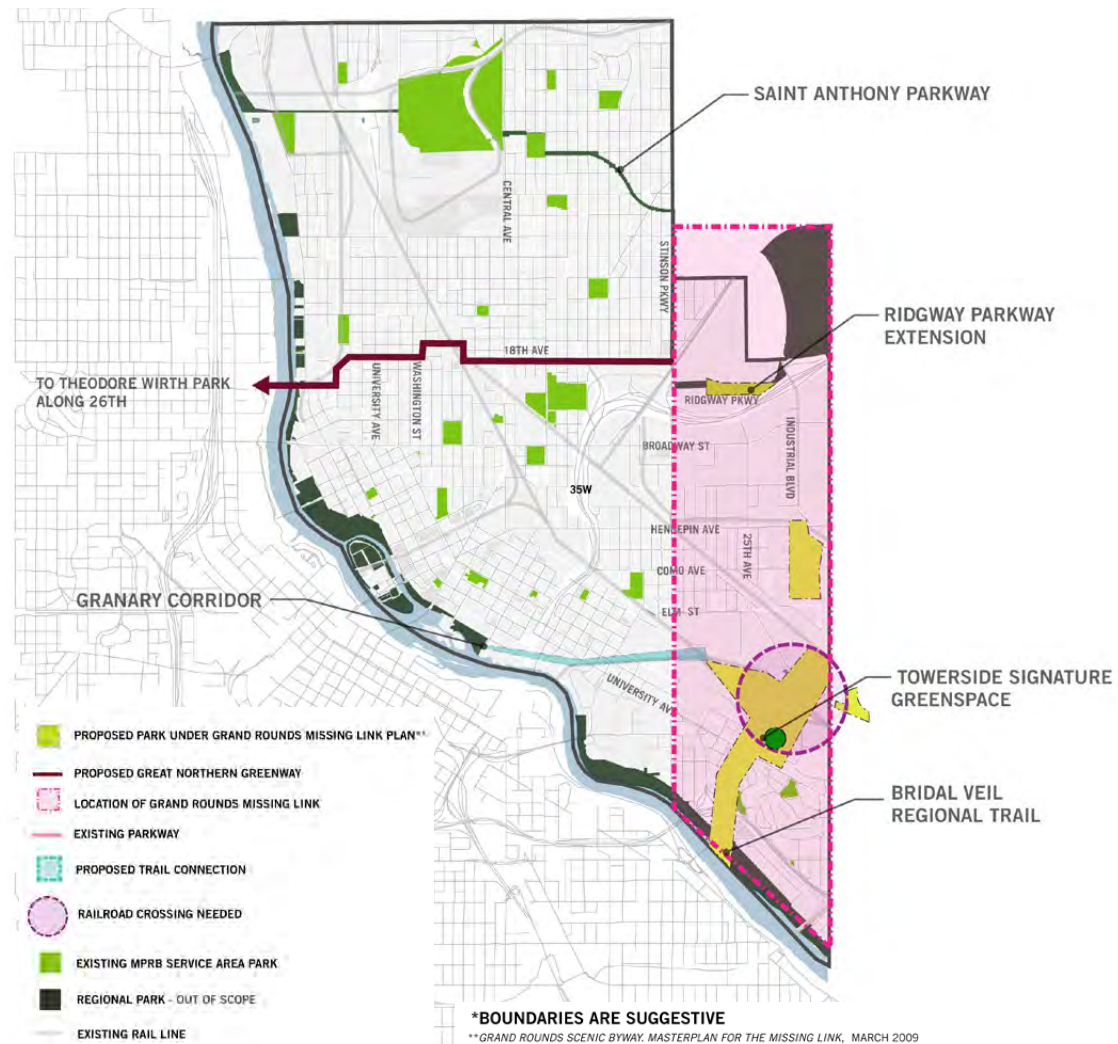
One regional trail was included in the ERPMP planning process. The Grand Rounds Missing Link (GRML) Master Plan from 2009 needs an update and to be approved by the Metropolitan Council. The Metropolitan Council has identified the Grand Rounds Missing Link as a Regional Trail Search Corridor in the 2040 Regional Parks Policy Plan. The GRML is inextricably intertwined with the neighborhood facilities in the ERPMP project area as well as other current and planned regional trail connections.

The following chapter follows the required Metropolitan Council format for regional trail master plans. The Grand Rounds Missing Link is considered a regional linking trail. The Metropolitan Council requires descriptions of community engagement, which is included in this document in Chapter 2.

After adoption of the ERPMP document, MPRB staff will separate the regional trail master plan chapter from this overall document, add back in this document's introductory sections on process and community engagement, and submit it to the Metropolitan Council for approval. Council approval is necessary prior to any expenditure of state or regional funds on these regional trails.

The other regional parks in the area (Ridgway Parkway, Saint Anthony Parkway, Central Riverfront, and Above the Falls/Riverfirst) already have adopted master plans. The Metropolitan Council requires a specific format for regional park and trail master plans, including information on operations, public safety, environment, and other factors. The Metropolitan Council submission includes all route possibilities but does highlight a preferred route that was the MPRB Community Preferred Alternative. The MPRB Board of

FIGURE 24 | REGIONAL TRAIL CONNECTIONS



Commissioners approved all routes as potential routes with the understanding that an amendment will be required with the Regional Trail if implementation of a route other than the Metropolitan Council approved route is implemented.

TRAIL PLANNING PROCESS

In addition to being integrated into the park planning processes for ERPMP, the Grand Rounds Missing Link has received additional input through a Regional Trails Workgroup as well as the Technical Advisory Committee. Building off the 2009 plan, MPRB has focused on strong interagency coordination and community engagement as part of this process.

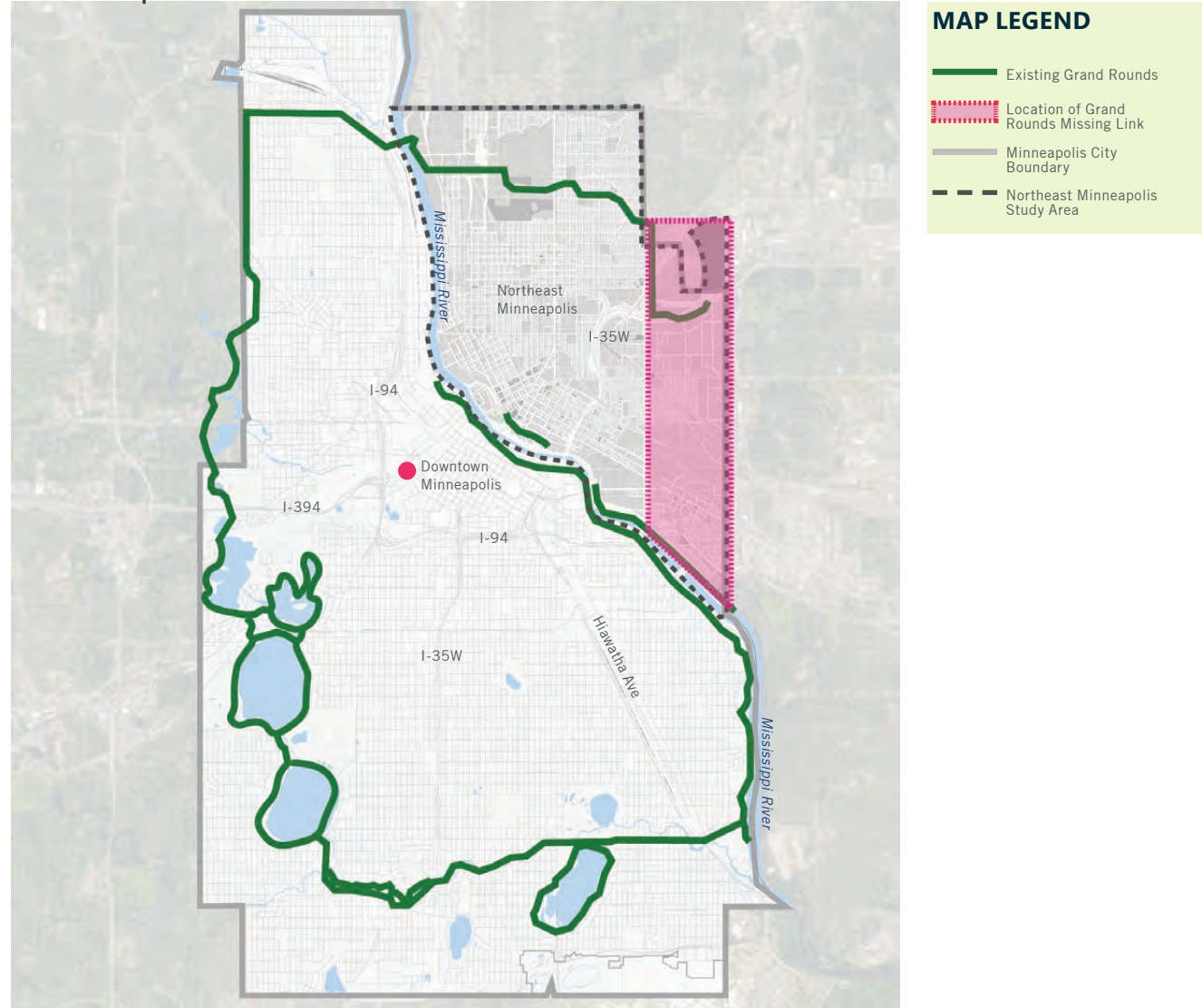
The Regional Trail Work Group formed out of the East of the River Park Master Plan Community Advisory Committee. It met four times in spring and summer of 2018, and all meetings were open to the public. The workgroup was largely composed of residents from neighborhoods along the Grand Rounds Missing Link potential route. The workgroup has offered ongoing insight and received staff updates on the process of the Grand Rounds Missing Link interagency coordination.

The workgroup discussed GRML route options and developed

The GRML Route Considerations:

- Feasible
- A vision founded on interagency coordination
- MPRB Parkway typology wherever possible
- Connect the river to St. Anthony Parkway
- Consider importance of industry to the city
- Mitigate environmental justice challenges in industrial areas and corridors near freeways

FIGURE 25 | LOCATION OF GRAND ROUNDS MISSING LINK



- Be an asset to the neighborhoods through which it passes
- Be a safe route for all users*
- Regional trail connections to public transportation*

*These considerations were staff additions to the route considerations after the final CAC approval.

a set of trail planning considerations, which were approved by the East of the River Community Advisory Committee in October, 2018. The trail planning considerations will guide the route and design of the Grand Rounds Missing Link.

The workgroup and CAC also recommend that as it is completed, the regional trail should be called Bridal Veil Regional Trail as it will no longer be a missing link of the Grand Rounds. It will increase needed park space and regional trail access to underserved areas of Minneapolis.

STINSON PARKWAY

Although outside of the scope of the neighborhood parks and the Grand Rounds Missing Link, Stinson Parkway is a key connection between Ridgway and St. Anthony Parkway. It has several garden areas maintained by the Stinson Parkway Conservancy which offer visual interest and small opportunities for gathering along the route. There is interest by the community in pursuing improved bike facilities along the parkway. On-street bike lanes are one option that the community has expressed some interest in but also with the acknowledgement that increasing development and density in St. Anthony may bring higher traffic volumes to the parkway. A bike trail was considered in the median, but the initial potential for bike/auto conflict is high.

LOCATION AND HISTORY

The Grand Rounds is the nation's largest urban scenic byway stretching 50 miles and circling three fourths of Minneapolis. The Grand Rounds contains a park-like road, biking and walking trails, and green open spaces. The Missing Link is between St. Anthony Parkway in Northeast Minneapolis and East River Parkway along the Mississippi River in Southeast Minneapolis.

In 1883, H. W. S. Cleveland went before the newly formed Minneapolis Board of Park Commissioners to propose a series of parks and connecting parkways that would surround downtown Minneapolis. William Watts Folwell, the head of a special committee formed in 1891 to study park expansion to the north and east, first dubbed the parkway system the "Grand Rounds." As Minneapolis Superintendent of Parks, Theodore Wirth took the components of Cleveland's plan, the suggestions of the special committee, and the work of his predecessor William M. Berry, to further the creation of the Grand Rounds. Wirth envisioned a parkway system encircling Minneapolis that would connect parks, lakes, rivers, creeks, and neighborhoods. Through the vision and hard work of Cleveland, Wirth, and countless others, the Grand Rounds now includes East River Parkway, West River Parkway, Minnehaha Parkway, the Chain of Lakes, Wirth Parkway, Victory Memorial Parkway, and St. Anthony Parkway.

The Missing Link is the one uncompleted section of the Grand Rounds Parkway System. Early construction of the Grand Rounds followed the key scenic areas of the Mississippi River, Minnehaha Creek, and the Chain of Lakes. The presence of wetlands in the Missing Link area deterred construction. A large and profitable gravel mine located south of what is now Gross Golf Course was also an obstacle to parkway

development during the 1930s and 1940s. When gravel mining ceased in the 1950s, the area was developed with industrial uses. Active railroad lines and a major rail yard north of the University of Minnesota were and continue to be impediments.

In the MPRB 2007-2020 Comprehensive Plan, the completion of the Grand Rounds Missing Link was listed as a priority for the agency. Completion of the parkway will fulfill the vision of having a "grand parkway" and green "necklace" encircling the city and will provide Minneapolis and adjoining communities access to parks, trails, paths, and green space.

The GRML route planning process has been working in parallel with a city street improvement and protected bikeway improvement initiative along Industrial Boulevard, and as a result of this project, part of the future Grand Rounds Missing Link has been implemented during the planning process. This brings an exciting momentum to the master plan vision and sets a precedent for how the regional trail will integrate into the existing street network, including operations and maintenance.

KNOWN LAND USE AND COORDINATION ISSUES

The Missing Link is the one uncompleted section of the Grand Rounds Parkway System. Plans for completing the Missing Link were prepared in 1910, 1918, 1930, 1939, and 2009. Each plan worked in a unique context with challenges and constraints. Political will, land ownership, funding, inter-agency coordination, and the developed city network each offered unique challenges to the implementation of the Missing Link.

Land use, funding, ownership and easement, maintenance and operations agreements will need to be established with private and public entities along the route prior to implementation. Agreements in the form of council resolutions or JPAs will be developed with agencies along the route prior to implementation with Hennepin County, the City of Minneapolis, the City of St. Anthony, railroad entities, Metro Transit, and the University of Minnesota. One segment of the route has been implemented as part of the Ridgway Parkway regional trail on Industrial Boulevard, and MPRB and the City of Minneapolis developed an agreement that may serve as a template for future agreements.

The Industrial Boulevard trail is a result of the City of Minneapolis and Minnesota Department of Transportation (MnDOT) entering into an agreement in 2018 to construct a shared-use trail segment on MnDOT right of way along Industrial Boulevard in the City of Minneapolis, and MPRB was invited to participate in the trail improvement project.

The Park Board agrees to maintain the trail segment as part of the Park Board's Grand Rounds. The Park Board maintenance will include routine and seasonal maintenance including plowing, mowing and sweeping as needed to maintain the

daily operation of the trail. As owner of the infrastructure, the City will be responsible for maintaining the asset condition of the Trail Segment at its own discretion, including crack sealing, patching, resurfacing, and reconstruction. The Park Board will not be responsible for maintenance or operations of the pedestrian sidewalks on Industrial Boulevard. Maintenance of the sidewalks on Industrial Boulevard will be performed in accordance with Minneapolis City Ordinances.

There are plans to continue the trail to Broadway Street on Industrial Boulevard in 2019, contingent upon GRML master plan approval. MPRB is open to a similar operations agreement with the City on other segments of trail along Industrial Blvd.

The agreement with the City will be submitted to Metropolitan Council following the approval of the Master Plan.

On the southern segment of the route, in the Towerside District, MPRB has developed two Memorandums of Understanding with developers working on realizing the vision of the mixed use district. With significant park dedication fees in place and ample community support for new parkland in the emerging district, there are also immediate opportunities for implementation of the regional trail, contingent on master plan approval by MPRB and the Metropolitan Council. Significant coordination with Metro Transit, the University of Minnesota, Hennepin County, and the City of Minneapolis are required prior to implementation of the route.

EXISTING CONDITIONS

Minneapolis barely extended beyond St. Anthony Falls when Cleveland proposed the first park system. Since then, Minneapolis has greatly changed and grown. Today the study area is developed with a mix of residential, commercial, industrial, public, and institutional uses. Industrial uses are located east of I- 35W and along railroad lines. Commercial and high density residential buildings are near the river and along major roadways, and the University of Minnesota is located in the southern portion of the study area.

The terrain varies from flat urban streetscapes to the scenic Mississippi River Gorge. Much of the housing was built from 1900 to the 1940's. Industrial development occurred later in the 1950-1970's. Gross Golf Course, the Mississippi River, Ridgway Park, Demming Heights, Luxton Park and Hillside Cemetery are the primary green spaces within the study area. Bridal Veil Creek used to be a prominent feature with the area moving through many wetlands, ponds and finally over the Bridal Veil Falls into the Mississippi River. Today the creek is almost completely underground in pipes and has pollution and water quality issues.

There is a shortage of trails and parks east of the river in Minneapolis and the adjoining communities in the search corridor for the Grand Rounds Missing Link. Due to the close proximity to the University of Minnesota, this area has a high volume of bike commuters.

Truck access and movement are important elements of industrial areas, including Mid City Industrial. Most parkways restrict truck access. Unlike the early Grand Rounds development that occurred in a relatively undeveloped Minneapolis, there is a well established City and County road network in the area. The Burlington Northern Santa Fe (BNSF)

railroad line and the BNSF railroad yard run through the east central part of the study area.

An inventory and analysis of existing land cover for the Missing Link alignment was done using the Minnesota Land Cover Classification system developed by the Minnesota Department of Natural Resources and the Metro Geographic Information System. The result of the inventory shows, for the most part, that the area is highly developed with industry, commercial, and residential uses. Open or 'green' space along the route can be considered at Gross Golf Course and Sunset/Hillside Cemetery. While these areas are open and provide for a high percentage of pervious surfaces, they are not natural or native landscapes; rather they are highly manicured and maintained, constructed landscape systems. Along the route, there are no known or identified natural, unique, or sensitive land cover types (See Figure 34 and Figure 35.)

DEVELOPMENT CONCEPT (AND COSTS)

The construction of the Missing Link will fulfill a 120-year civic vision of creating a grand loop of green space, regional trail, and parkway through Minneapolis and the adjoining communities. The Missing Link will connect the east side of Minneapolis to the Mississippi River, Wirth Park, the Chain of Lakes, Minnehaha Park, and other amenities. It will bring needed connections and parkland east of the river, and to the adjoining communities.

Portions of southeast and northeast Minneapolis lack access to parks, and the regional trail is a great opportunity to bring more parklike spaces to the service area. MPRB's goal is to provide parks within a 6-10 block distance from residents, and according to the Trust for Public Land Park Score, 97% of Minneapolis residents benefit from parks near their homes. Southeast Como and Mid City Industrial are two neighborhoods that are underserved in terms of proximity to parks. The addition of the final parkway would add parks, in the form of a regional trail and trailside amenities along the route, to those areas which have been underserved. In essence, much of the Missing Link work will involve greening existing roads and rights-of-way. In some cases, the Missing Link may only include a regional trail system if the final route passes through areas that do not have an existing street grid, like along 33rd Avenue and through the Towerside District. At its core, the regional trail will focus on creating a safe and welcoming experience for cyclists and pedestrians to move through the city. It will link trail users from the river to St. Anthony Parkway. It will also provide opportunities for gathering, wayfinding, and stormwater management along the route, as well as other trailside amenities to bring park spaces to the underserved neighborhoods.

Although trucks and freight are not allowed on most parkways, since the Missing Link route will go through an existing industrial area the truck access policy will need to be examined on a site specific basis to decide if and where truck use of the parkway is appropriate or necessary.

There are three routes proposed for the GRML, and one preferred route to be approved as the route by the Metropolitan Council. These were supported by the ERPMP CAC to open for public comment. The Preferred Route was the recommended route of the Regional Trail Workgroup who worked closely with staff over the course of several months on the route possibilities. The CAC made a recommendation of the route and considerations to provide a framework for MPRB in the development of the GRML with the understanding that MPRB cannot go at this alone, and that ongoing coordination with the local neighborhoods, business owners, the City of Minneapolis, the City of Saint Anthony, Hennepin County, the UofM and other stakeholders is the only way forward to realize the Grand Rounds vision.

BOUNDARY AND ACQUISITION

Each route concept passes through a wide variety of land use types and through and along other public agency right of way and numerous privately owned properties. The University of Minnesota is a major land holder along the route as well as the owner and operator of the University of MN Transitway. BNSF owns the railroad lines along the route.

Right of way is owned along the route by multiple public agencies, including Hennepin County, the City of Minneapolis, and the City of St. Anthony and coordination with those agencies has been central to this planning process. Formal agreements will be developed with the corresponding agency prior to implementation.

FIGURE 26 | GRML ROUTES (RED IS THE METROPOLITAN COUNCIL PREFERRED ROUTE)

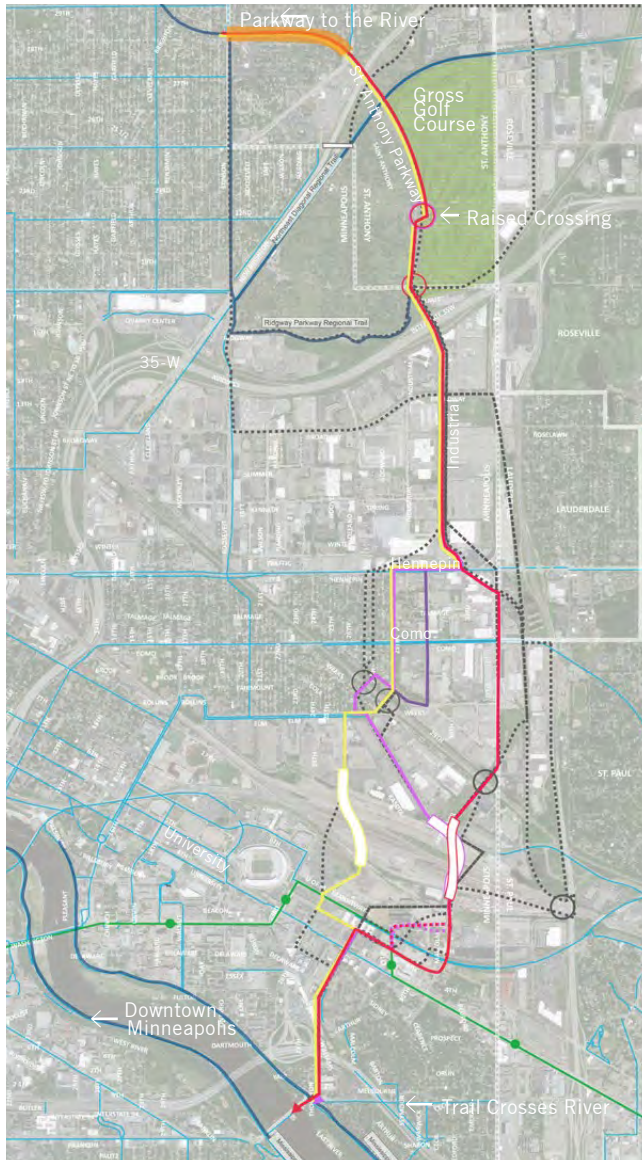
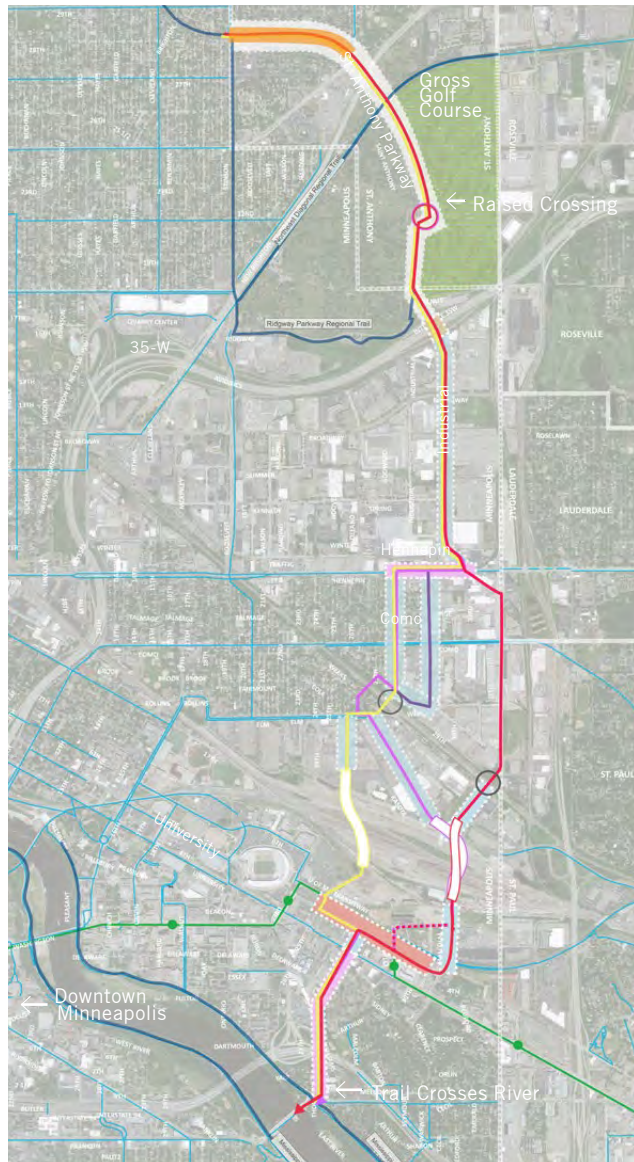


FIGURE 27 | RIGHT OF WAY OWNERSHIP



MAP LEGEND - FIGURE 26 AND FIGURE 27

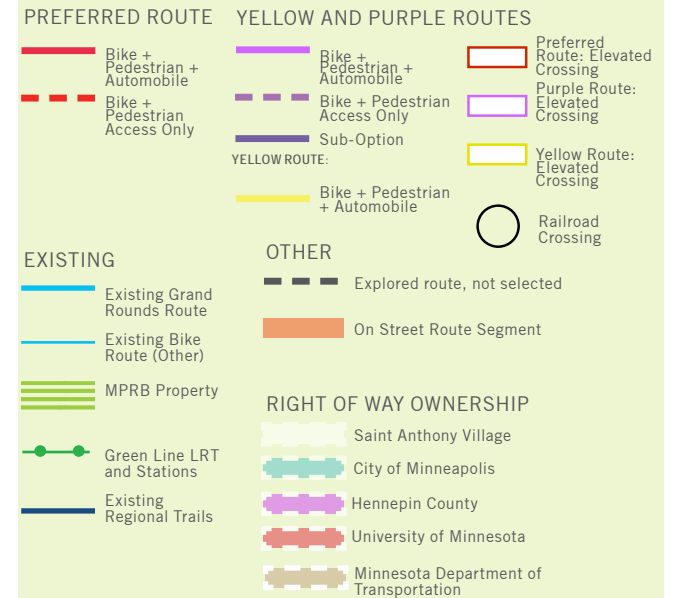


FIGURE 28 | PREFERRED GRML ROUTE

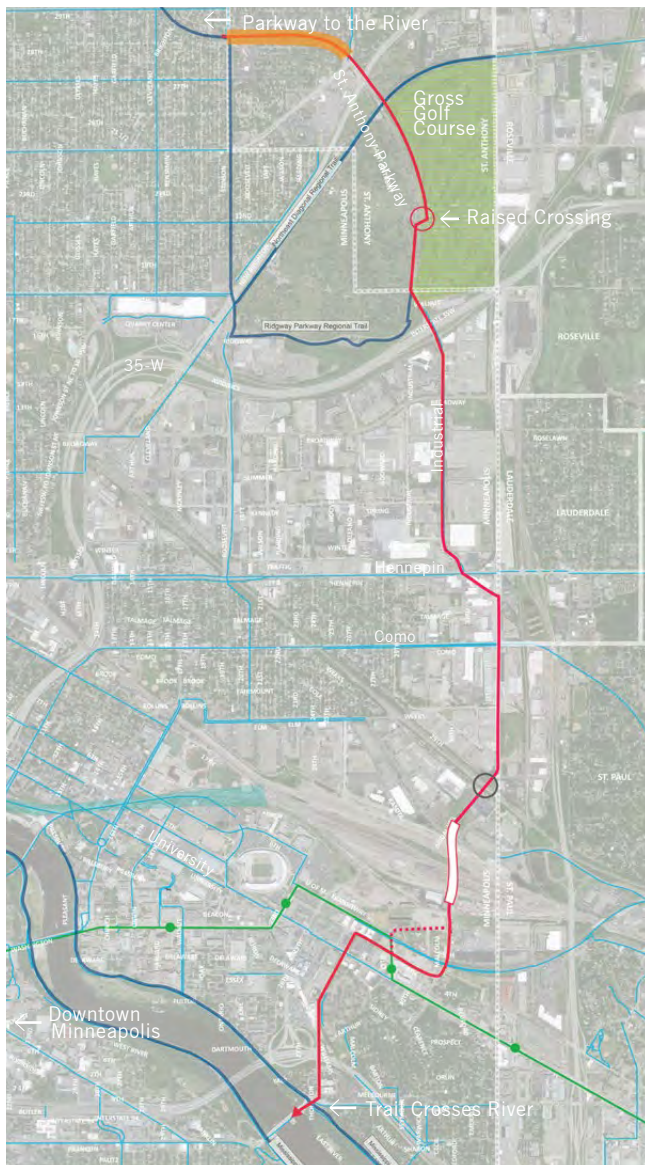
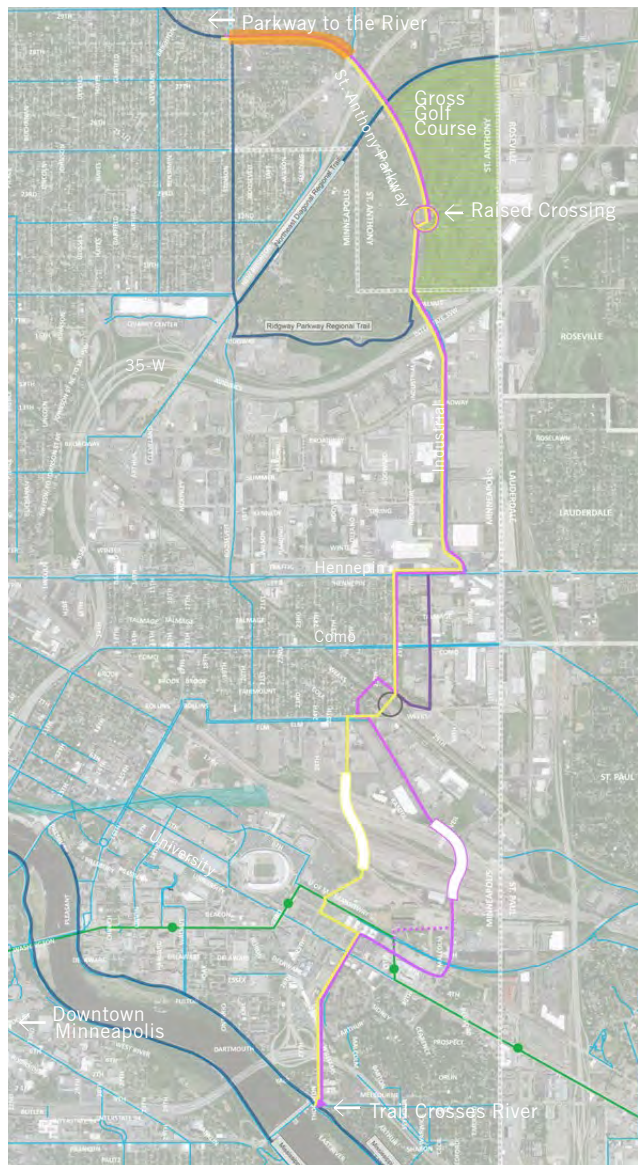


FIGURE 29 | YELLOW AND PURPLE ROUTES



MAP LEGEND

PREFERRED ROUTE	YELLOW AND PURPLE ROUTES	
Bike + Pedestrian + Automobile Access	Bike + Pedestrian + Automobile Access	Preferred Route: Elevated Crossing
Bike + Pedestrian Access Only	Bike + Pedestrian Access Only	Purple Route: Elevated Crossing
Sub-Option	Bike + Pedestrian + Automobile Access	Yellow Route: Elevated Crossing
YELLOW ROUTE:	Railroad Crossing	
EXISTING	OTHER	
Existing Grand Rounds Route	On Street Route Segment	
Existing Bike Route (Other)	Granary Corridor	
MPRB Property		
Green Line LRT and Stations		
Existing Regional Trails		

FIGURE 30 | ZONING ALONG PROPOSED GRML ROUTES

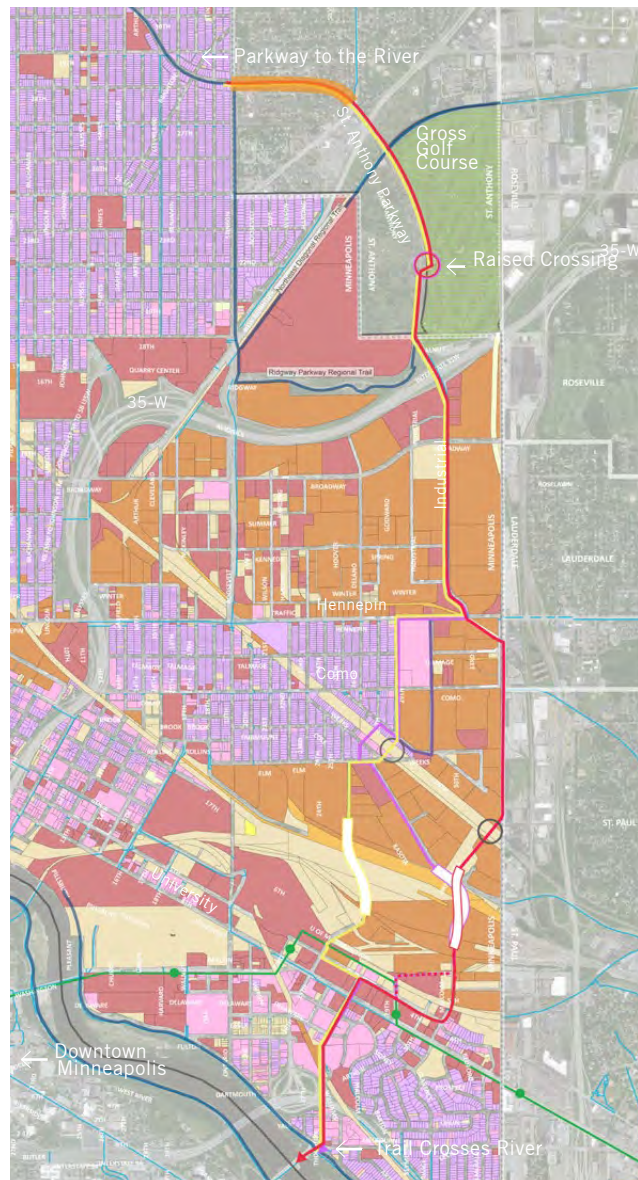
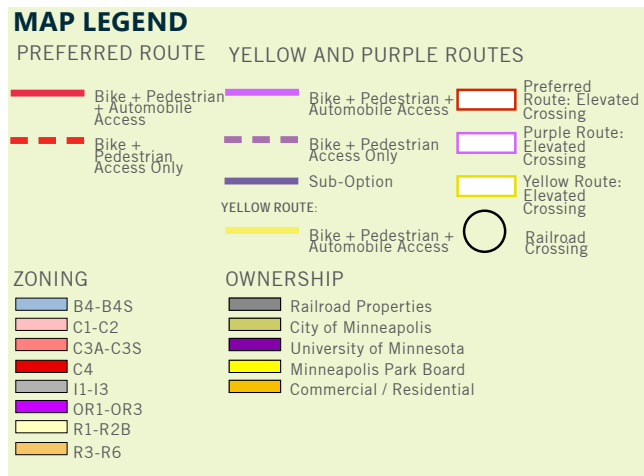
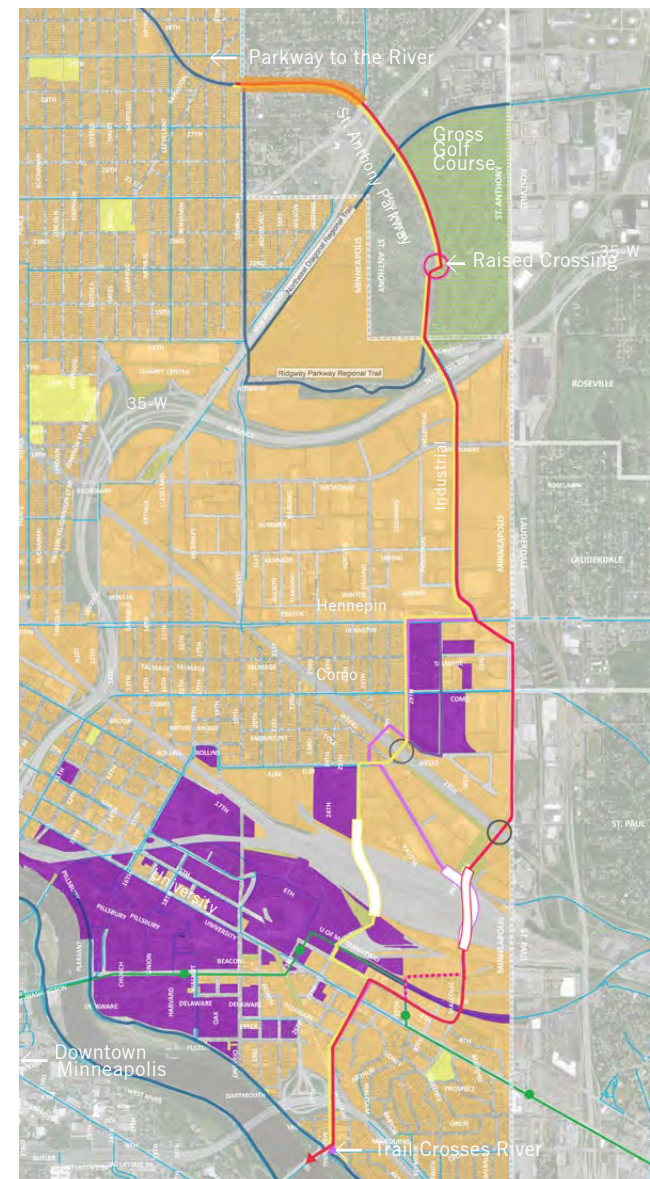


FIGURE 31 | OWNERSHIP ALONG GRML ROUTES



MAP LEGEND - FIGURE 32 AND FIGURE 33

PREFERRED ROUTE

- Bike + Pedestrian + Automobile
- - Bike + Pedestrian Access Only

YELLOW AND PURPLE ROUTES

- Bike + Pedestrian + Automobile
- - Bike + Pedestrian Access Only
- Sub-Option

YELLOW ROUTE:

- Bike + Pedestrian + Automobile

- Preferred Route: Elevated Crossing
- Purple Route: Elevated Crossing
- Yellow Route: Elevated Crossing

- Railroad Crossing

EXISTING

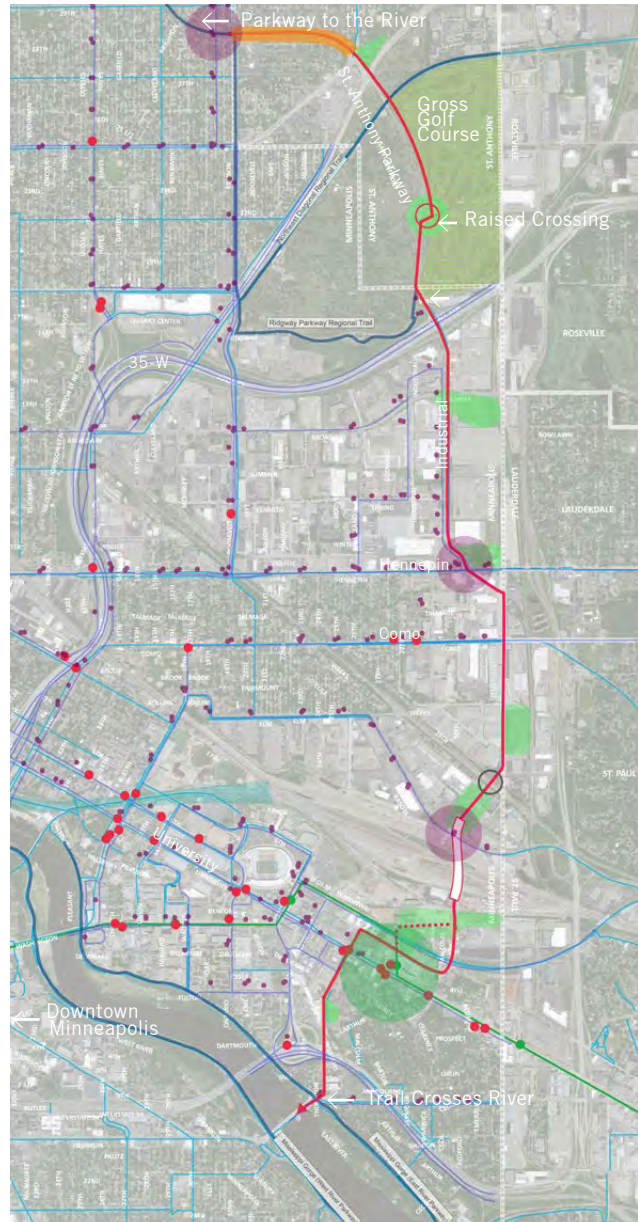
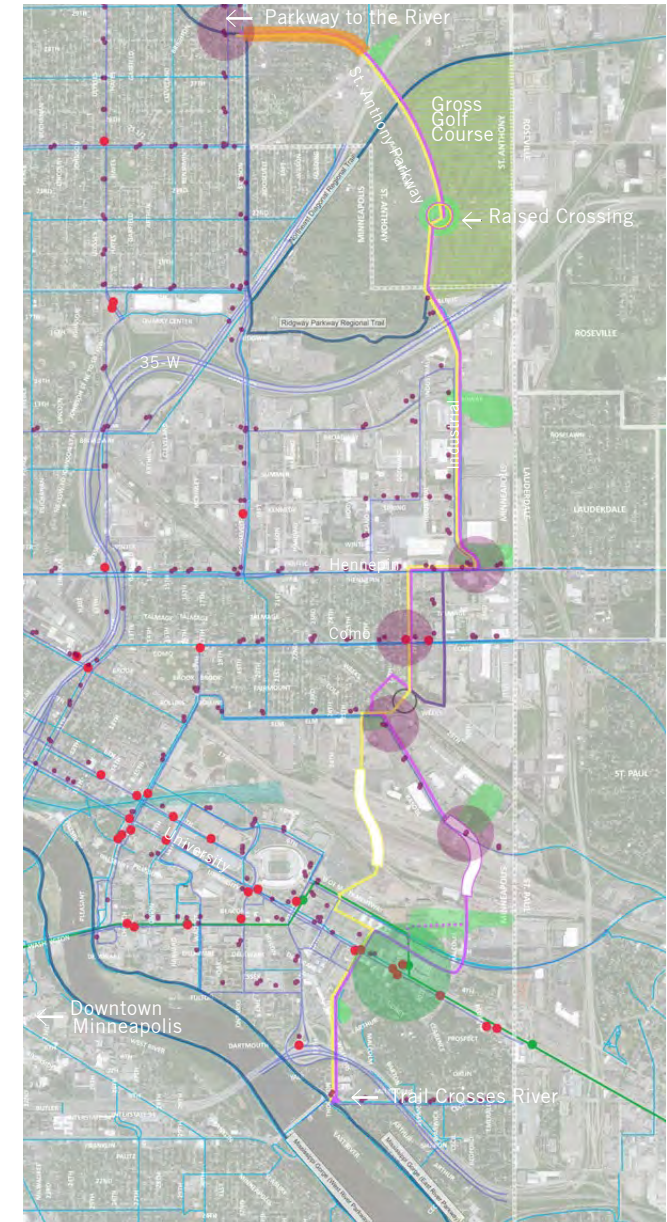
- Existing Grand Rounds Route
- Existing Bike Route (Other)
- MPRB Property
- Green Line LRT and Stations
- Existing Regional Trails

OTHER

- On Street Route Segment
- Granary Corridor
- Potential Location of Trailside Amenities

TRANSIT CONNECTIONS

- Intersection of trail with public transportation
- Intersection of trail with Light Rail
- Bus Stop
- Bus Shelter

FIGURE 32 | PREFERRED ROUTE: TRANSIT CONNECTIONS**FIGURE 33 | YELLOW AND PURPLE ROUTES: TRANSIT CONNECTIONS**

MAP LEGEND - FIGURE 34

PREFERRED ROUTE

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only

YELLOW AND PURPLE ROUTES

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only
- Sub-Option

- Preferred Route: Elevated Crossing
- Purple Route: Elevated Crossing
- Yellow Route: Elevated Crossing

YELLOW ROUTE:

- Bike + Pedestrian + Automobile



EXISTING

- Existing Grand Rounds Route
- Existing Bike Route (Other)
- MPRB Property
- Green Line LRT and Stations
- Existing Regional Trails

OTHER

- On Street Route Segment

DNR NATIVE PLANT COMMUNITIES

- Floodplain Forest
- Mesic Hardwood Forest

NATIONAL WETLAND INVENTORY (NWI Circular 39 Class)

- Seasonally Flooded Basin or Flat
- Wet Forest System
- Wet Meadow
- Shallow Marsh
- Shrub Swamp
- Shallow Open Water
- Wooded Swamp
- Deep Marsh

MAP LEGEND - FIGURE 35

PREFERRED ROUTE

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only

YELLOW AND PURPLE ROUTES

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only
- Sub-Option

- Preferred Route: Elevated Crossing
- Purple Route: Elevated Crossing
- Yellow Route: Elevated Crossing

YELLOW ROUTE:

- Bike + Pedestrian + Automobile



EXISTING

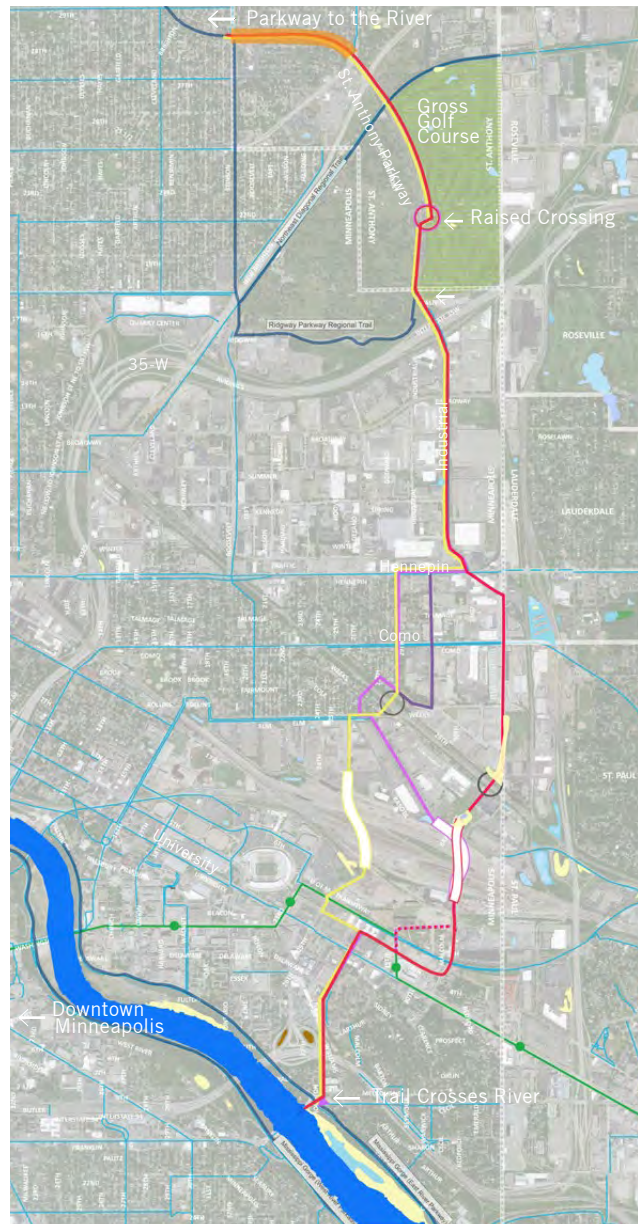
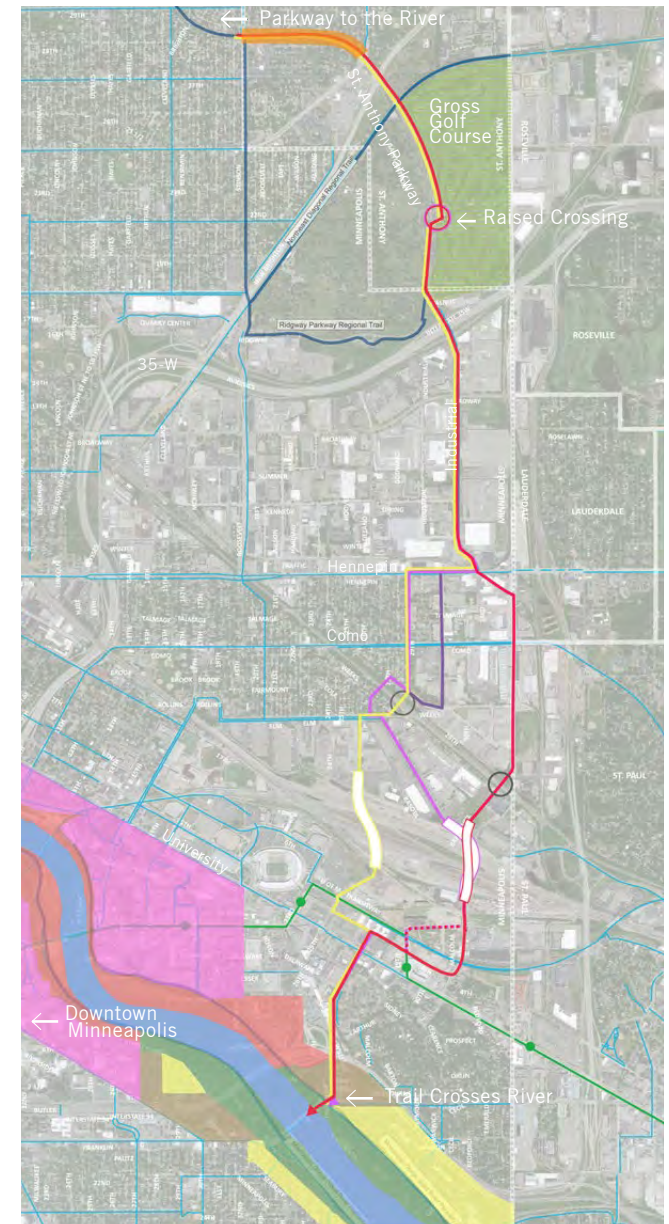
- Existing Grand Rounds Route
- Existing Bike Route (Other)
- MPRB Property
- Green Line LRT and Stations
- Existing Regional Trails

OTHER

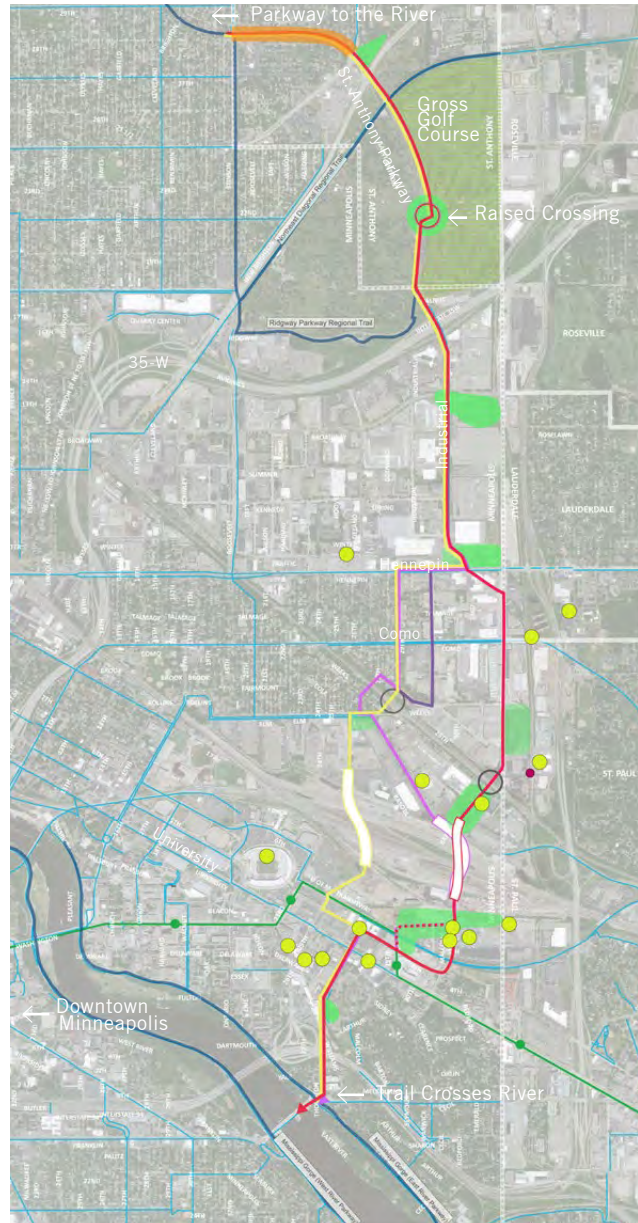
- On Street Route Segment

MRCCA DISTRICTS

- CA-UC Urban Core District
- CA-UM Urban Mixed District
- CA-RTC River Towns and Crossings District
- CA-RN River Neighborhood District
- CA-ROS Rural and Open Space District
- WATER

FIGURE 34 |LANDCOVER (WETLAND AND NATIVE PLANT COMMUNITIES)**FIGURE 35 |MISSISSIPPI RIVER CORRIDOR CRITICAL AREA (MRCCA) DISTRICT BOUNDARIES**

**FIGURE 36 | AREA POLLUTION : MINNESOTA
POLLUTION CONTROL AGENCY INSTITUTIONAL
CONTROLS**



MAP LEGEND - FIGURE 36

PREFERRED ROUTE

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only

YELLOW AND PURPLE ROUTES

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only
- Sub-Option

YELLOW ROUTE:

- Bike + Pedestrian + Automobile

- Preferred Route: Elevated Crossing
- Purple Route: Elevated Crossing
- Yellow Route: Elevated Crossing

- Railroad Crossing

EXISTING

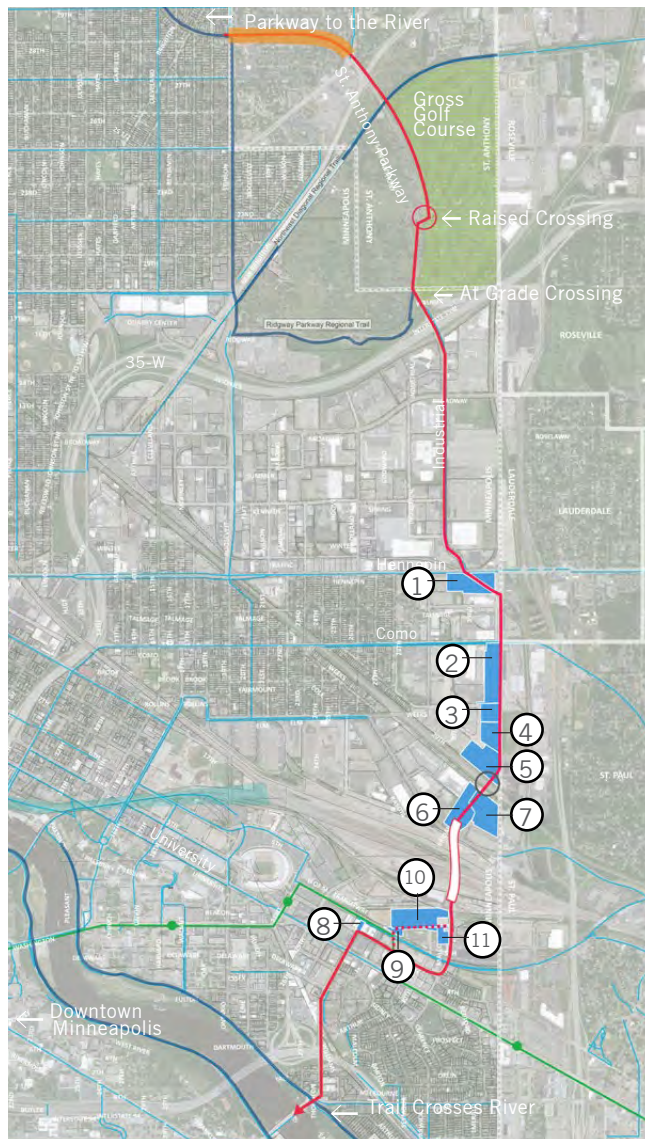
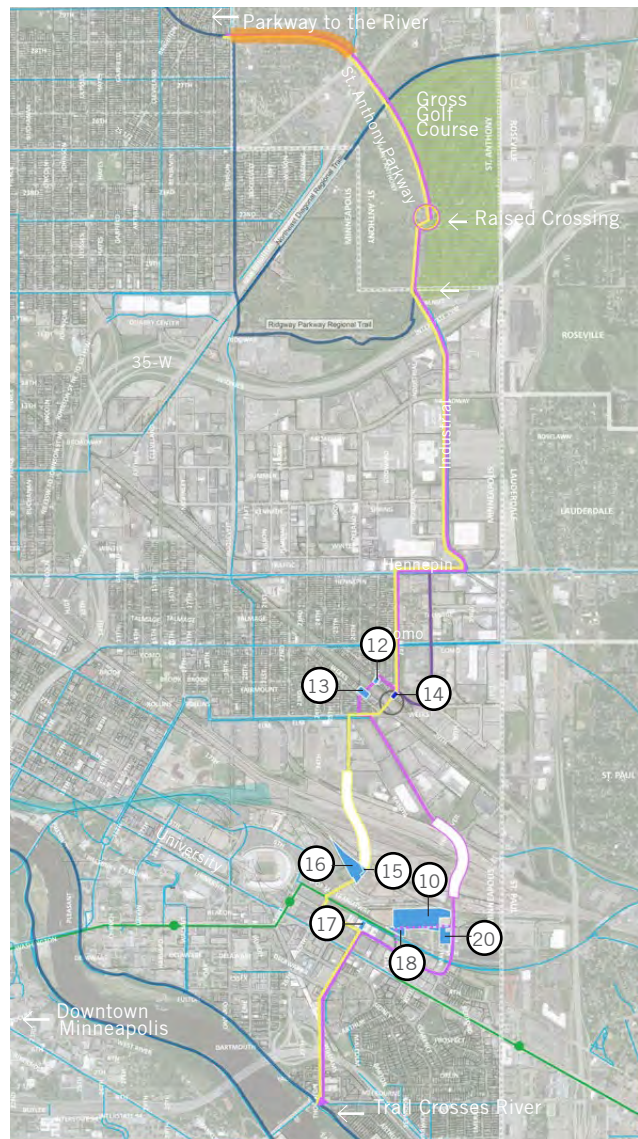
- Existing Grand Rounds Route
- Existing Bike Route (Other)
- MPRB Property
- Green Line LRT and Stations
- Existing Regional Trails

OTHER

- On Street Route Segment
- Granary Corridor
- Potential Location of Trailside Amenities

POLLUTION

- MPCA Institutional Controls Brownfields
- RCRA Remediation

**FIGURE 37 | PREFERRED GRML ROUTE:
EASEMENTS & ACQUISITIONS****FIGURE 38 | YELLOW AND PURPLE GRML ROUTES:
EASEMENTS & ACQUISITIONS****PARCEL #****1****OWNER**

Hawkins Chemical Inc.

2

Weekes Forest Products Inc

3

Capp Industries Inc.

4

Capp Industries Inc.

5

Capp Industries Inc.

6

City of Minneapolis R.O.W.

7

American Importing Co Inc.

8

G&I VIII Metro Park East LLC

9

Wall Development Co LLC

10

Wall Development Co LLC

11

Wall Development Co LLC

12

Elizabeth Rose Skok

13

Riverton Community Housing

14

Sarah Freitag

15

University of Minnesota

16

City of Minneapolis

17

G&I VIII Metro Park East LLC

18

Wall Development Co LLC

19

Wall Development Co LLC

20

Wall Development Co LLC

***SEE NEXT PAGE FOR MAP LEGEND**

EASEMENTS & ACQUISITIONS / SECTION GUIDE MAP LEGEND

PREFERRED ROUTE YELLOW AND PURPLE ROUTES

- | | | | | | |
|--|---------------------------------------|--|---|--|------------------------------------|
| | Bike + Pedestrian + Automobile Access | | Bike + Pedestrian + Automobile Access | | Preferred Route: Elevated Crossing |
| | Bike + Pedestrian Access Only | | Bike + Pedestrian Access Only | | Purple Route: Elevated Crossing |
| | | | Sub-Option | | Yellow Route: Elevated Crossing |
| | | | YELLOW ROUTE: Bike + Pedestrian + Automobile Access | | Railroad Crossing |

EXISTING

-
- Existing Grand Rounds Route
-
- Existing Bike Route (Other)
-
- MPRB Property
-
- Green Line LRT and Stations
-
- Existing Regional Trails

OTHER

-
- On Street Route Segment
-
- Granary Corridor
-
- Parcel #
-
- Easement
-
- Acquisition
-
- Section Guide

FIGURE 39 | PREFERRED GRML ROUTE - SECTION GUIDE

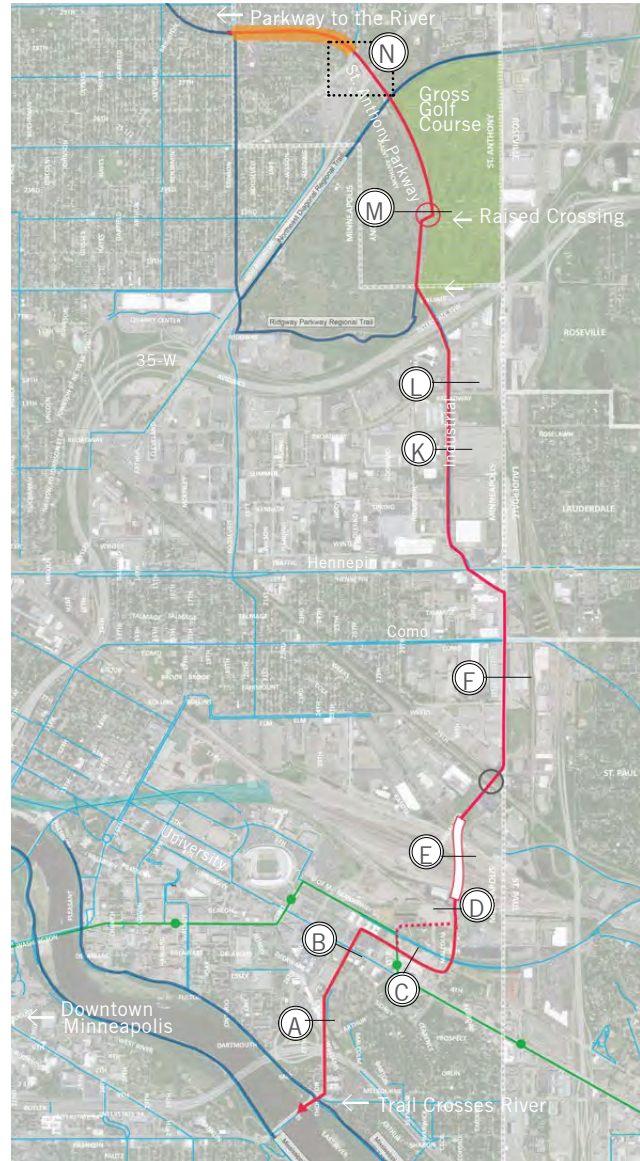
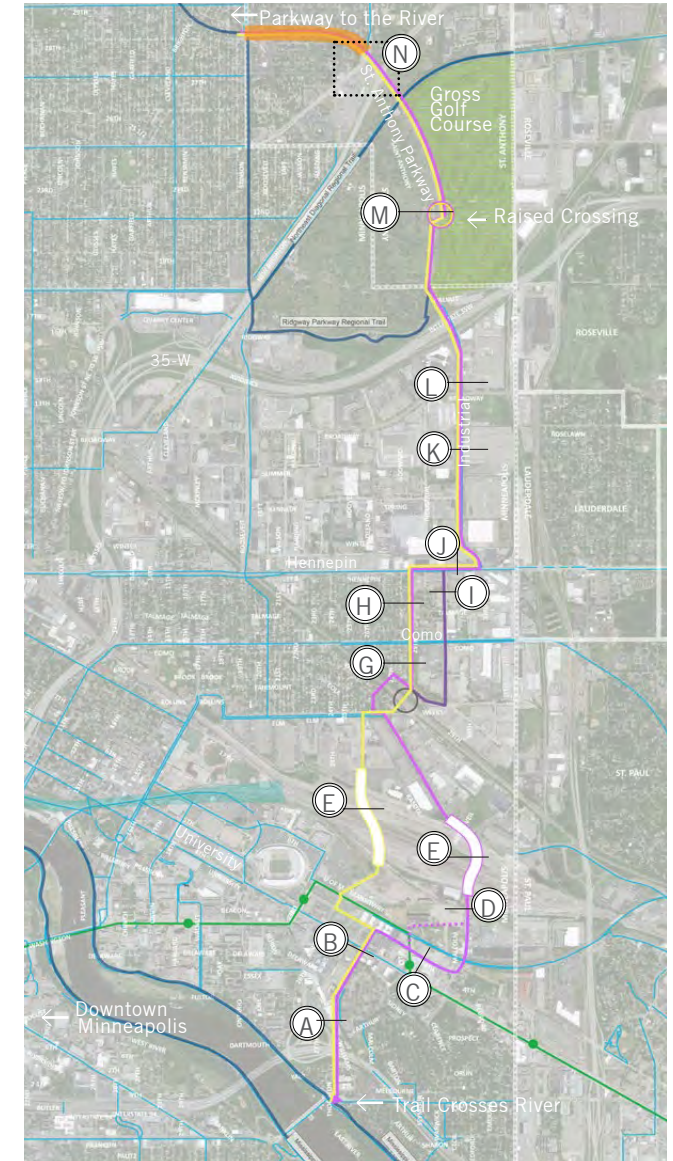
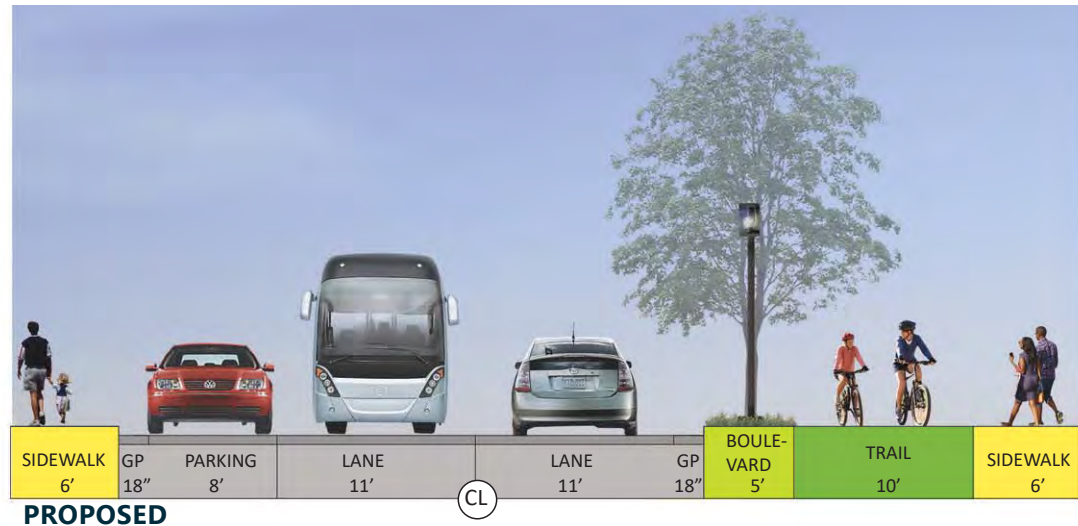
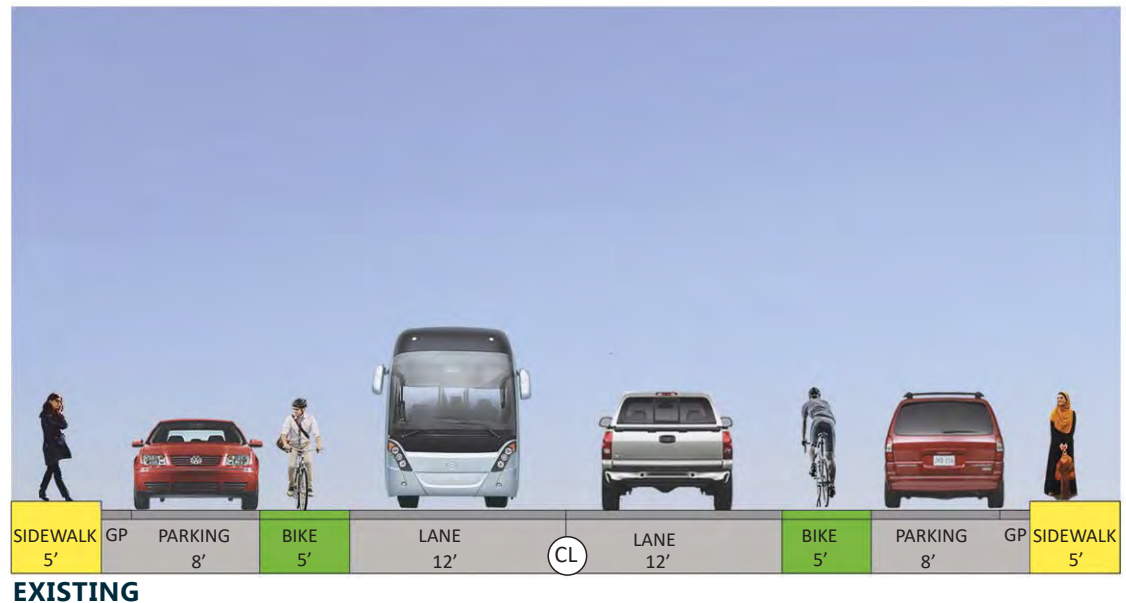
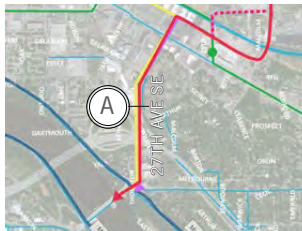


FIGURE 40 | YELLOW AND PURPLE GRML ROUTES - SECTION GUIDE



RIVER TO GREEN 4TH:

In all three route concepts, the regional trail crosses from East River Road and takes 27th Ave SE up toward University Avenue. This route passes by the proposed Luxton Park addition which would be an important connection to the neighborhood park network along the new route (**Section A.**) The route crosses University Avenue and proceeds to Green 4th, a newly improved street that includes ecological and traffic calming features (**Section B.**) 27th Avenue South from East River Road to University Avenue is a Hennepin County Road. This segment needs to be implemented in coordination with the county.

SECTION A: 27TH AVE SE AND LUXTON PARK (60' EXISTING ROW)**SECTION KEY**

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

EAST OF THE RIVER PARK MASTER PLAN

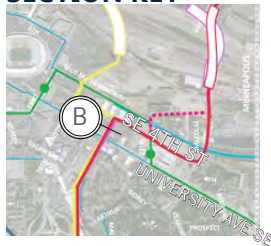
INTERSECTION CONSIDERATIONS ALONG THE ROUTE SEGMENT:

27th Avenue Southeast and East River Parkway:

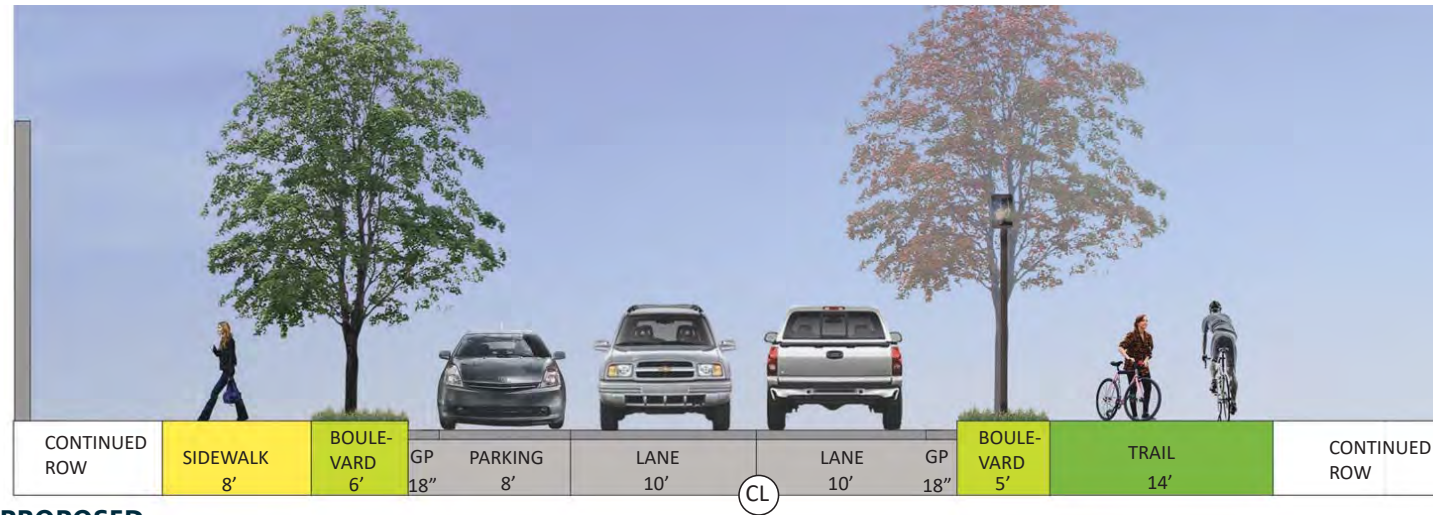
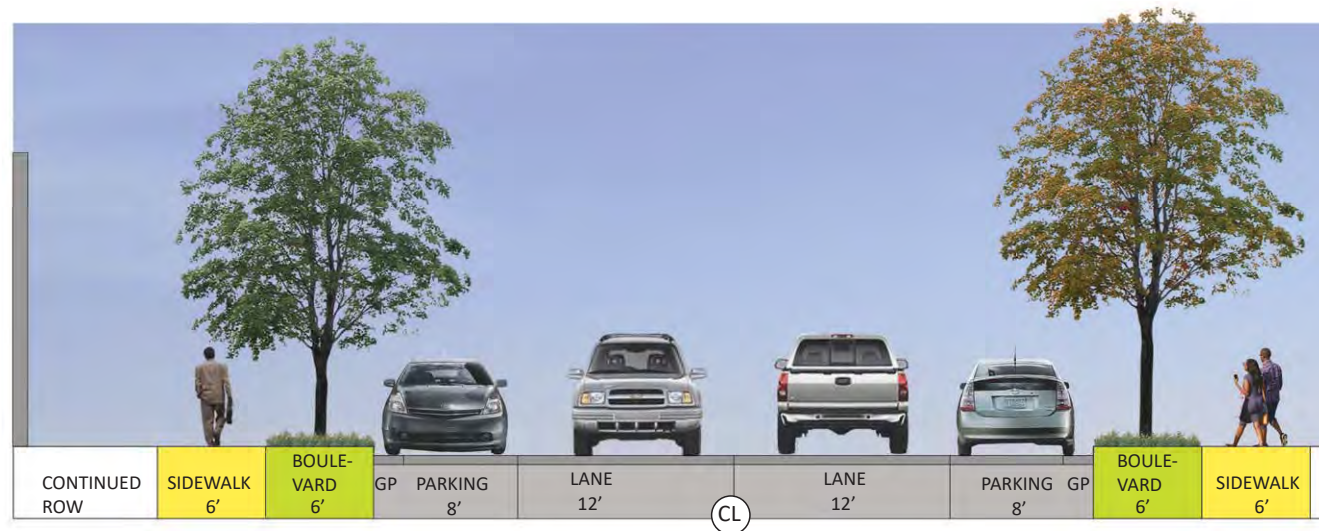
MPRB, along with agency partners, considers the intersection at 27th Avenue SE, East River Parkway, and Franklin Avenue a crucial confluence of the parkway and regional trail system. The intersection is a complex web of property ownership and multimodal movement, as Franklin Ave is owned by the City of Minneapolis east of the Franklin Bridge, 27th Avenue Southeast is a Hennepin County road (CSAH 5), and East River Road and Caleb Dorr Triangle is owned by MPRB. The County completed a study in 2010 that highlighted several opportunities for improvements to the intersection that MPRB is in support of exploring in collaboration with the County and City. MPRB is open to a wide variety of intersection improvements, that balance all modes of transportation, including but not limited to:

- A one-lane roundabout that prioritizes bike and pedestrian safety
- Raised crossings for bikes and pedestrians
- Realignment of streets at the intersection to create a four-way intersection to replace the five-way intersection that may include the integration of MPRB owned land or ROW into the solution
- Solutions yet to be determined

SECTION KEY



SECTION B: 27TH AVE SE, SOUTH OF SE 4TH ST, NORTH OF UNIVERSITY (80' EXISTING ROW)

**PROPOSED**

EXISTING

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

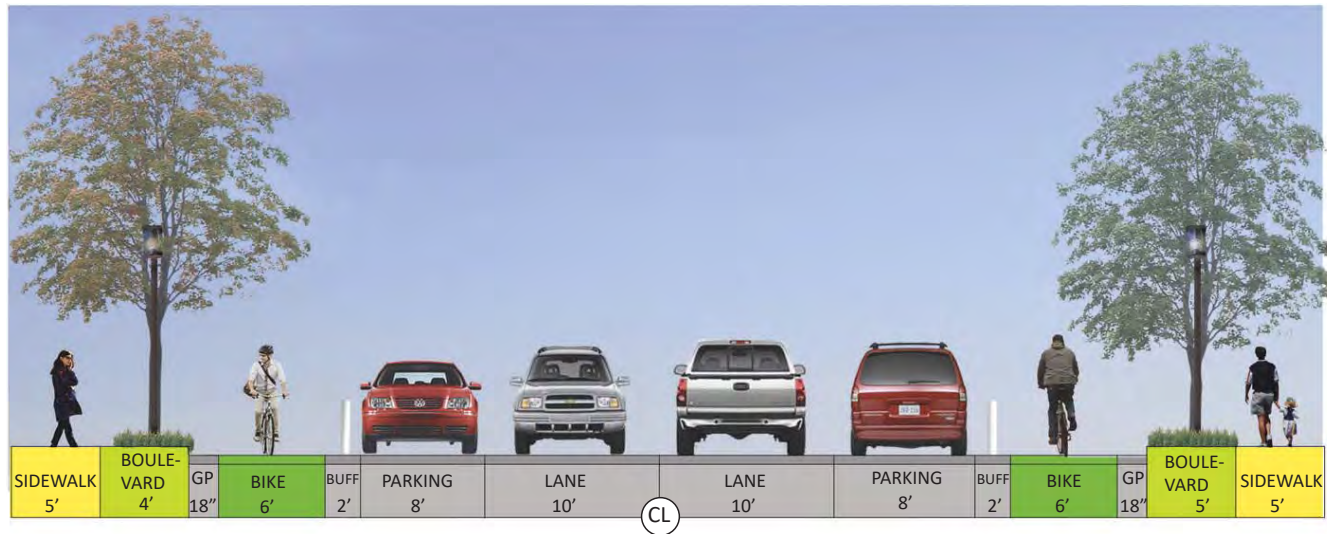
*GUTTER PAN (GP): 18" MINIMUM

TOWERSIDE DISTRICT

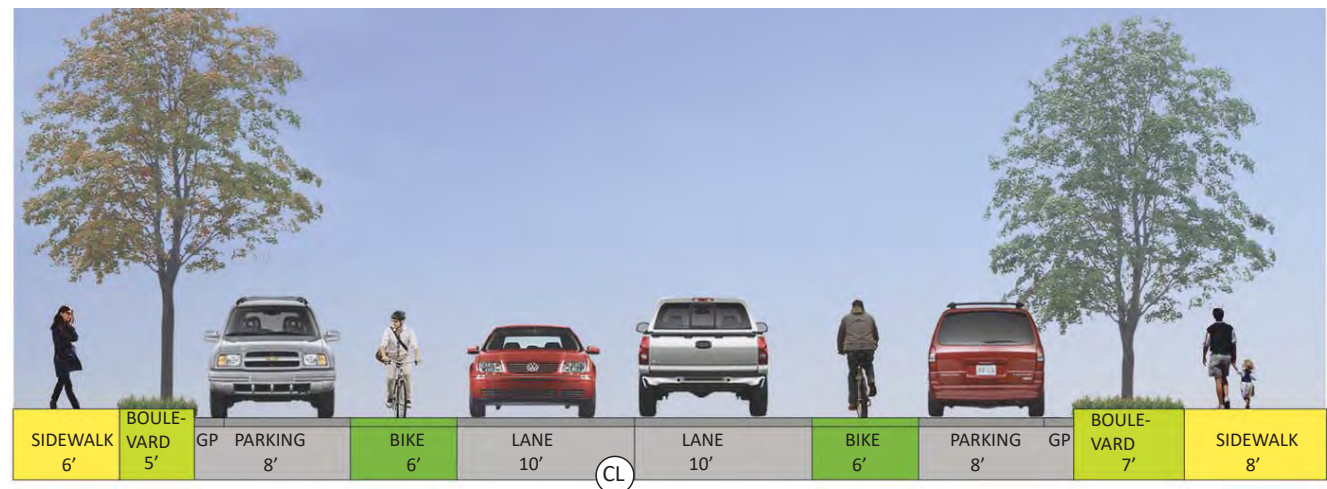
In this concept (Red) automobile traffic will remain on 4th over to Malcolm (**Section C and Section D**) where they will head north to a bridge over the railyard. All modes can use this route, including bikes, pedestrians, and automobiles. However, the preferred route for regional trail users will be up 29th Avenue SE across the UofM Transitway and through the Towerside Innovation District. Metro Transit is one of the operators of the Transitway in addition to the UofM, and MPRB has determined in the initial planning with these two agencies that crossing the Transitway on the regional trail at 29th is the preferred option. This trail does not include vehicular traffic. The trail would require a fixed guideway crossing of the Transitway to regulate trail user access across and to prioritize UofM and Metro Transit buses. MPRB supports the relocation of the Transitway as a long term solution for improved trail and parkway connections across the district and would be interested in exploring a repurposing of the transitway as a parkway and regional trail if the opportunity arises. Establishing a way to move the regional trail through the heart of the district will provide a backbone of parkland that will be a foundation for innovation in line with the Towerside vision. The developers and Mississippi Watershed Management Organization as well as the City of Minneapolis are important partners in the district wide stormwater, circulation, and parkland design and implementation.

The design process for the Regional Trail connection across LRT at 29th Ave SE will need to consider sightlines between trail users and train operators for safety. This analysis should be completed in coordination with Metro Transit's Safety and Engineering & Facilities departments.

SECTION C: SE 4TH ST AND MALCOLM AVE SE (ON-STREET BIKE LANES)



PROPOSED



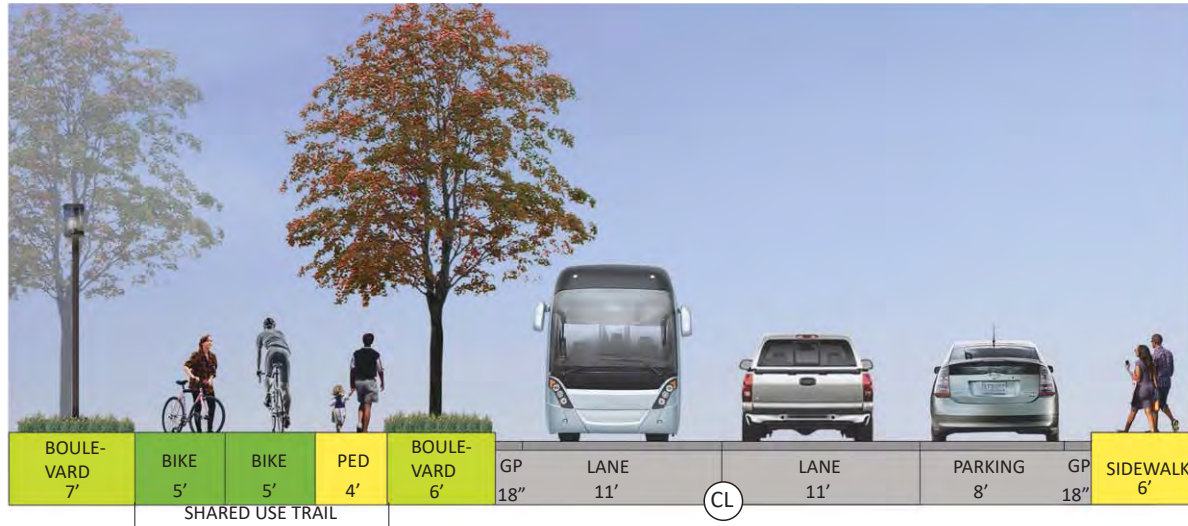
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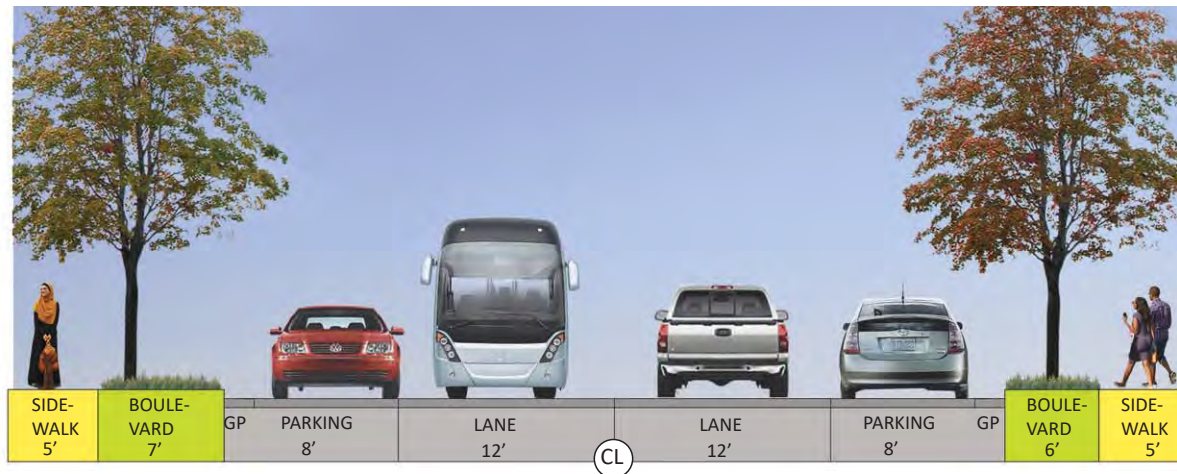
*SECTION KEY ON NEXT PAGE

*GUTTER PAN (GP): 18" MINIMUM

SECTION D: MALCOLM AVE SE, SOUTH OF RAILROAD CROSSING (60' EXISTING ROW)



PROPOSED



EXISTING

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

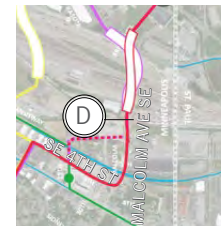


Image 17 | Green on 4th, an apartment complex along Green Fourth Street, illustrates the vision of the district (Renderings by Tushie Montgomery Architects, January 2018, Source: <https://finance-commerce.com/2018/01/just-sold-work-starts-on-green-on-4th-rentals-in-prospect-park/>)

SECTION KEY



SECTION KEY

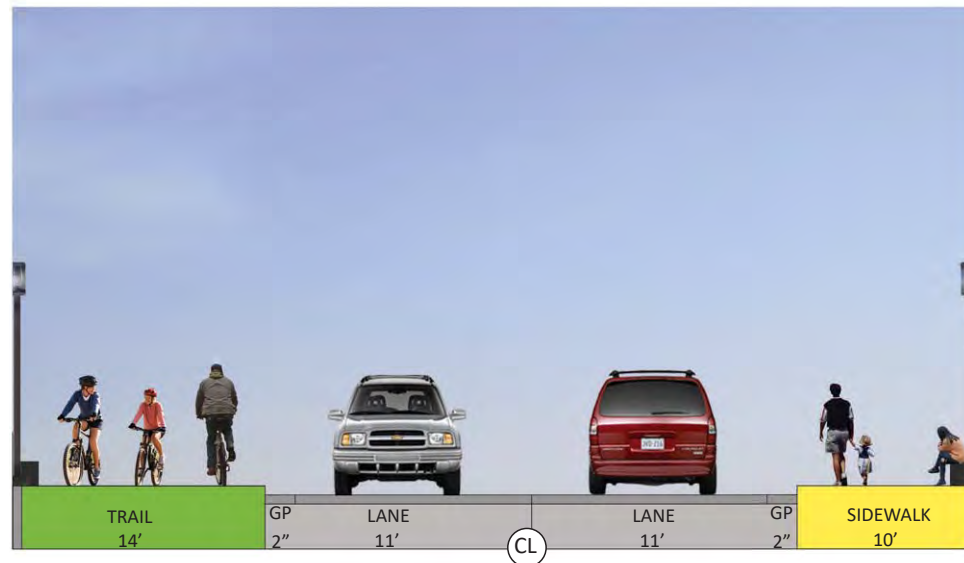


MALCOLM AVENUE SE:

There are two proposed railyard crossings in the plan. Both would include multi-modal bridges, with the preferred crossing happening from Malcolm or the Towerside District to Kasota on the northside of the railyard (**Section E**) in line with longterm Granary Corridor and Towerside District plans. The preferred crossing location may change if the other agency or organizational rail corridor crossings change. Extensive coordination with other public agencies and the railroad are needed to assess the best route forward for moving pedestrians, cyclists, cars, freight across the rails. This railyard crossing is the most complex infrastructural component of the GRML and will require multi-agency consensus, fundraising, and effort to accomplish. Trailside amenities such as benches, lighting and wayfinding would be included to instill a sense of parkway character on the bridge.

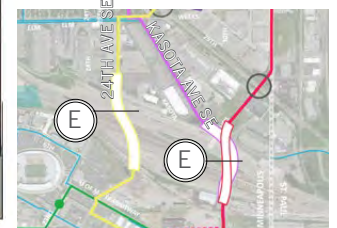
25TH AVENUE SE

A crossing of the railyard at 25th Avenue SE is an alternative route that MPRB will continue to explore. This option bypasses the Towerside District, but it does offer an existing, signalized, on-street crossing of the Transitway and LRT tracks, which are both barriers to the Towerside District Route. The University of Minnesota has expressed support for this alternative.

SECTION E: TYPICAL BRIDGE CROSSING (50' WIDE)**PROPOSED**

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

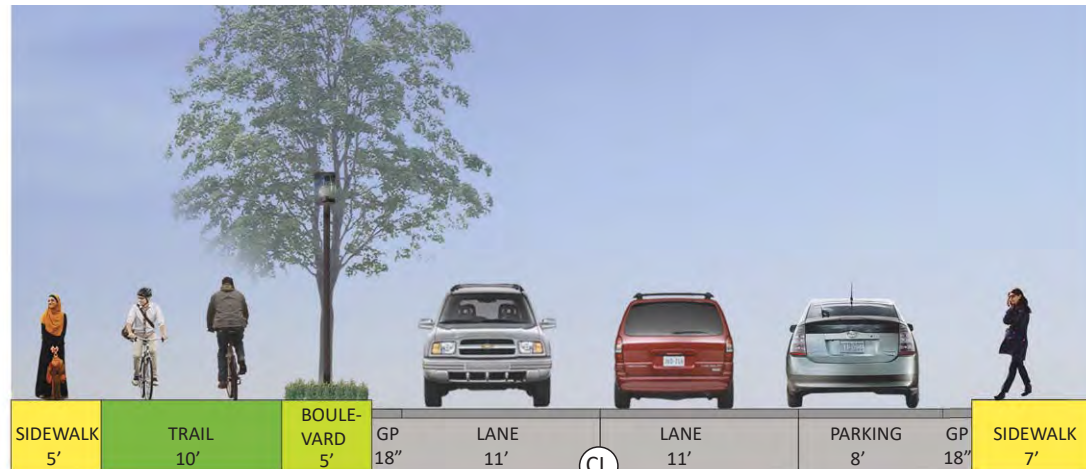
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SECTION KEY

33RD AVENUE SE

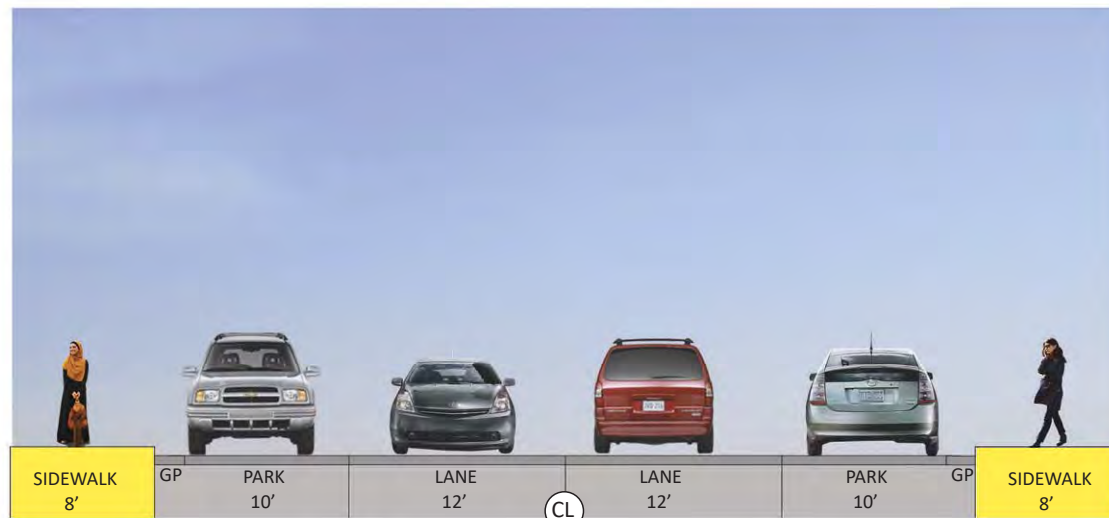
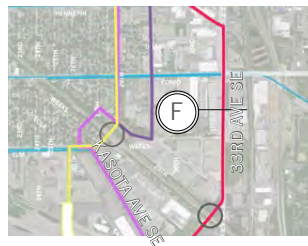
This route will provide access to Bridal Veil Wetland, Bridal Veil Creek, and enhance access to the Mississippi River. The proposed regional trail would restore historic natural features such as wetlands and ponds in parks and green spaces to this area that requires additional environmental analysis to assess a necessary mitigation efforts. This route would involve several acquisitions or easements along the 33rd Ave SE corridor south of Como Ave. SE [See GRML Easements & Acquisitions, Figures 25 and 26]. The segment south of Como Avenue could be regional trail only, rather than a route for all modes. Cars and freight could take alternate routes including Kasota Avenue SE and reconnect to the GRML at Como Avenue and 33rd Ave SE.

SECTION F: 33RD AVE SE (BETWEEN COMO AVE SE AND WEEKS AVE SE) (60' EXISTING ROW)



PROPOSED

SECTION KEY



EXISTING

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

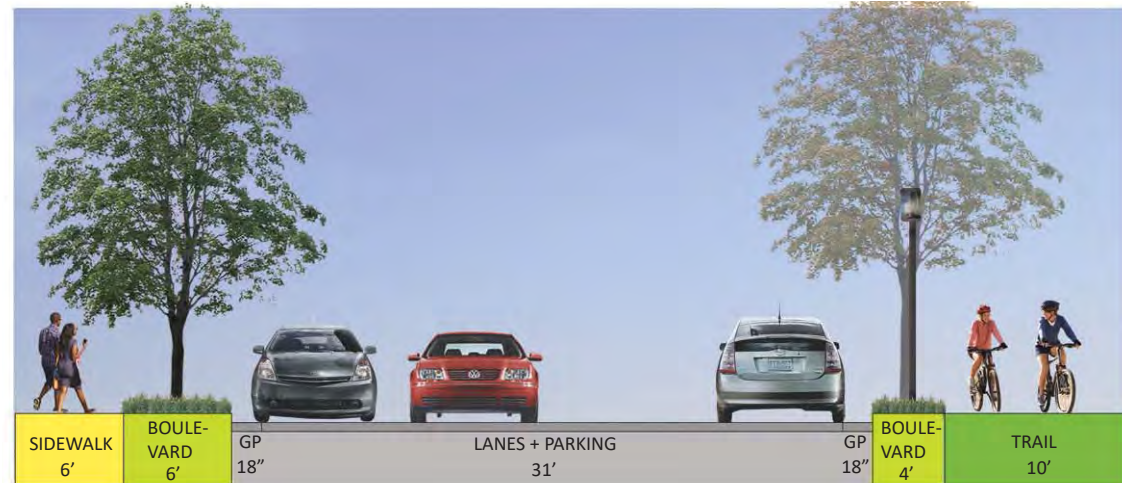
*GUTTER PAN (GP): 18" MINIMUM

EAST OF THE RIVER PARK MASTER PLAN

29TH AVENUE SE

One alternate route takes trail users up Kasota from the railyard to cross over another set of tracks, then down to 29th Ave SE (**Section I.**) On 29th Ave SE, the trail would include a simple shared use facility on the east side of the road. This concept does not remove parking from the street.

SECTION I: 29TH AVE SE, SOUTH OF EAST HENNEPIN AVE



PROPOSED

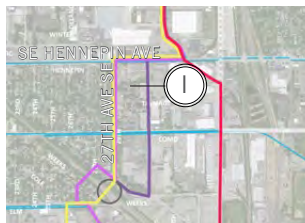


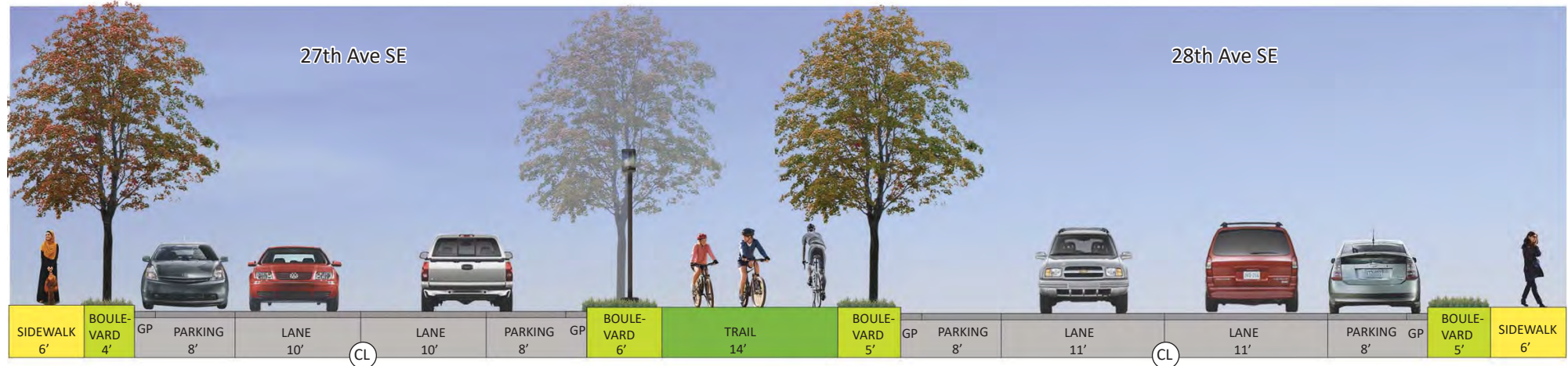
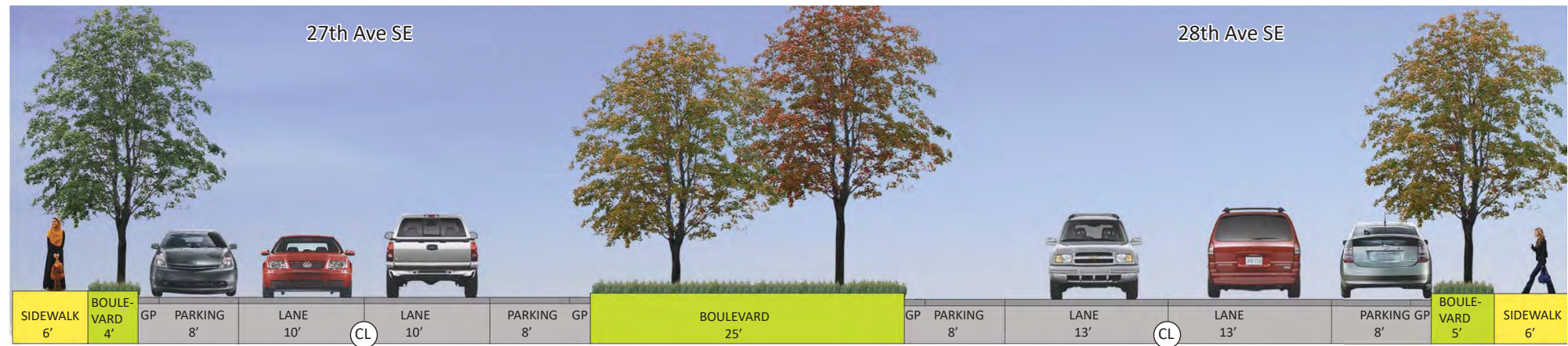
EXISTING

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

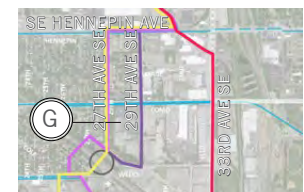
SECTION KEY



SECTION G: 27TH AVE SE, SOUTH OF COMO AVE SE (115' EXISTING ROW)**PROPOSED****EXISTING**

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

SECTION KEY

27TH AVENUE SE

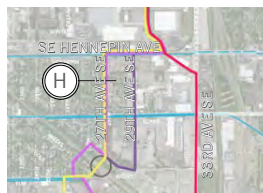
Another alternate route takes trail users from the railyard crossing at 25th Avenue SE up to 24th Avenue SE north of the tracks and then over to 27th Avenue SE. This route takes trail users up the median of 27th/28th Avenue SE south of Como Avenue, and then stays on the west side of the street on a shared use trail (**Section G and Section H.**) This concept does not remove parking from the street.

Crossing of the tracks for both alternate route concepts would require additional study to ensure the safety of all modes. If an at grade crossing is pursued, the most direct crossing is at Paul Place which maximizes keeping the trail on the existing street grid, but require an easement or acquisition of a parcel [See GRML Easements & Acquisitions, Figure 26 and 27].

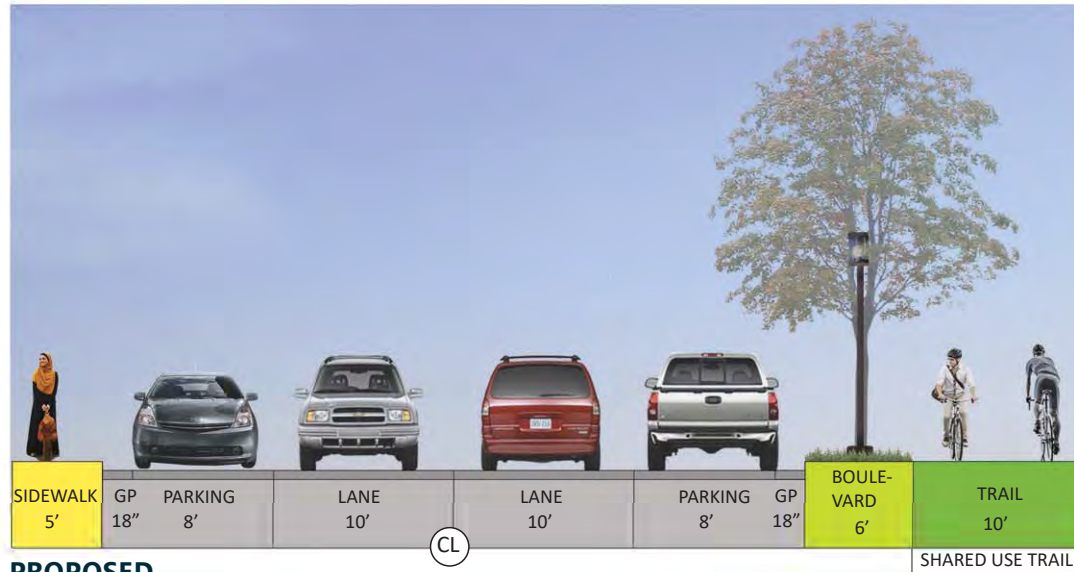
INTERSECTION CONSIDERATIONS ALONG THE ROUTE SEGMENT:

The proposed routes continue along East Hennepin Ave to the intersection of Industrial Boulevard NE and East Hennepin Avenue. MPRB would like to explore alternatives for a shared use trail along the southern edge of East Hennepin Avenue for this segment coming from the east or the west, depending on the southern route. Trail users will move along Hennepin to Industrial Boulevard for a safe, signalized crossing. This option would not entail adding a signal on Hennepin and could therefore maintain its level of service. A potential for a rail spur connection from 33rd Avenue will be explored that would allow the trail to bypass busy Hennepin but would still make use of the signalized crossing at Industrial Boulevard and Hennepin Avenue.

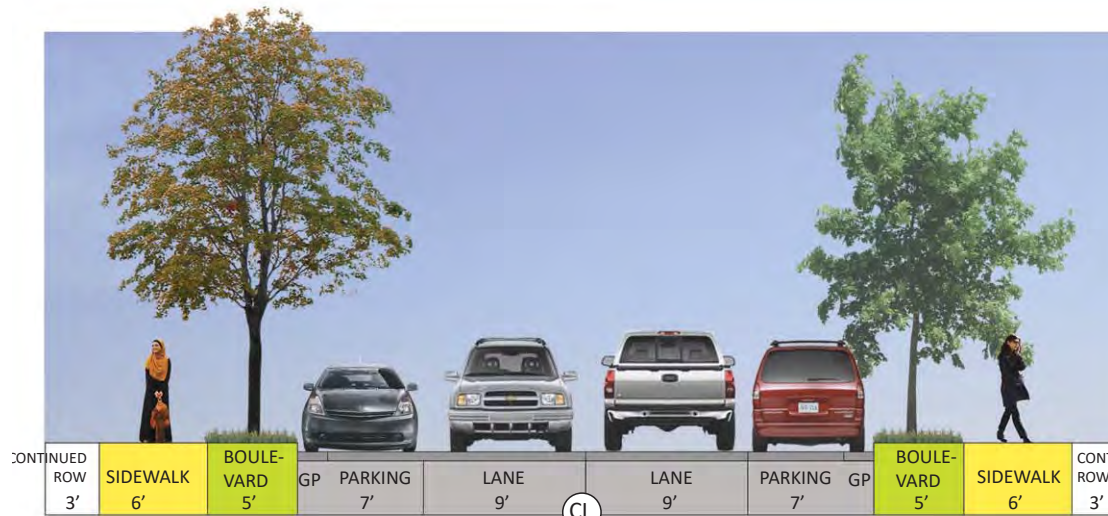
SECTION KEY



SECTION H: 27TH AVE SE, NORTH OF COMO AVE SE (60' EXISTING ROW)



PROPOSED



EXISTING

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

EAST OF THE RIVER PARK MASTER PLAN

INDUSTRIAL BOULEVARD:

In both the preferred concept and the alternate route concepts, the GRML is proposed along Industrial Boulevard starting at Hennepin Avenue (**Section J and Section K.**) In this concept, a shared use trail would connect users from Como Avenue across I-35W on the west side of the street. Boulevard trees, parkway lighting, sidewalks, and, in some cases, reduced traffic lanes are all included in the plan to maximize the parkway character and safety on the corridor.

SAINT ANTHONY PARKWAY:

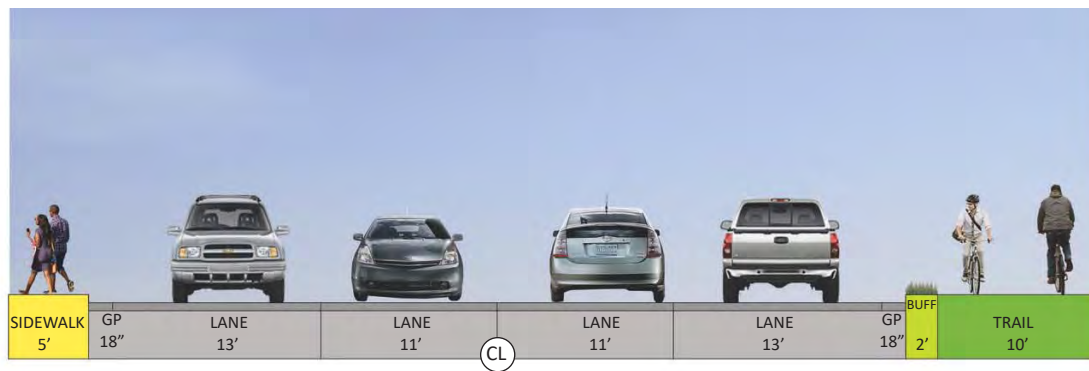
In the preferred and alternate route concepts, the GRML moves from Industrial Boulevard across 35W to Saint Anthony Parkway. In 2018, a shared use trail was installed on the west side of Industrial Boulevard connecting across 35W to Ridgway Parkway. The GRML proposed routes call for the shared use path to continue up the west side of the parkway north of 35W until the driveway to Gross Golf Course where trail users will cross over the golf course side of the east side of the street to continue on a regional trail that will take them north (**Section L**). The intersection at Saint Anthony Parkway and New Brighton should be improved to accommodate for safer bike and pedestrian crossings. **Diagram M** shows the crossing suggestions. North of Saint Anthony's Trillium Park, the trail will move to an on-street bike lane configuration with the potential for an off-street facility in the future. Prior to implementation of this segment, additional coordination with St. Anthony Village (SAV) is required. MPRB prefers

this concept as it aligns with SAV and Hennepin County planning, however additional study of alternative routes may be pursued by SAV. MPRB will work to coordinate but is committed to connecting MPRB parkland and the Grand Rounds through the implementation of the new regional trail segment, and the preferred route represents the best option.

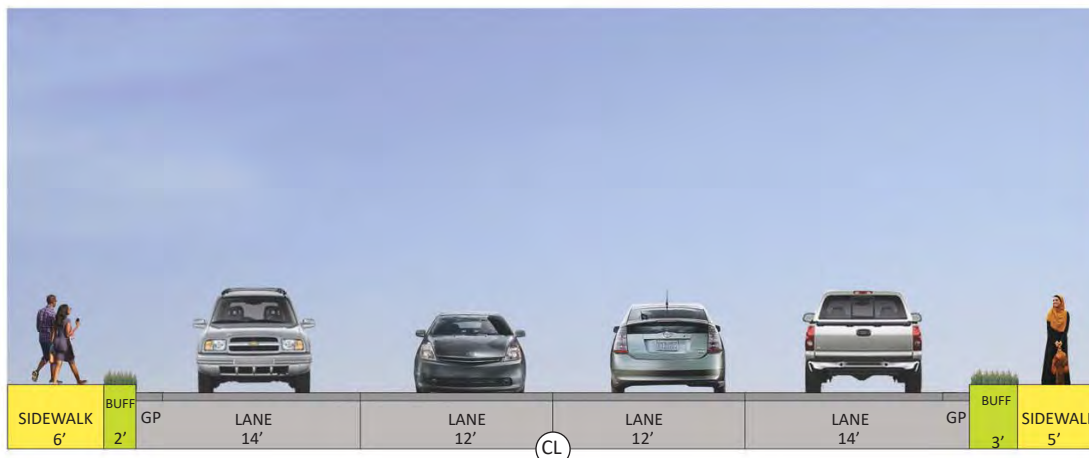
INTERSECTION CONSIDERATIONS ALONG THE ROUTE SEGMENT:

The trail will continue on the north side of St. Anthony Boulevard and New Brighton Boulevard and switch from off-street to on-street at the intersection of St. Anthony Boulevard and Kenzie Terrace with the addition of a 2-Stage Bike Box, and continue on-street. If needed, there is the opportunity to reduce lane widths to accommodate a trail, especially if needed east of New Brighton. Also recommended is the removal of free right turns and to tighten radii, although there could exist right turn lanes that T into the intersection if traffic volumes warrant them.

SECTION J: E HENNEPIN AVENUE



PROPOSED

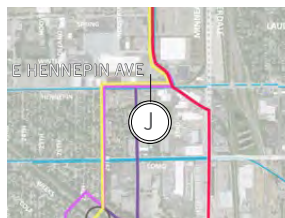


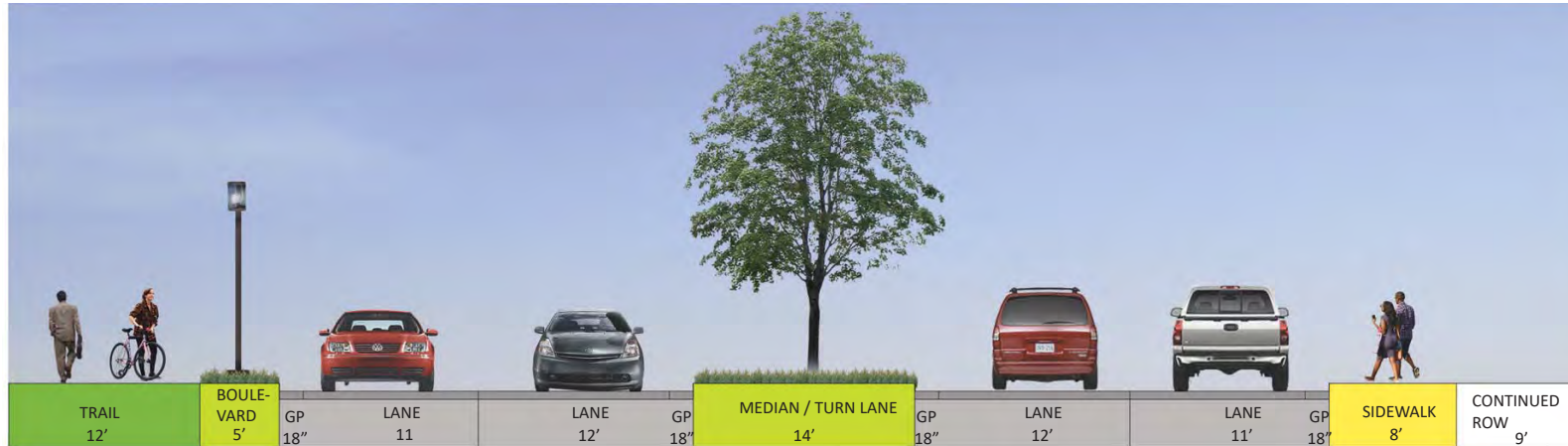
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*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

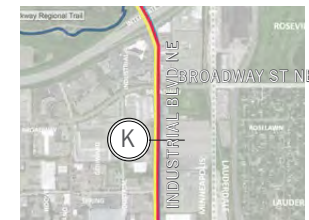
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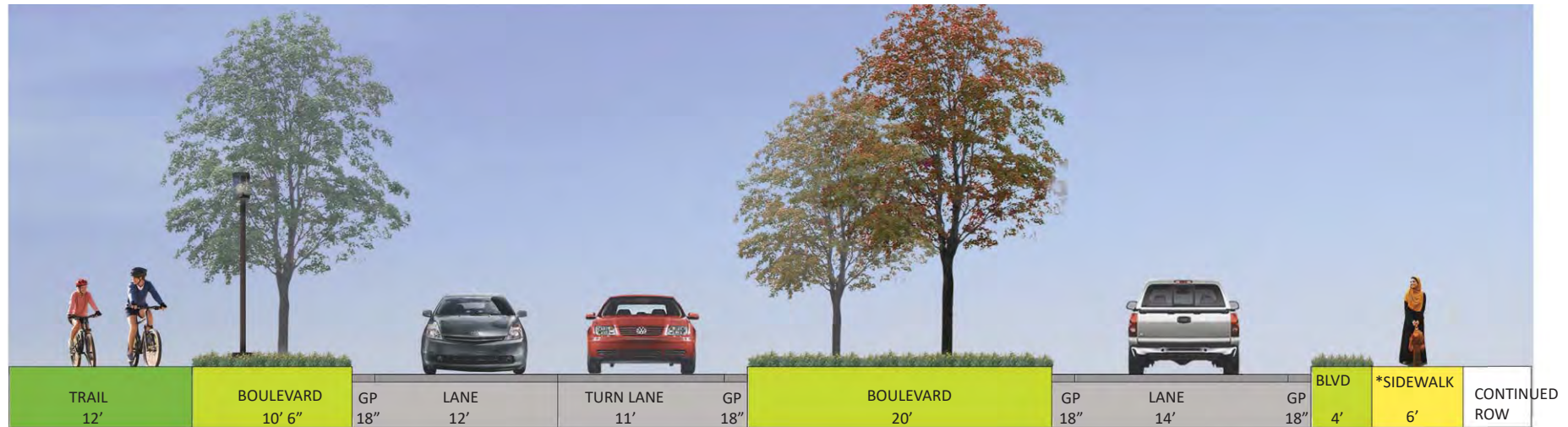


SECTION K: INDUSTRIAL BLVD NE AND S OF BROADWAY ST NE (100' EXISTING ROW)**PROPOSED****EXISTING**

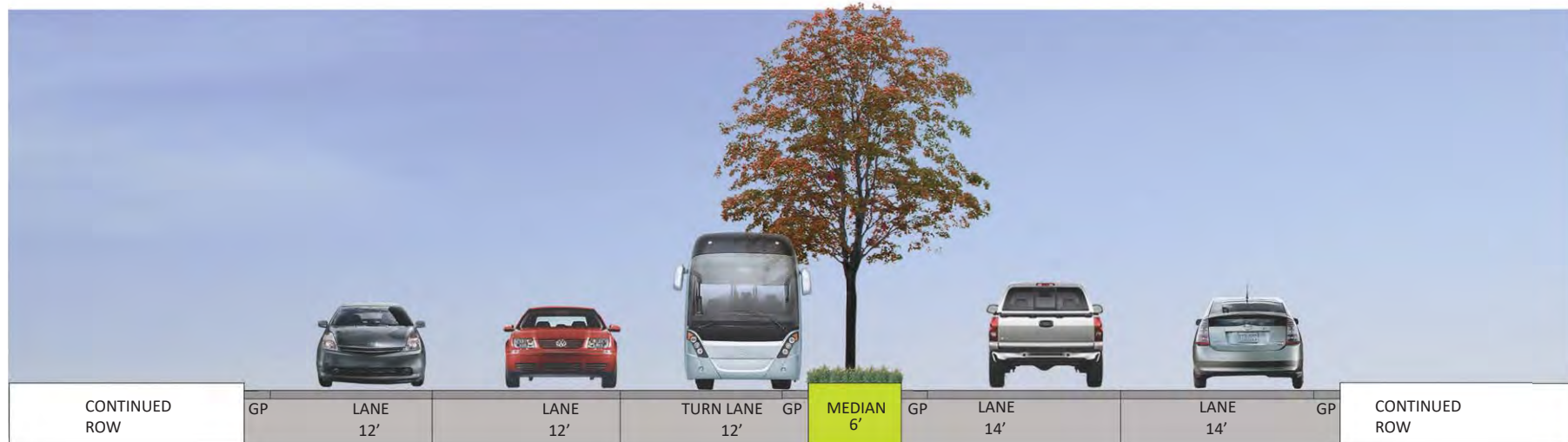
*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

SECTION KEY**SECTION KEY**SEE NEXT PAGE FOR
SECTION L

SECTION L: INDUSTRIAL BLVD NE AND N OF BROADWAY ST NE (100' ROW)**PROPOSED**

*SIDEWALK RECOMMENDED
FOR A FUTURE BUILD-OUT

**EXISTING**

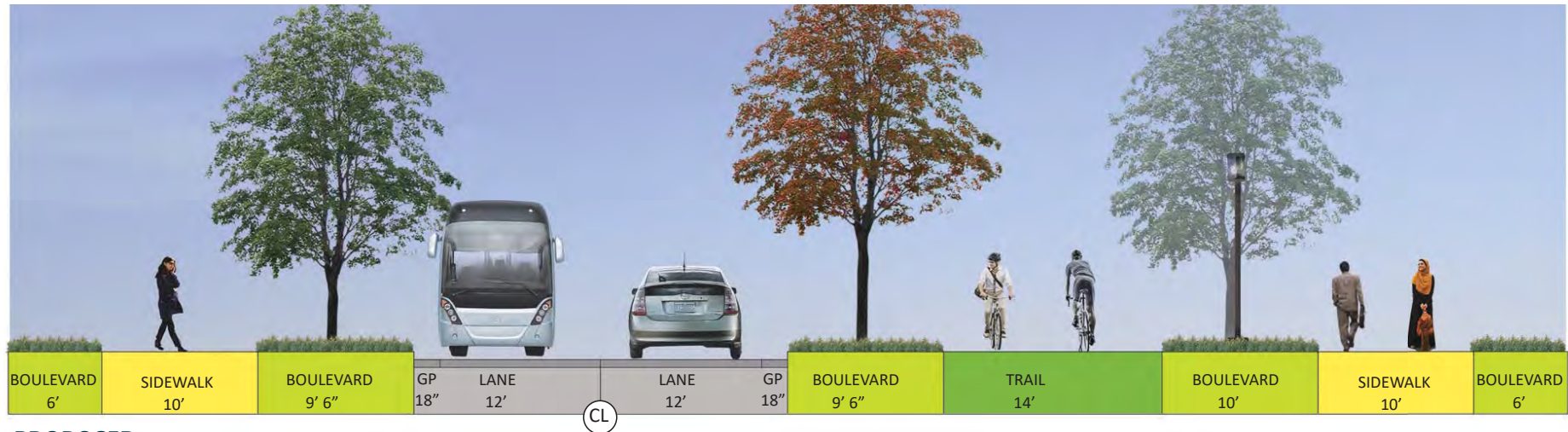
*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

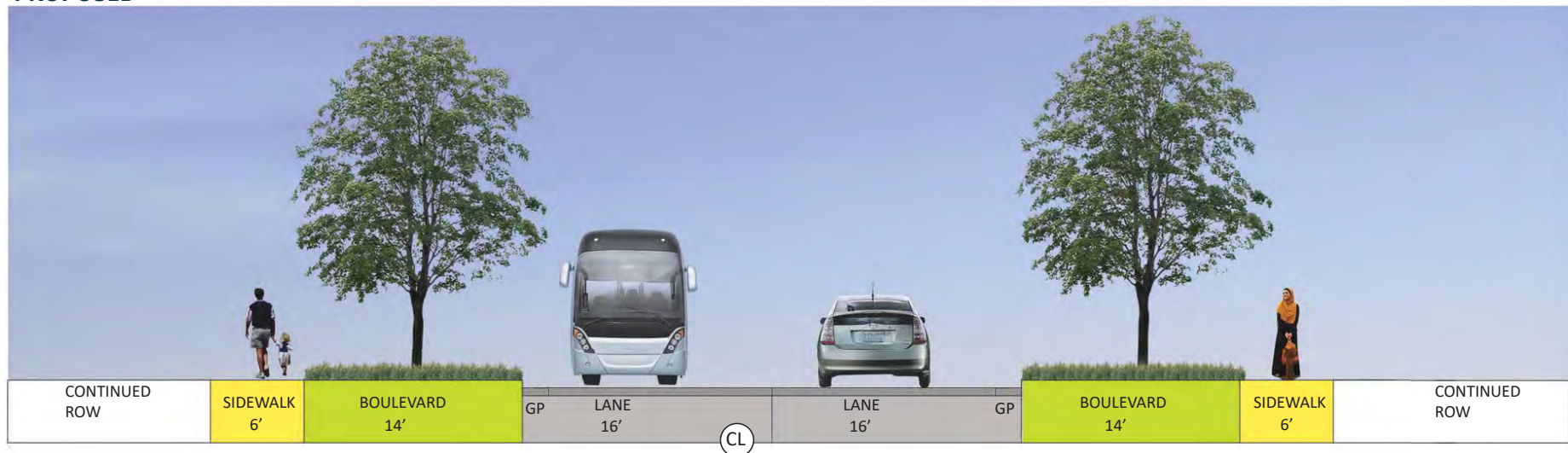
SECTION KEY

SEE PREVIOUS PAGE

SECTION M: ST. ANTHONY BOULEVARD AT GROSS GOLF COURSE (WEST OF TRAIL CROSSING) (100' EXISTING ROW)



PROPOSED



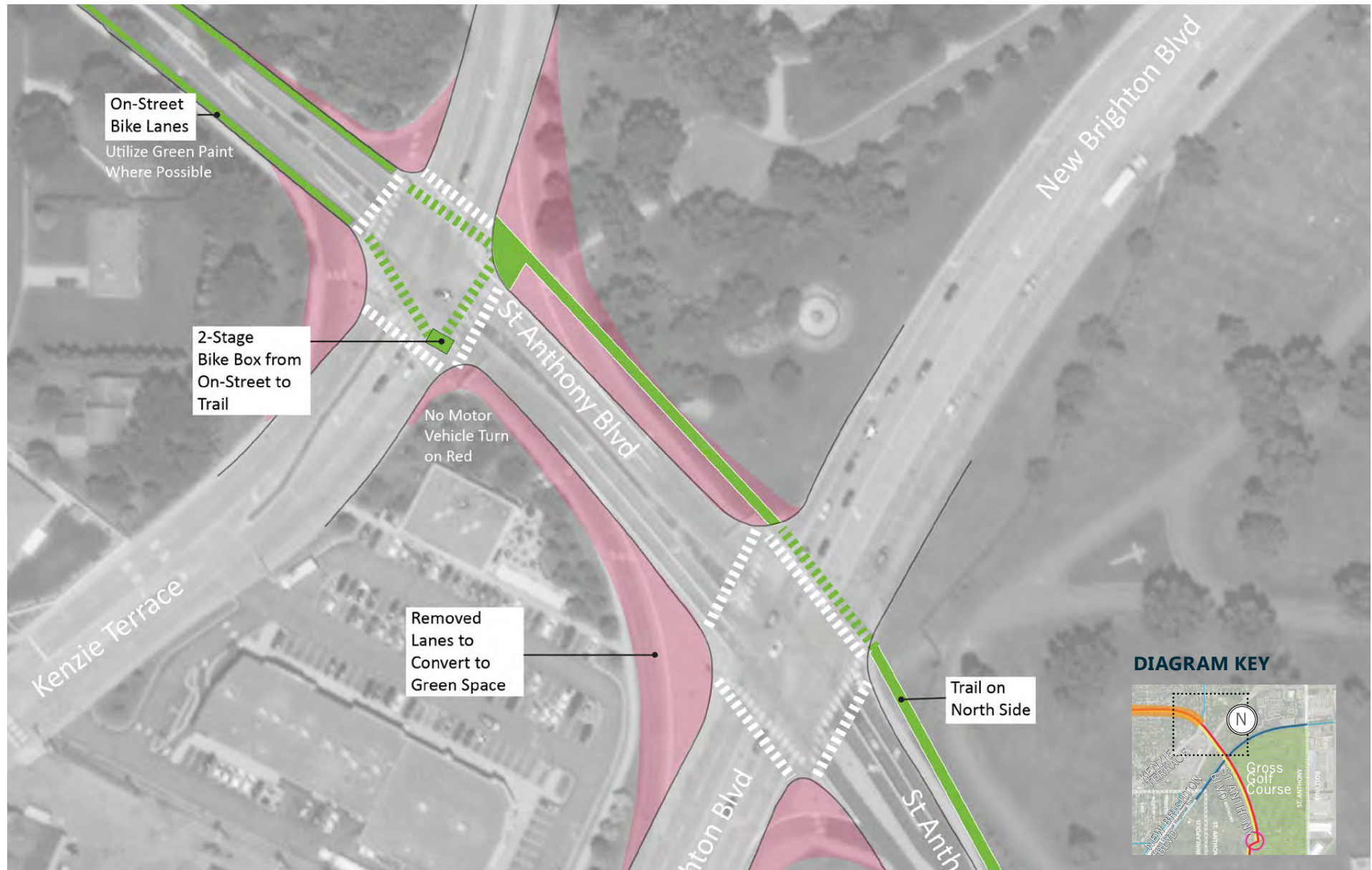
EXISTING

*LOCATE LIGHTING AND UTILITIES PER CITY CODE

*GUTTER PAN (GP): 18" MINIMUM

SECTION KEY



DIAGRAM N: INTERSECTION PLAN OF ST. ANTHONY BOULEVARD AND KENZIE TERRACE (OFF-STREET TO ON-STREET TRAIL)BOULEVARD

TRAILSIDE AMENITIES:

Along the route map, there are potential green space identified that are considered part of the regional trail. They offer spots along the route for rest, stormwater capture, gathering, and wayfinding. Depending on the surrounding context, they may be restored and remediated wetlands, pocket-park nodes of green space, or simply a sign or bench along the route. The added open space will provide a much needed element to an area of the city that is highly developed and without any significant adjacent or nearby natural resources.

MAP LEGEND**PREFERRED ROUTE**

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only

EXISTING

- Existing Regional Trails
- Existing Grand Rounds Route
- Existing Bike Route (Other)
- MPRB Property
- Green Line LRT and Stations

YELLOW AND PURPLE ROUTES

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only
- Sub-Option

YELLOW ROUTE:

- Bike + Pedestrian + Automobile

OTHER

- On Street Route Segment
- Potential Location of Trailside Amenities

- Preferred Route: Elevated Crossing
- Purple Route: Elevated Crossing
- Yellow Route: Elevated Crossing



Railroad Crossing

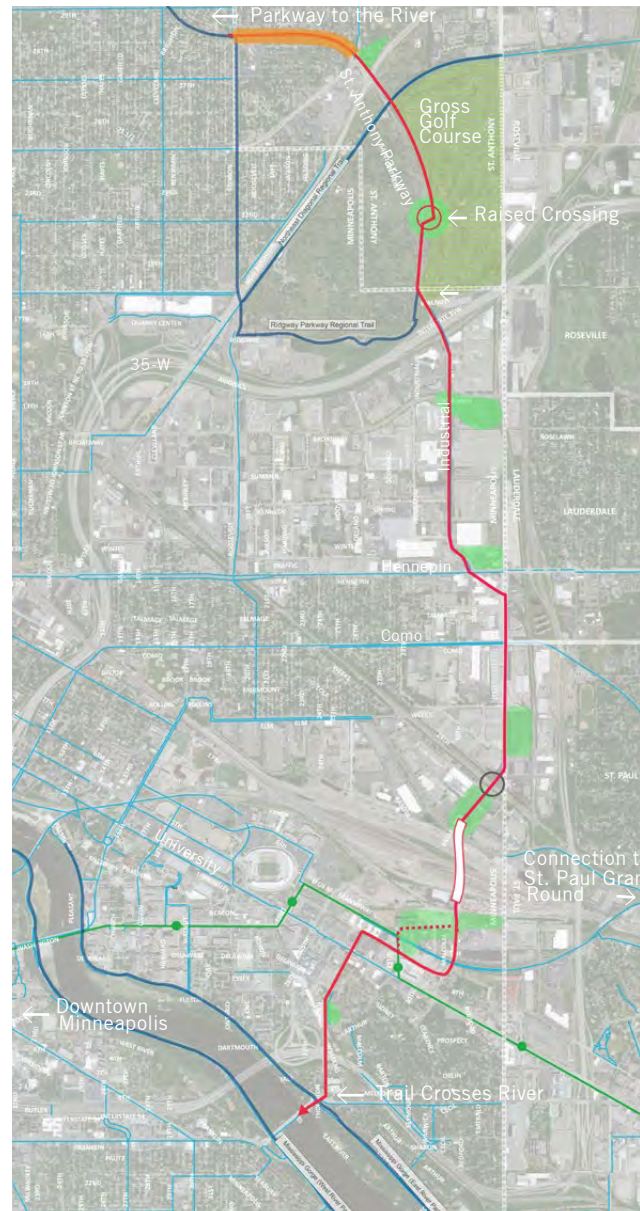
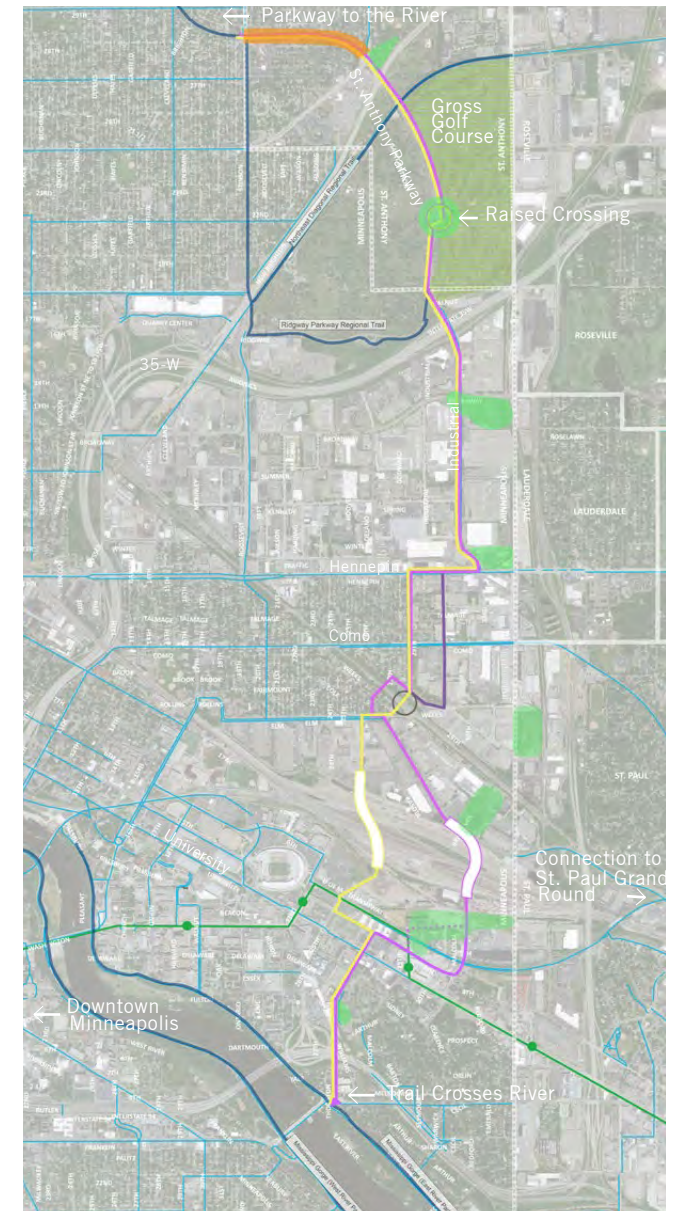
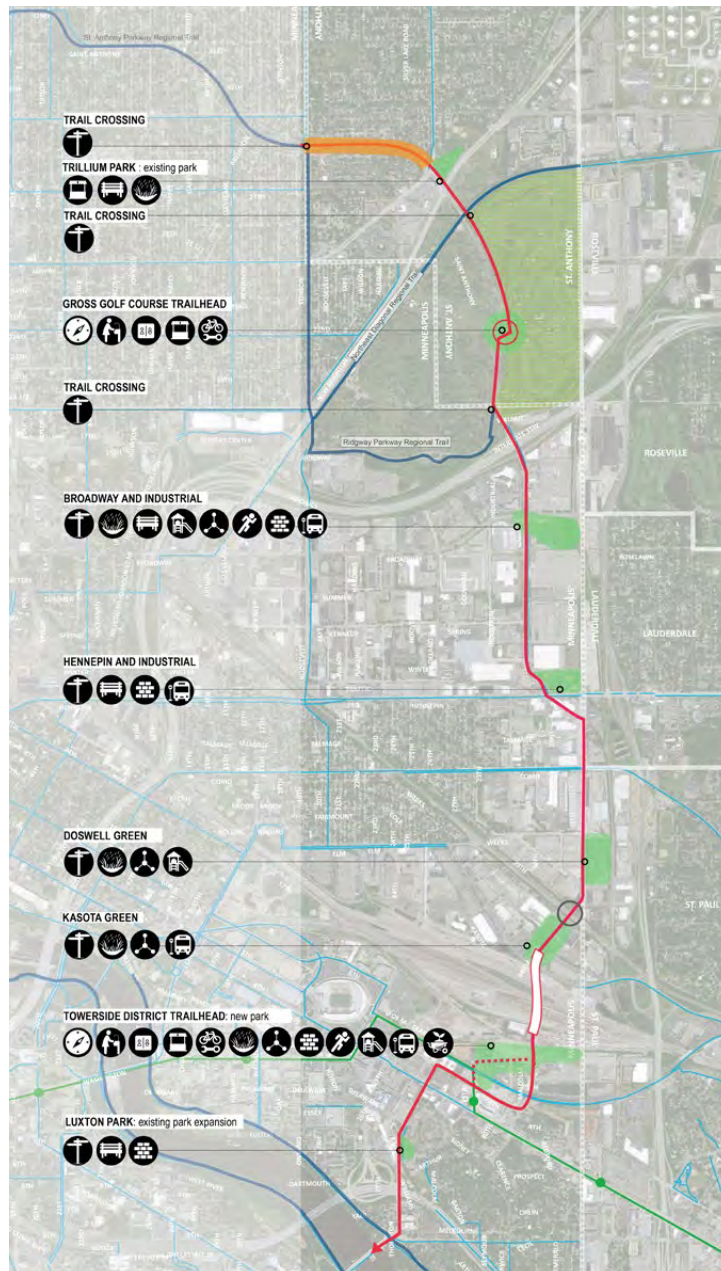
FIGURE 41 | PREFERRED ROUTE: POTENTIAL GREEN SPACES**FIGURE 42 | YELLOW AND PURPLE ROUTES: POTENTIAL GREEN SPACES**

FIGURE 43 |PREFERRED ROUTE PLAN : TRAILSIDE AMENITIES**MAP LEGEND****PREFERRED ROUTE**

- Bike + Pedestrian + Automobile
- - - Bike + Pedestrian Access Only
- Preferred Route: Elevated Crossing
- Railroad Crossing

OTHER

- On Street Route Segment
- Potential Location of Trailside Amenities

EXISTING

- Existing Grand Rounds Route
- Existing Bike Route (Other)
- MPRB Property
- Green Line LRT and Stations
- Existing Regional Trails

WAYFINDING

- TRAILHEAD
- TRAIL SYSTEM KIOSK (TRAIL MAPS, PARK ANNOUNCEMENTS, OTHER)
- TRAIL DISTANCE SIGN
- PUBLIC TRANSPORTATION CONNECTION POINT

USER AMENITIES

- RESTROOMS
- DRINKING WATER
- BICYCLE REPAIR STATION

REST AND GATHERING

- PLAZA AREA
- SEATING

NATURAL SYSTEMS

- NATURAL AREA: STORMWATER FEATURE
- NATURAL AREA: POLLUTION REMEDIATION

OTHER GREEN SPACE AMENITIES

- PLAY AREA
- SPORTS OR FITNESS FEATURE (FIELDS OR COURTS)
- URBAN AGRICULTURE ZONE

TRAILSIDE AMENITY EXAMPLES



 TRAILHEAD GATEWAY



 TRAIL DISTANCE SIGN



 TRAIL KIOSK



 RESTROOMS



 WATER FOUNTAIN



 BICYCLE MAINTENANCE STATION



 PLAZA AREA



 SEATING



 SPORTS/FITNESS FEATURE (FIELD/COURT)



 NATURAL AREA: POLLUTION REMEDIATION



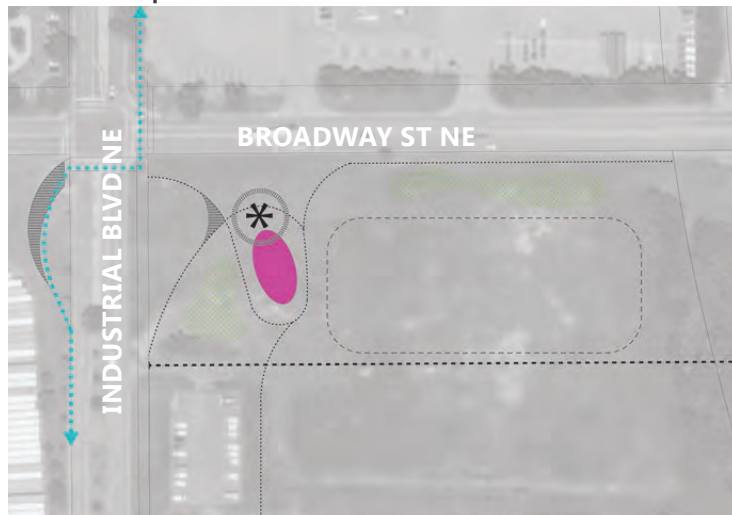
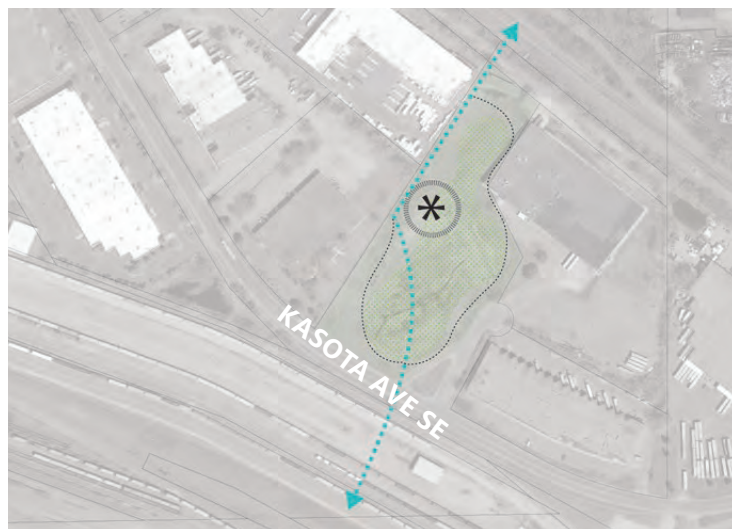
 NATURAL AREA: STORMWATER AREA



 PLAY FEATURE

FIGURE 45 | CONSTRUCTION COST ESTIMATES FOR TRAILSIDE AMENITIES BY SITE

AMENITY SITE	FEATURE	2019 ESTIMATED COST
TRILLIUM	Naturalized areas	\$4,745.94
	Seating	\$6,074.80
	Kiosk	\$28,921.73
	Total	\$39,742.46
GROSS GOLF COURSE	Bike Maintenance Station	\$3,796.75
	Drinking Fountain	\$3,037.40
	Benches	\$3,037.40
	Kiosk	\$28,921.73
	Toilet and Maintenance Building	\$360,691.07
	Total	\$399,484.35
BROADWAY AND INDUSTRIAL	Naturalized areas	\$9,491.87
	Play Area	\$379,674.82
	Benches	\$12,149.59
	Trail Sign	\$2,278.05
	Total	\$403,594.33
HENNEPIN AND INDUSTRIAL	Naturalized areas	\$4,745.94
	Benches	\$3,037.40
	Trail Sign	\$28,921.73
	Total	\$36,705.06
DOSWELL	Naturalized areas	\$9,491.87
	Play Area	\$379,674.82
	Benches	\$12,149.59
	Trail Sign	\$2,278.05
	Total	\$403,594.33
KASOTA	Naturalized areas	\$4,745.94
	Trail Sign	\$28,921.73
	Total	\$33,667.66
TOWERSIDE DISTRICT	Naturalized areas	\$9,491.87
	Play Area	\$379,674.82
	Benches	\$12,149.59
	Bike Maintenance Station	\$3,796.75
	Drinking Fountain	\$3,037.40
	Kiosk	\$28,921.73
	Toilet and Maintenance Building	\$360,691.07
	Total	\$797,763.23
LUXTON PARK ENTRANCE	Benches	\$12,149.59
	Trail Sign	\$2,278.05
	TOTAL	\$14,427.64
ELM STREET GREEN	Naturalized areas	\$4,745.94
	Trail Sign	\$28,921.73
	Total	\$33,667.66

FIGURE 46 | DIAGRAM OF TRAILSIDE AMENITY LAYOUT**BROADWAY AND INDUSTRIAL****KASOTA GREEN****TRILLIUM PARK****MAP LEGEND**

- GATHERING AREA
- WALKING TRAIL
- REGIONAL TRAIL ROUTE
- STORMWATER AREA
- PLAY AREA
- PLAZA SPACE

FIGURE 47 | GRAND ROUNDS EVALUATION MATRIX

Criteria	How it's Evaluated	Route		
		Malcolm/33rd	25th/24th/27th	Malcolm/Kasota/25th/27th or 29th
Feasible	Ease of implementation in terms of cost and property ownership constraints	Poor	Fair	Good
Interagency Coordination	Encourages interagency coordination with property and right of way owners along the route	Good	Good	Fair
MPRB Parkway Typology	Adheres to ideal Grand Rounds typology whenever possible	Good	Fair	Poor
Increase Park Space and Regional Trail Access in Underserved Areas	Improves access to park facilities in underserved areas	Good	Good	Good
Connect River to St. Anthony Parkway	Creates a connection between the river and St. Anthony Parkway	Good	Good	Good
Industry Importance to City	Minimizes impacts to existing industry including property impacts, movement of freight, and jobs creation	Fair	Good	Good
Mitigate Environmental Justice Challenges in Industrial Areas and Corridors Near Freeways	Mitigates air, soil and water pollution in the area	Fair	Fair	Fair
Asset to Neighborhoods it Passes Through	Benefits the quality of life of residents along the route	Fair	Good	Good
Safety*	Safe and comfortable for users of all ages and abilities. Reduces conflicts with motor vehicles, freight, and other uses at driveway crossings, with adjacent truck traffic, length of bridge crossings, and intersection crossings	Good	Fair	Poor
Connections to Public Transportation*	Ease of access to public transit	Good	Fair	Good

*Criteria added by MPRB staff

GRAND ROUNDS EVALUATION MATRIX

EVALUATION SUMMARY

Malcolm/33rd (Metropolitan Council Preferred Route): This route provides the greatest opportunity for a full parkway typology, meaning that separated bike, pedestrian and vehicular traffic could be accommodated in most right of way along the route, with room for boulevards on both sides of the street. This route poses moderate challenges in terms of land acquisition as the route is not on existing streets and would need to be constructed between Kasota and Hennepin, which would require easements or acquisition of private parcels. Because of this, it also ranks lower around supporting industry. It passes through the lowest density areas in terms of residential population which may mean lower projected ridership for the route than other alternatives. There is strong community support for this option with the crossing of the railyard from the Towerside District and the creation of new parkland through largely industrial areas where there are few or no park amenities.

25th/ 24th/ 27th: This route would bypass the Towerside District which would miss an opportunity to create a backbone of parkland and a regional trail in the emerging district. However, it does take the trail up through a residential area of SE Como which would be a benefit to the community. It is ranked fair as a feasible alternative because the right of way on the residential streets and the traversing of Hennepin Ave are both challenges to the parkway typology. This option remains an alternative if other agencies were to pursue the crossing of the railyard at 25th instead of closer to Malcolm. This option may provide a more direct travel route for cyclists from the river to St. Anthony Parkway, depending on the railroad crossing.

Malcolm/Kasota/25th/27th or 29th: In terms of interagency coordination, this route ranks the lowest if it were to take 29th because the UofM has noted that they would prefer that the trail not travel on or adjacent to University property on 29th. However, this route does pass through Towerside, which has strong community support. If the route took 27th through SE Como, it could connect to a more densely populated residential community and be a benefit to both the emerging Towerside neighborhood as well as the SE Como neighborhood. This route also uses the most existing right of way and ranks high in terms of feasibility.

All routes: Each route has preferences and challenges in regards to interagency coordination. Each route poses some challenges for the ROW constraints, and ongoing coordination is necessary prior to implementation. Extensive coordination has occurred at staff level with all agencies along the route during the 2018 planning process. Each of the routes successfully connects the River to St. Anthony Parkway at Stinson. All routes have the possibility of improving the environmental issues of the area through stormwater capture, reduction of carbon emissions through the introduction of a trail, and potential remediation efforts associated with the development of parkland.

COST ESTIMATE OF METROPOLITAN COUNCIL PREFERRED ROUTE (RED):

UNIVERSITY AVENUE TO NB 35W RAMP

Description	Unit	Unit Price	Est Quantity	Est Expenditure
Parkway/Pedestrian Scale Lighting				\$ 285,000.00
Sawing Pavement	Lin Ft	\$ 7.80	11,850	\$ 92,500.00
Remove Curb and Gutter	Lin Ft	\$ 3.90	12,950	\$ 50,600.00
Remove Pavement (13')	Sq Yd	\$ 13.50	4,916	\$ 66,400.00
Remove Driveway Pavement	Sq Yd	\$ 13.50	1,300	\$ 17,600.00
Remove Catchbasins	Each	\$ 390.00	7	\$ 2,800.00
Concrete Base Repair (1' Wide)	Sq Yd	\$ 55.10	112	\$ 6,200.00
4" Asphalt Patch	Tons	\$ 130.00	29	\$ 3,800.00
Granular Borrow	Cu Yd	\$ 20.70	7,863	\$ 162,800.00
Common Excavation	Cu Yd	\$ 29.50	8,006	\$ 236,200.00
Asphalt Paving	SF	\$ 8.50	214,500	\$ 1,823,300.00
Aggregate Base	Cu Yd	\$ 45.05	3,967	\$ 178,800.00
Move Hydrant	Each	\$ 16,500.00	3	\$ 49,500.00
6" Concrete Walk	Sq Ft	\$ 6.20	137,100	\$ 850,100.00
Drainage Structure	Each	\$ 2,175.00	0	\$ -
12" RC Pipe Sewer	Lin Ft	\$ 110.00	0	\$ -
8" Driveway Pavement	Sq Yd	\$ 82.80	2,070	\$ 171,400.00
Concrete C & G B624	Lin Ft	\$ 20.75	15,750	\$ 326,900.00
Signal Modifications	Each	\$ 25,000.00	1	\$ 25,000.00
4" Painted Stripe	Lin Ft	\$ 0.75	2,600	\$ 2,000.00
Sodding Type Lawn	Sq Yd	\$ 4.00	3,090	\$ 12,400.00
Easement	Each	\$ 311,336.00	1	\$ 311,400.00
Bridge	Each	\$ 14,025,000.00	1	\$ 14,025,000.00
RR Crossing	Each	\$ 250,000.00	1	\$ 250,000.00
Construction Subtotal				\$ 18,950,000.00
Traffic Control (10%)				\$ 1,895,000.00
Subtotal				\$ 20,845,000.00
Contingency (25%)				\$ 5,212,000.00
Subtotal				\$ 26,057,000.00
Inflation (5%)				\$ 1,303,000.00
Subtotal				\$ 22,148,000.00
Engineering (15%)				\$ 3,323,000.00
Subtotal				\$ 25,471,000.00
General Fund Overhead (5%)				\$ 1,274,000.00
Project Total				\$ 26,745,000.00

*Expenditures would be met through cost share with other public agencies.

COST ESTIMATE OF THE YELLOW ROUTE:

UNIVERSITY AVENUE TO NB 35W RAMP

Description	Unit	Unit Price	Est Quantity	Est Expenditure
Parkway/Pedestrian Scale Lighting				\$ 245,000.00
Sawing Pavement	Lin Ft	\$ 7.80	11,600	\$ 90,500.00
Remove Curb and Gutter	Lin Ft	\$ 3.90	11,640	\$ 45,400.00
Remove Pavement (13')	Sq Yd	\$ 13.50	4,698	\$ 63,500.00
Remove Driveway Pavement	Sq Yd	\$ 13.50	1,360	\$ 18,400.00
Remove Catchbasins	Each	\$ 390.00	5	\$ 2,000.00
Concrete Base Repair (1' Wide)	Sq Yd	\$ 55.10	98	\$ 5,400.00
4" Asphalt Patch	Tons	\$ 130.00	21	\$ 2,800.00
Granular Borrow	Cu Yd	\$ 20.70	7,350	\$ 152,200.00
Common Excavation	Cu Yd	\$ 29.50	7,515	\$ 221,700.00
Asphalt Paving	SF	\$ 8.50	212,000	\$ 1,802,000.00
Aggregate Base	Cu Yd	\$ 45.05	3,925	\$ 176,900.00
Move Hydrant	Each	\$ 16,500.00	3	\$ 49,500.00
6" Concrete Walk	Sq Ft	\$ 6.20	160,100	\$ 992,700.00
Drainage Structure	Each	\$ 2,175.00	0	\$ -
12" RC Pipe Sewer	Lin Ft	\$ 110.00	0	\$ -
8" Driveway Pavement	Sq Yd	\$ 82.80	1,475	\$ 122,200.00
Concrete C & G B624	Lin Ft	\$ 20.75	14,800	\$ 307,100.00
Signal Modifications	Each	\$ 25,000.00	1	\$ 25,000.00
4" Painted Stripe	Lin Ft	\$ 0.75	2,180	\$ 1,700.00
Sodding Type Lawn	Sq Yd	\$ 4.00	3,140	\$ 12,600.00
Easement	Each	\$ 56,402.00	1	\$ 56,500.00
Bridge	Each	\$ 14,025,000.00	1	\$ 14,025,000.00
RR Crossing	Each	\$ 250,000.00	1	\$ 250,000.00
Construction Subtotal				\$ 18,669,000.00
Traffic Control (10%)				\$ 1,867,000.00
Subtotal				\$ 20,536,000.00
Contingency (25%)				\$ 5,134,000.00
Subtotal				\$ 25,670,000.00
Inflation (5%)				\$ 1,284,000.00
Subtotal				\$ 21,820,000.00
Engineering (15%)				\$ 3,273,000.00
Subtotal				\$ 25,093,000.00
General Fund Overhead (5%)				\$ 1,255,000.00
Project Total				\$ 26,348,000.00

*Expenditures would be met through cost share with other public agencies.

COST ESTIMATE OF THE PURPLE ROUTE:

UNIVERSITY AVENUE TO NB 35W RAMP

Description	Unit	Unit Price	Est Quantity	Est Expenditure
Parkway/Pedestrian Scale Lighting				\$ 230,000.00
Sawing Pavement	Lin Ft	\$ 7.80	12,200	\$ 95,200.00
Remove Curb and Gutter	Lin Ft	\$ 3.90	13,840	\$ 54,000.00
Remove Pavement (13')	Sq Yd	\$ 13.50	5,956	\$ 80,500.00
Remove Driveway Pavement	Sq Yd	\$ 13.50	3,900	\$ 52,700.00
Remove Catchbasins	Each	\$ 390.00	7	\$ 2,800.00
Concrete Base Repair (1' Wide)	Sq Yd	\$ 55.10	124	\$ 6,900.00
4" Asphalt Patch	Tons	\$ 130.00	25	\$ 3,200.00
Granular Borrow	Cu Yd	\$ 20.70	7,950	\$ 164,600.00
Common Excavation	Cu Yd	\$ 29.50	8,270	\$ 244,000.00
Asphalt Paving	SF	\$ 8.50	242,400	\$ 2,060,400.00
Aggregate Base	Cu Yd	\$ 45.05	4,490	\$ 202,300.00
Move Hydrant	Each	\$ 16,500.00	3	\$ 49,500.00
6" Concrete Walk	Sq Ft	\$ 6.20	119,900	\$ 743,400.00
Drainage Structure	Each	\$ 2,175.00	0	\$ -
12" RC Pipe Sewer	Lin Ft	\$ 110.00	0	\$ -
8" Driveway Pavement	Sq Yd	\$ 82.80	1,590	\$ 131,700.00
Concrete C & G B624	Lin Ft	\$ 20.75	11,800	\$ 244,900.00
Signal Modifications	Each	\$ 25,000.00	1	\$ 25,000.00
4" Painted Stripe	Lin Ft	\$ 0.75	2,750	\$ 2,100.00
Sodding Type Lawn	Sq Yd	\$ 4.00	2,950	\$ 11,800.00
Easement	Each	\$ 45,839.00	1	\$ 45,900.00
Bridge	Each	\$ 14,025,000.00	1	\$ 14,025,000.00
RR Crossing	Each	\$ 250,000.00	1	\$ 250,000.00
Construction Subtotal				\$ 18,726,000.00
Traffic Control (10%)				\$ 1,873,000.00
Subtotal				\$ 20,599,000.00
Contingency (25%)				\$ 5,150,000.00
Subtotal				\$ 25,749,000.00
Inflation (5%)				\$ 1,288,000.00
Subtotal				\$ 21,887,000.00
Engineering (15%)				\$ 3,284,000.00
Subtotal				\$ 25,171,000.00
General Fund Overhead (5%)				\$ 1,259,000.00
Project Total				\$ 26,430,000.00
Project Total				\$ 27,689,000.00

*Expenditures would be met through cost share with other public agencies.

COST ESTIMATE OF ST.ANTHONY PARKWAY SECTION (35W TO KENZIE TERRACE): ALL ROUTES

Description	Unit	Unit Price	Est Quantity	Est Expenditure
Parkway/Pedestrian Scale Lighting			131	\$ 131,093.33
Sawing Pavement	Lin Ft	\$ 7.80	9,832	\$ 76,700.00
Remove Curb and Gutter	Lin Ft	\$ 3.90	9,832	\$ 38,400.00
Remove Pavement (13')	Sq Yd	\$ 13.50	2,185	\$ 29,500.00
Remove Catchbasins	Each	\$ 390.00	2	\$ 800.00
Granular Borrow	Cu Yd	\$ 20.70	3,714	\$ 76,900.00
Common Excavation	Cu Yd	\$ 29.50	9,286	\$ 274,000.00
Asphalt Paving	SF	\$ 8.50	3,687	\$ 31,400.00
Aggregate Base	Cu Yd	\$ 45.05	728	\$ 32,900.00
Move Hydrant	Each	\$ 16,500.00	3	\$ 49,500.00
6" Concrete Walk	Sq Ft	\$ 6.20	98,320	\$ 609,600.00
Drainage Structure	Each	\$ 2,175.00	2	\$ 4,400.00
12" RC Pipe Sewer	Lin Ft	\$ 110.00	8	\$ 900.00
8" Driveway Pavement	Sq Yd	\$ 82.80	109	\$ 9,100.00
Concrete C & G B624	Lin Ft	\$ 20.75	9,832	\$ 204,100.00
Sodding Type Lawn	Sq Yd	\$ 23.30	19,664	\$ 458,200.00
Raised Crossing	Each	\$ 15,000.00	1	\$ 15,000.00
Construction Subtotal				\$ 2,043,000.00
Traffic Control (10%)				\$ 205,000.00
Subtotal				\$ 2,248,000.00
Contingency (25%)				\$ 562,000.00
Subtotal				\$ 2,810,000.00
Inflation (5%)				\$ 141,000.00
Subtotal				\$ 2,389,000.00
Engineering (15%)				\$ 359,000.00
Subtotal				\$ 2,748,000.00
General Fund Overhead (5%)				\$ 138,000.00
Project Total				\$ 2,886,000.00

COST ESTIMATE OF ST.ANTHONY PARKWAY SECTION (KENZIE TERRACE TO STINSON BLVD): ALL ROUTES

Description	Unit	Unit Price	Est Quantity	Est Expenditure
Parkway/Pedestrian Scale Lighting			62	\$ 61,626.67
Tree Plantings		\$ 450.00	92	\$ 41,598.00
Signal Modifications	Each	\$ 25,000.00	2	\$ 50,000.00
4" Painted Stripe	Lin Ft	\$ 0.75	4,622	\$ 3,500.00
Sawing Pavement	Lin Ft	\$ 7.80	4,622	\$ 36,100.00
Remove Curb and Gutter	Lin Ft	\$ 3.90	4,622	\$ 18,100.00
Remove Catchbasins	Each	\$ 390.00	6	\$ 2,400.00
Granular Borrow	Cu Yd	\$ 20.70	1,746	\$ 36,200.00
Common Excavation	Cu Yd	\$ 29.50	4,365	\$ 128,800.00
Asphalt Paving	SF	\$ 8.50	12,133	\$ 103,200.00
Aggregate Base	Cu Yd	\$ 45.05	1,198	\$ 54,000.00
Move Hydrant	Each	\$ 16,500.00	4	\$ 66,000.00
6" Concrete Walk	Sq Ft	\$ 6.20	23,110	\$ 143,300.00
Drainage Structure	Each	\$ 2,175.00	2	\$ 4,400.00
12" RC Pipe Sewer	Lin Ft	\$ 110.00	21	\$ 2,400.00
Concrete C & G B624	Lin Ft	\$ 20.75	4,622	\$ 96,000.00
Sodding Type Lawn	Sq Yd	\$ 23.30	9,244	\$ 215,400.00
Construction Subtotal				\$ 1,064,000.00
Traffic Control (10%)				\$ 107,000.00
Subtotal				\$ 1,171,000.00
Contingency (25%)				\$ 293,000.00
Subtotal				\$ 1,464,000.00
Inflation (5%)				\$ 74,000.00
Subtotal				\$ 1,245,000.00
Engineering (15%)				\$ 187,000.00
Subtotal				\$ 1,432,000.00
General Fund Overhead (5%)				\$ 72,000.00
Project Total				\$ 1,504,000.00

*Expenditures would be met through cost share with other public agencies.

COST ESTIMATE OF 27TH AVENUE SECTION (WEST RIVER ROAD TO UNIVERSITY AVENUE): ALL ROUTES

Description	Est Expenditure
Parkway/Pedestrian Scale Lighting	\$ 70,000.00
Sawing Pavement	\$ 21,900.00
Remove Curb and Gutter	\$ 10,400.00
Remove Pavement (13')	\$ 71,400.00
Remove Catchbasins	\$ 2,000.00
Granular Borrow	\$ 27,500.00
Common Excavation	\$ 187,100.00
Move Hydrant	\$ 16,500.00
6" Concrete Walk	\$ 197,200.00
Drainage Structure	\$ -
12" RC Pipe Sewer	\$ -
8" Driveway Pavement	\$ 16,700.00
Concrete C & G B624	\$ 55,000.00
Sodding Type Lawn	\$ 5,900.00
Construction Subtotal	\$ 682,000.00
Traffic Control (10%)	\$ 69,000.00
Subtotal	\$ 751,000.00
Contingency (25%)	\$ 188,000.00
Subtotal	\$ 939,000.00
Inflation (5%)	\$ 47,000.00
Subtotal	\$ 798,000.00
Engineering (15%)	\$ 120,000.00
Subtotal	\$ 918,000.00
General Fund Overhead (5%)	\$ 46,000.00
Project Total	\$ 964,000.00

*Expenditures would be met through cost share with other public agencies.

Grand Rounds Missing Link Master Plan

APPENDIX A

This Appendix includes sections from the Minneapolis Park and Recreation Board's East of the River Park Master Plan (ERPMP). The Grand Rounds Missing Link Regional Trail Master Plan was included in this overarching planning process for NE and SE Minneapolis's neighborhood parks, because it runs through and is inextricably linked to local neighborhood parks. This had the additional benefit of leveraging a much larger planning process to bring more people into the Grand Rounds Missing Link master plan process. Included here are portions of Chapter 2 (Planning Process) and Chapter 3 (Service Area Vision) that are pertinent to the Luce Line master plan. All the engagement efforts described herein included the Grand Rounds Missing Link master plan, and the guiding principles apply to the regional trail, where appropriate. A note on pagination: The chapters included in this appendix originally appeared in the overall ERPMP document *before* the section on the regional trail, which appears in Chapter 4 of that document. Page numbers have been retained to ensure consistency with various versions of this MPRB-adopted document.

2

PLANNING PROCESS



Image 11 | Youth Design Team talks to community members. Source: MPRB

COMMUNITY ENGAGEMENT

The East of the River Park Master Plan is the result of more than 1 ½ years of planning and design by MPRB staff, the community, and hired technical consultants. More than **90 community engagement events** were held and several different stages of input garnered thousands of individual comments on park plans, guiding principles, and the planning process itself. The backbone of community engagement was the 19-member Community Advisory Committee (CAC), a group of community members appointed by MPRB Commissioners, City Council Members, and Neighborhood Organizations. The CAC met 12 times as a group. CAC members also created a working group to address the Regional Trail system and Grand Rounds Missing Link. The workgroup delved in more deeply into their topic area and reported back to the full CAC along with a recommendation on the final route for the Grand Rounds Missing Link. Many CAC members also connected directly with their networks and neighbors to bring valuable insight to the planning process.

Throughout the process, MPRB staff expended significant efforts to reach out to community members often left out of planning processes, namely people of youth, seniors, and people of color. Staff and design team members attended numerous community events, both in and outside of parks, door knocked, and often simply visited parks on busy days to talk with users. Southeast Minneapolis is home to the University of Minnesota, and reaching out to the student, staff, and faculty population was also a core strategy for outreach which included appointing a student to the CAC, presenting on the plan in courses, and even organizing a walking tour for a student club of neighborhood parks. Four other efforts were specifically envisioned to involve more East of the River in the process and to make the design process itself more transparent: the Youth Design Team, the Data Jam, Design Week, and the Plan Van pop-up park engagement tour.

The Youth Design Team (YDT) employed high school students to participate in the planning of neighborhood parks in NE and

SE Minneapolis. During the year-long process, these youth worked with MPRB planning staff, design consultants, local artists, and community members to help bring important youth perspectives and creative ideas to the process and park plans. Youth Design Team participants went through a competitive application process, were 15-19 years old, live or attend school in Northeast or Southeast Minneapolis, and are interested in parks, design, and/or policy making. The YDT worked on all stages of the plan including site inventory and analysis, community data collection, data analysis, and park planning and design. The YDT had hands-on experience learning concepts, building skills, and gaining professional experience, all while helping to impact the future of parks in their communities.

All the gathered input was incorporated into the Data Jam (see appendix B) and provided to park designers. The Youth Design Team was the first of its kind at MPRB and is unique in the public sector, but did build off the success of other youth job

initiatives at MPRB including the Green Team program.

At CAC meeting #5, the CAC and general public participated in MPRB's first ever Data Jam. In an effort to involve the community in not just the gathering of data, but in the interpretation of that data, meeting participants were asked to sift through collected community engagement and demographic data. They developed major topics for both the service area as a whole, and for each individual park. They worked both individually and collectively, having excellent arguments about what the "public" was actually saying.

The results of the Data Jam fed directly into the initial designs of the parks themselves, which were also prepared in a new and different way. In order to diversify the pool of designers involved in the park designs and to open the process to the CAC and public, over twelve designers, planners, and park staff came together for one week and helped generate initial park designs. These multi-disciplinary design teams represented gender and race diversity. They worked during an intense 4 ½ days that involved site visits, a charette-style working environment, and public events. Design week began with CAC #6, at which CAC members presented guidance from the Data Jam and working groups, then sat at tables with the designers and began thinking about park amenities

and arrangement. Two days later, MPRB opened the design studio doors for a public walk-through, where community members could see the designers' early ideas and chat again with them about park designs. Design week resulted in two concepts for each park and triangle in the service area that were a combination of the hopes of the community, innovations in park design, and policy direction. Each park concept balanced being data driven and a creative vision for the community.

Following design week, two concepts of each park were shared out with the general public for feedback. The planning team hosted four events during this period in addition to the online survey that was open for almost two months, to facilitate robust community dialogue about the concepts for each park. The events included a BBQ with a DJ at a park, a happy hour at a local brewery, a bus tour of all the parks, and a pop-up engagement series in the parks across the service area, called the Plan Van. The Plan Van, hosted by the Youth Design Team and MPRB staff, included a mobile display of all the park concepts, free popsicles, and many opportunities for users of parks to spontaneously provide feedback on the park designs. The Plan Van took the planning process directly into the parks and made it possible for people with a deep understanding of the parks, the users, to weigh in on the designs without having to go online or attend a meeting.



Image 12 | Community designed service area map. Source: MPRB



Image 13 | Toole Design Group presents at Community Advisory Committee meeting on design for accessibility. Source: MPRB

The high amount of community engagement events, the Youth Design Team, the Data Jam, Design Week, and the Plan Van were all done in an effort to ensure that the planning process was open and equitable, and to perform work in the spirit of a racial equity lens. Community engagement unfolded in three main phases, in concert with the gradual evolution of park plans over 19 months (for a detailed list of engagement events, see Appendix A). While there is always room for improvement, and we always learn how to improve our work with every planning process, we can confidently say that the extensive engagement associated with the East of the River Park Master Plan garnered input and dialog from a broad cross-section of the community. The planning team worked hard to reach the broader community in the effort and was supported by local media in getting the word out through evening news coverage and almost monthly articles in local

and neighborhood papers. The ERPMP is the result of input that spans ranges of age, gender, economic status, race and ethnicity, and historic involvement with park planning.

Most important, the planning process and park designs changed over the course of the project in response to the community's voice. The ERPMP process unfolded slowly and deliberately over more than a year and a half, repeatedly asking the community to weigh in at each stage: at the initial visioning, on the community engagement data themselves, on early hand-sketched designs, at the stage of design refinement, and even on this very document, which will doubtlessly change between this draft and the final adopted version.

Though a park planning process cannot solve the deeply entrenched institutional bias that exists throughout

government systems, it can recognize that such bias does exist. It can do its part to make decisions that set the stage for eliminating that bias in areas where MPRB has jurisdiction. MPRB recognizes the importance of the commitment to the ERPMP process many community members have made—especially at a time of heightened tension and dialog around race—and the agency is indebted for that service.

The ERPMP is a significant step forward in ensuring that racial and other bias is eliminated. It envisions a neighborhood park system that meets the needs of the changing community. It aligns park plans with community needs and invests in areas where those needs are greatest. It does not assume the parks will be remade just as they are now. It remakes the parks in the image of the new present and future Minneapolis.

PROJECT TIME LINE

The ERPMP process unfolded in six distinct stages. The following is a brief stage-by-stage overview of the project.

1: EARLY CONNECTIONS AND THE CAC

At the inception of the project, MPRB staff met with multiple community organizations and neighborhood organizations in the Northeast and Southeast Service Area. The purpose of these meetings was to build awareness of the planning process and to also ask for help in broadening the applicant pool for the CAC. In addition, MPRB staff attended park events during this start-up phase, to gather input and encourage CAC applications.

MPRB staff worked closely with appointments on the CAC composition, to ensure broad representation. It must be noted here that, as with any CAC, attendance was never perfect. MPRB recognizes that the multiple evening meetings demanded by the current CAC process can disproportionately affect members of color and those with lower incomes. MPRB will continue to work on improving access to CAC meetings, including continued consideration of altered meeting, always providing food during dinner-time meetings, providing children's activities, and bringing individual CAC members up to speed after the fact when they cannot attend meetings.

2: INVENTORY, ANALYSIS, AND DATA

Somewhat outside the CAC and community engagement process, MPRB and its consultant team prepared an inventory and analysis of park assets, with descriptions of condition and quality, and also a demographic analysis of the service area. These documents were presented during CAC #4 and were included in the Data Jam.

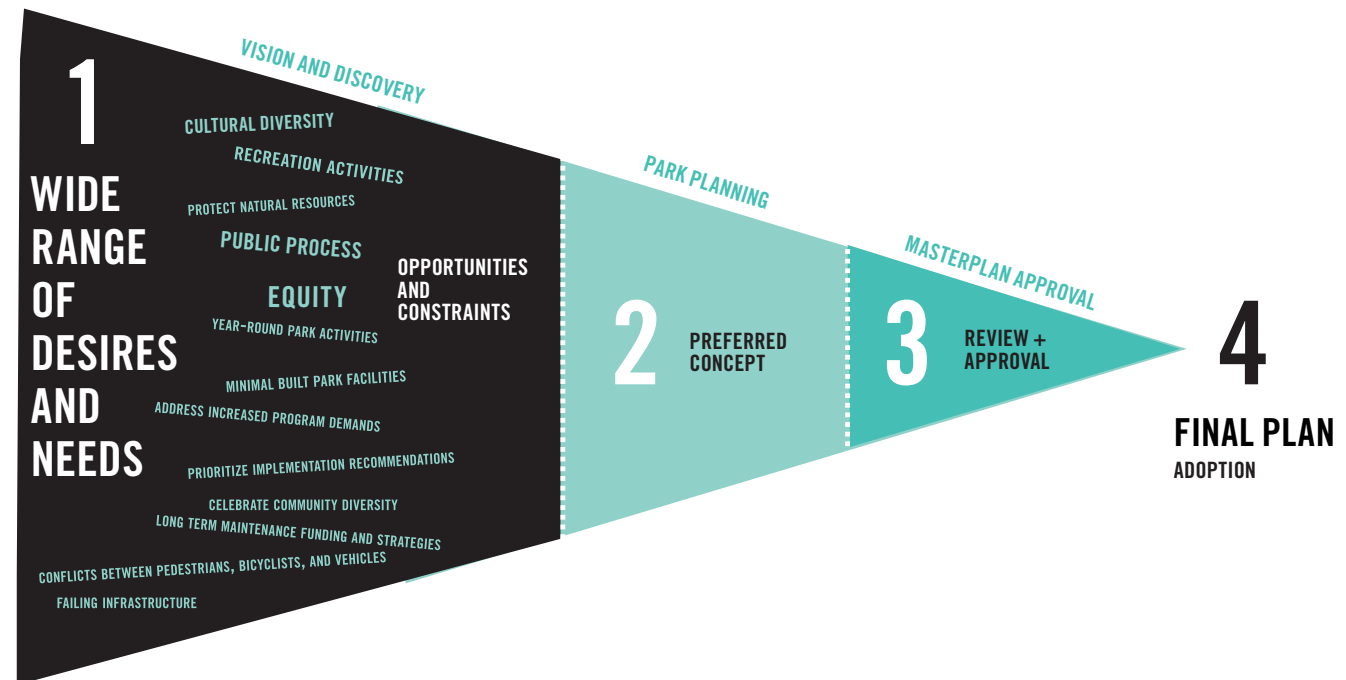


FIGURE 3 | PROJECT TIMELINE

3: PHASE 1 COMMUNITY ENGAGEMENT

MPRB staff, consultants, community connectors, and CAC members attended nearly 90 events that summer, both in the parks and elsewhere. There were also maps of each park and a description of the plan on display in each rec center for several months where park users could make notes. No park designs were presented. Rather, the engagement activities were designed to get people thinking generally about what the park system as a whole should be and what they would like to change or preserve in their local park. And finally, since much of this stage of engagement fell during winter months, when there are fewer community events to attend to get input, the design team developed a series of Park Design Sessions. The Park Design Sessions were hosted in almost every neighborhood in NE and SE Minneapolis and were open to the public. They were designed as hour long creative sessions focused on the parks and triangles in each of the neighborhoods. An average of 20 people attended each of the 80 of design sessions. As a result of these engagements, the design team produced summaries of responses associated with each park and parks in general in the service area. This information was included in the Data Jam and provided critical insight as the design team began drawing the first initial park plans. Also during this phase, MPRB planning staff and consultants met with each recreation center leader as well as with an MPRB team from across the organization. The general input and summaries of the data from this phase are in Appendix B (DATA JAM PACKETS).



Image 14 | TOP : Community member participating in early park visioning. Source: MPRB

Image 15 | BOTTOM LEFT : Perkins + Will staff talks to young park users on early park design concepts. Source: MPRB

Image 16 | BOTTOM RIGHT : Park user reviews concept plans. Source: MPRB



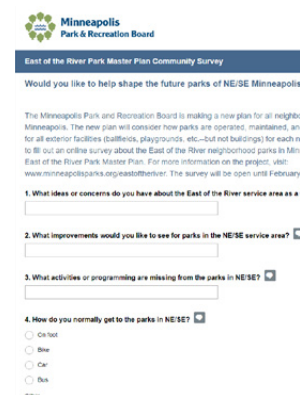
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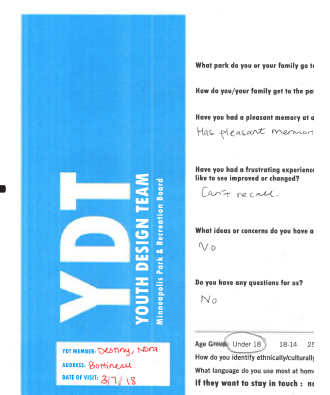
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**METHOD 1:
ACTIVITY SELECTION**
COUNT : 289

**METHOD 2:
DREAM PARK CARDS**
COUNT : 582

**METHOD 3:
DESIGN SESSIONS**
COUNT : 80+

**METHOD 4:
SURVEY**
COUNT : 260

**METHOD 5:
CANVASSING**

FIGURE 4 | PHASE 1 COMMUNITY ENGAGEMENT SUMMARY

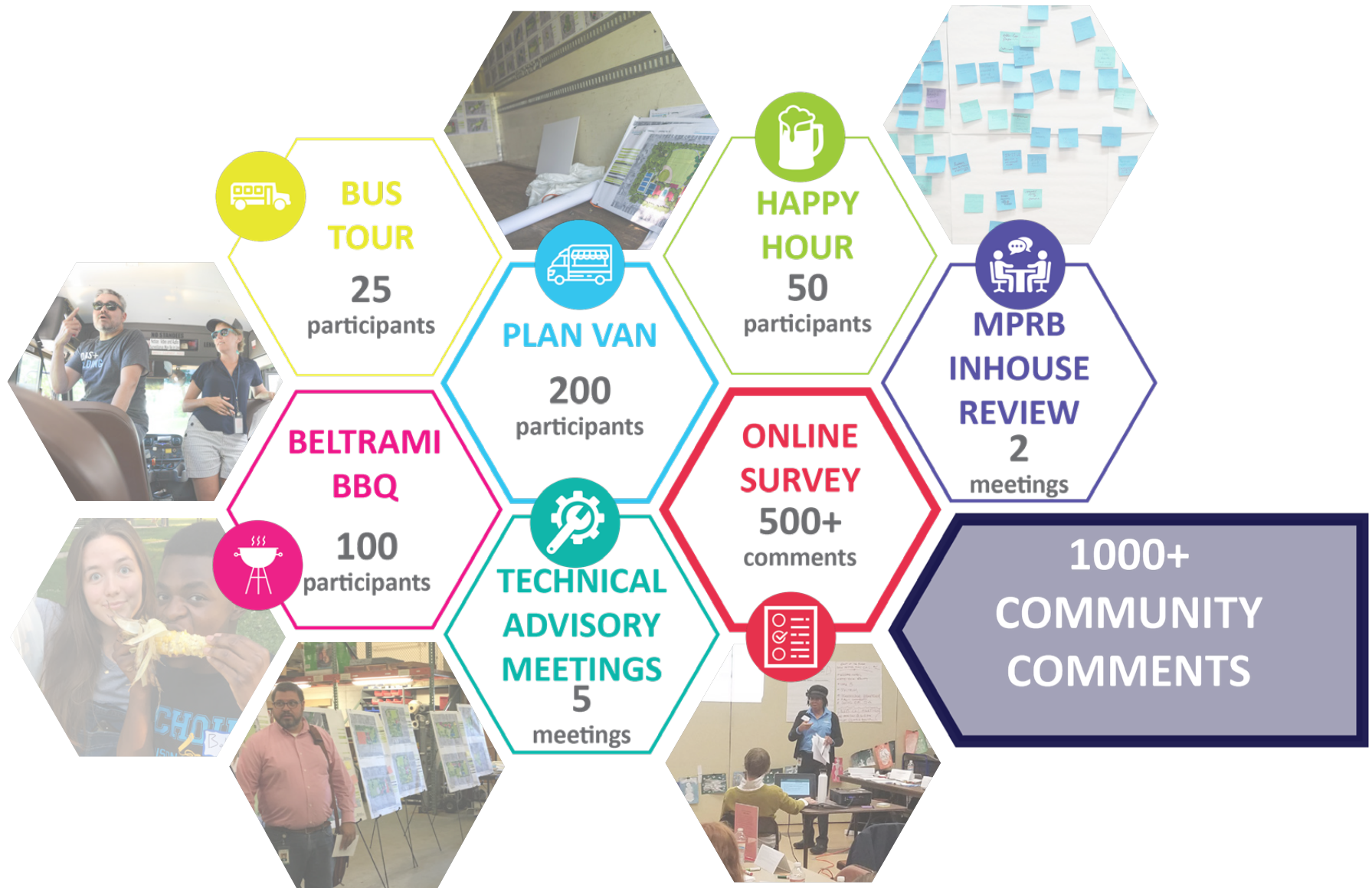
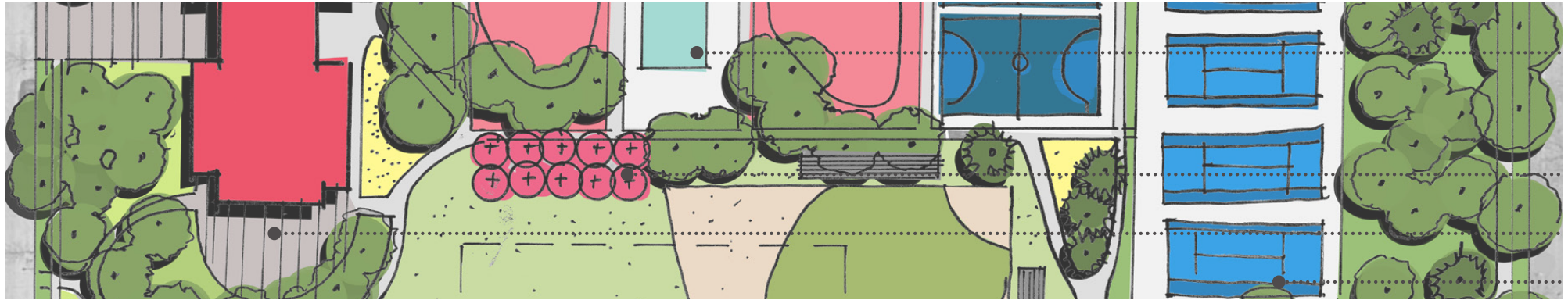


FIGURE 5 | SUMMARY OF COMMUNITY ENGAGEMENT FROM INITIAL CONCEPT REVIEW DURING SUMMER 2018.



4: INITIAL PARK CONCEPTS AND PHASE 2 COMMUNITY ENGAGEMENT

Based on the extensive phase 1 input and the Data Jam in CAC #5, the expanded design team prepared the initial park concepts. During Design Week, the design team reviewed all the community engagement to date and hand-sketched one or two different concept ideas for each park. The team refined these sketches over the course of several weeks and then brought them back out to the community. The designs were intended to spur community discussion, test different ideas, and then be significantly revised in a later stage.

The initial concepts were brought out to the community in several open houses scattered throughout the service area. The open house set-up was such that community members could gather around the different designs and discuss them with neighbors, at times even drawing new solutions right on the initial sketches. MPRB also met with some stakeholder groups during this process and initial concepts were available online with an accompanying survey.

MPRB staff were also asked to weigh in on the concepts through two “in-houses” where the draft concepts were

displayed for staff feedback from across the agency. Over forty staff attended each open house to provide comments and insights on the plans from a variety of perspectives including maintenance, aquatics, events, ecological management, and recreation. Technical advisors from other agencies were also invited to the open houses and for one-on-one conversations about the process as needed. The technical advisors included:

- Metro Transit Planning
- Met Council Parks
- UofM Planning
- City of Minneapolis Long Range Planning
- City of Minneapolis Health Department
- City of Minneapolis Public Works Transportation Planning
- Hennepin County
- City of St. Paul Parks and Bike/Ped staff
- MnDOT
- City of St Anthony
- Minneapolis Public Schools
- Mississippi Watershed Management Organization

All input—on-line, open house, stakeholder, MPRB staff, technical advisor etc.—was entered into MPRB’s on-line survey system to generate detailed summaries for each park and ideas for the service area as a whole. The general input themes are included in the park packet for each park, in Chapter 4.

5: PREFERRED CONCEPTS AND PHASE 3 COMMUNITY ENGAGEMENT

Based on input about the initial concepts, the design team met again in a workshop to discuss revision of the designs. Each park was considered individually and in the context of the service area as a whole, with the draft guiding principles (see Chapter 3) also driving decision-making. The team produced a single “preferred concept” for each park. The service area-wide maps and charts were updated to reflect the preferred concepts.

In CAC #7, members heard from MPRB staff about Operations and Maintenance at MPRB. This session was designed to provide the CAC with more detailed understanding of the maintenance needs and possibilities for the proposed park improvements.

After a year of extensive community engagement with a wide range of people and groups that know and love their parks, community engagement around the preferred concepts centered on the CAC. The preferred concepts were discussed in meetings 10, 11, 12—meetings that regularly attracted between 20 and 30 members of the general public in addition to the CAC members. CAC meeting #10 featured a process of sorting the parks into those that the CAC felt were in the realm of consensus toward recommendation and those that required further discussion. The general public had an opportunity to speak about each park in turn as it was raised to the floor (see Appendix 3 for CAC meeting notes showing the details of the discussion). CAC #11 began the discussion of the “non-consensus” parks. CAC #12 was the final meeting, with the CAC recommending the overall guiding principles, guiding principles for the Grand Rounds Missing Link, and the designs of all parks to the MPRB Commissioners. The CAC did request further exploration of the Caleb Dorr triangle concept with the technical advisory committee and the neighborhood during the public comment period.

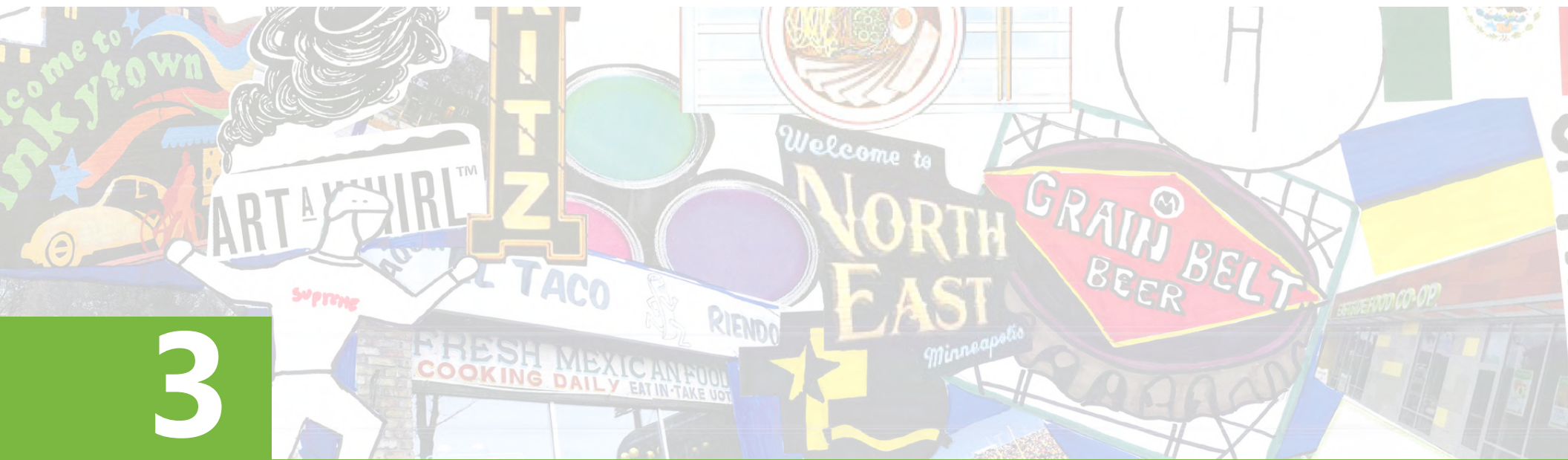
6: PUBLIC COMMENT ON THE ERPMP DOCUMENT AND FINAL APPROVAL

At the conclusion of the CAC process, MPRB staff and consultants prepared the draft ERPMP document and provided it to the community for formal public comment. The document was made available on line and in print at all service area recreation centers. Surveys were made available online or printed in all recreation centers.

As the conclusion of the 45-day comment period, MPRB staff will tabulate the comments, make necessary changes to the document to reflect that input, and bring the Final ERPMP before the Board of Commissioners for approval with a public hearing.

3

SERVICE AREA VISION





GUIDING PRINCIPLES AND STRATEGIES

The Guiding Principles and Strategies will guide the future of neighborhood parks in NE/SE Minneapolis. The Guiding Principles are the values of the parks in the service area and the Strategies, listed below each principle, are how the plan accomplishes the Guiding Principles.

The Principles are organized in three groups: **VALUES**; **DESIGN AND PLANNING**; and **FACILITIES**. The Principles and Strategies offer guidance and a touchstone for making decisions about parks in the service area.

VALUES

1. SAFETY

Work always toward safe parks for all, including a thriving work environment and a safe space for all types of users and modes of travel.

2. PARTNERSHIP

Explore partnerships for funding, programming, stewardship. MPRB cannot and should not do everything on its own.

3. EQUITY

Work with partner agencies to minimize the possibility of displacement as parks improve. Meet underserved community needs within NE and SE by engaging communities in shaping the park designs and programs. Remove barriers to access to parks, recreation opportunities, and programming.

4. SUSTAINABILITY

Meet current park and recreation needs without sacrificing the ability of future generations to meet their own needs by balancing environmental, economic and equity concerns.

5. ACCESSIBILITY

Balance the park amenities across the service area and the City as a whole. Ensure that all park users have equal access to a variety of recreation and park programs, facilities, and opportunities. Ensure that parks are accessible to all abilities and interests.

6. RESPONSIVENESS

Anticipate and thoughtfully respond to the diverse needs of the city's communities, continually seeking to improve park and recreation services. Emphasis will be placed on researching community needs and demographics when considering program and facility delivery. Ongoing, robust and equitable community engagement is an ongoing need in park design, maintenance and programming.

7. WELLNESS

Establish parks and park features that provide opportunities to improve physical, emotional, and spiritual wellbeing. Also work to improve any past pollution of air, soils and water in NE and SE Minneapolis.

PLANNING AND DESIGN

8. MULTIGENERATIONAL

Consider all age ranges in the design and development of parks, with particular focus on:

- a. Youth voice in design, planning, and programming decisions.
- b. More activities and spaces for teens / young adults.
- c. Design for seniors by prioritizing accessibility, offering active, low-impact activities, as well as passive activities, especially in neighborhoods with high populations of seniors and near elder care facilities.
- d. Focus on expanded playground facilities, including playgrounds and nature play facilities in neighborhoods with large concentrations of youth.
- e. Develop universally accessible playgrounds, or playgrounds that are accessible to children of all abilities, in the service area.
- f. In neighborhoods adjacent to a university or with high concentrations of young adults, design parks for young adult uses.



Source: The Silver Blog. <https://www.silvergroup.asia/2012/03/21/age-friendly-parks-multiply-across-australia/>



TOP | Millennium Park. Source: City of Chicago. <https://www.choosechicago.com/things-to-do/parks-and-outdoors/millennium-park/outdoor-fitness-at-the-park/>

BOTTOM | Kids biking. Source: <http://www.balancebikeblog.com/balance-bike/>

9. WELCOMING

Design park spaces and new parks to be welcoming for all. Ensure that park designs, including facilities and overall character, invite people in, are culturally inclusive and appropriate, and meet community needs for access.

- a. Provide facilities for diverse cultural groups in NE and SE, including but not limited to East African and Latino populations.
- b. Provide signage and wayfinding throughout that is culturally inclusive, pictorial or graphic, and ADA accessible.
- c. Ensure consistent access to park amenities including restrooms and water, when available.
- d. Improve lighting on courts and pathways throughout the service area.

10. IMPLEMENTABLE

Plan for the implementation of significant park enhancements with the programmatic, financial, and leadership support of community and agency partners, recognizing MPRB cannot act alone in these projects.

- a. Develop Park Stewardship Agreements for plantings and park areas that are tended by community members.
- b. Align park improvements with timing, funding, planning and design processes of partner agencies including the City of Minneapolis and Minneapolis Public Schools, and other key agency and/or organizational partners.
- c. Design spaces to be flexible so they can accommodate a wide variety of uses.



11. INTEGRATE ARTS AND CULTURE

Create more opportunities for arts, music, and performance that reflect the community — both programmed and spontaneous:

- Include performances spaces in parks throughout the service area.
- Incorporate visual art (sculpture, painting, mosaic, etc.) wherever possible.
- Provide platforms for local artists to share their work.
- Integrate art into infrastructure including railings, wayfinding, rec centers, benches, plazas and more in the parks.
- Amplify the NE Arts District through integrating arts into the infrastructure and programming at parks in the surrounding neighborhoods.



TOP | Nicollet Mall. Source: On Nicollet <http://www.onnicollet.com/design>

BOTTOM | Basketball Court Source: designboom <https://www.designboom.com/art/gue-basketball-court-painting-alessandria-italy-01-27-2017/>

TOP | In Flux. Source: James Brenner <http://www.jamesbrenner.com/in-flux-edison-high-school-minneapolis-mn/>

BOTTOM | J. Mayer H. Times Square. Source: Arch Daily. <https://www.archdaily.com/794882/j-mayer-h-fills-times-square-with-x-shaped-lounge-chairs>



Atlanta Beltline. Source: Perkins + Will

12. NEW PARKS

Seek additional parkland or private land available for public use in key locations:

- Establish a clear strategy for completion of the Grand Rounds Missing Link through the designated Regional Trail Search Corridor.
- Secure a new park in the Towerside Innovation District.
- Resolve ownership and management of triangles across the service area.
- Explore other opportunities to increase the size of current neighborhood parks.
- Designate a search area for pocket parks, micro parks, and neighborhood parks to provide additional parks or amenities for the NE/SE Mid-City Industrial neighborhood, SE Como, and surrounding area.



Buffalo Bayou Park, Houston. Source: SWA. <https://www.swagroup.com/projects/buffalo-bayou-park/>

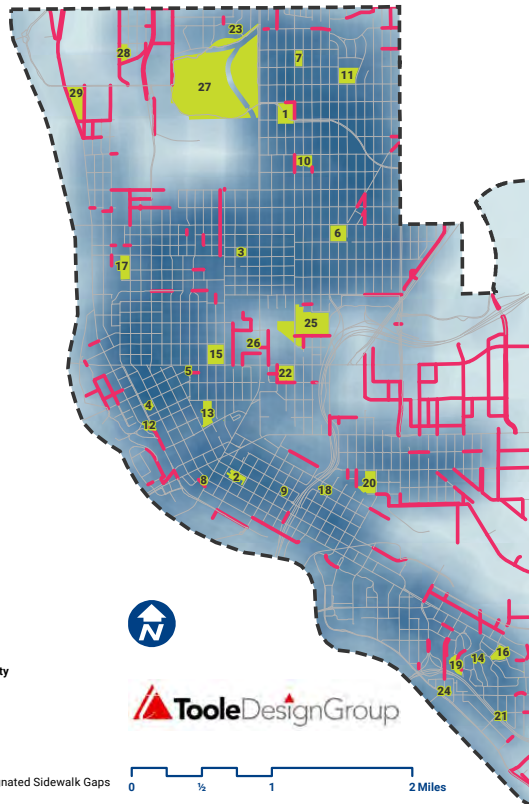
13. IMPROVED CONNECTIONS

Recognize the importance of connections to and between parks:

- Work with partners to implement safe street crossings at all parks, and especially along arterials like Broadway and Central.
- Complete sidewalk gaps in or adjacent to parks.
- Work with the City of Minneapolis to complete and enhance the street network as a connecting web between parks, including consideration of green streets, complete streets, trails and greenways, green alleys, and bicycle infrastructure
- Install wayfinding systems in each park and to recreation centers as well as system maps at neighborhood parks, to direct users to nearby amenities.
- Connect to the Mississippi River, Regional Parks, and the RiverFirst vision.
- Work with partners to improve transit connections to and between parks and improve bus or LRT stop amenities at or adjacent to parks.
- Connect parks and support the vision of the Great Northern Greenway.
- Integrate park planning efforts into regional trail planning efforts, like the Granary Corridor, led by partner agencies.
- Enhance ecological corridor connections, especially along the parkways and river.
- Implement the Grand Rounds Missing Link, or Bridal Veil Regional Trail, as a key trail destination.
- Install wayfinding and interpretive markers at each park along the Grand Rounds in the Service Area.

East of the River
Parks Master Plan

Pedestrian Access



DENSEST NEARBY SIDEWALK NETWORK

1. DEMING HEIGHTS PARK
2. HOLMES PARK
3. JACKSON SQUARE PARK
4. DICKMAN PARK
5. WASHINGTON TRIANGLE
6. WINDOM PARK
7. CAVELL PARK
8. CHUTE SQUARE PARK
9. ELWELL PARK
10. AUDUBON PARK
11. WAITE PARK
12. PIONEER TRIANGLE
13. ST ANTHONY PARK
14. BARTON TRIANGLE
15. LOGAN PARK
16. TOWER HILL PARK
17. BOTTINEAU PARK
18. MARCY PARK
19. LUXTON PARK
20. VAN CLEVE PARK
21. CHERGOSKY PARK
22. BELTRAMI PARK
23. ARCHITECT TRIANGLE
24. CALEB DORR CIRCLE
25. NORTHEAST ATHLETIC FIELD PARK
26. NE ICE ARENA
27. COLUMBIA PARK / GOLF
28. HIVEVIEW PARK
29. XCEL ENERGY FIELDS / PARK

SPARSEST NEARBY SIDEWALK NETWORK

East of the River
Parks Master Plan

Bicycle Access



DENSEST NEARBY BIKE ROUTE NETWORK

1. ELWELL PARK
2. CHUTE SQUARE PARK
3. PIONEER TRIANGLE
4. HOLMES PARK
5. CALEB DORR CIRCLE
6. DICKMAN PARK
7. VAN CLEVE PARK
8. MARCY PARK
9. ARCHITECT TRIANGLE
10. JACKSON SQUARE PARK
11. ST ANTHONY PARK
12. COLUMBIA PARK / GOLF
13. DEMING HEIGHTS PARK
14. LUXTON PARK
15. CHERGOSKY PARK
16. BELTRAMI PARK
17. BOTTINEAU PARK
18. WASHINGTON TRIANGLE
19. NORTHEAST ATHLETIC FIELD PARK
20. NE ICE ARENA
21. XCEL ENERGY FIELDS / PARK
22. WINDOM PARK
23. CAVELL PARK
24. TOWER HILL PARK
25. AUDUBON PARK
26. BARTON TRIANGLE
27. HIVEVIEW PARK
28. LOGAN PARK
29. WAITE PARK

SPARSEST NEARBY BIKE ROUTE NETWORK

FIGURE 6 | EXISTING PEDESTRIAN ACCESS BY PARK.

FIGURE 7 | EXISTING BICYCLE ACCESS BY PARK.

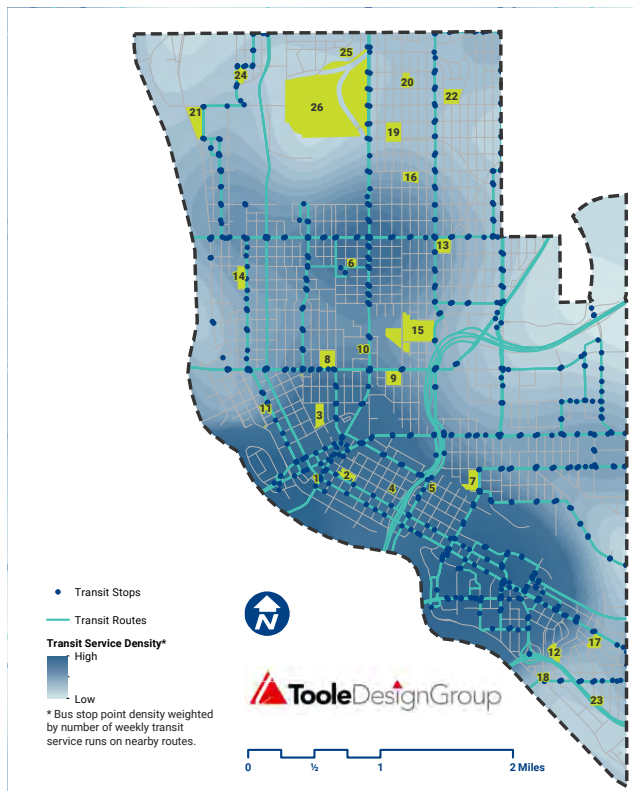


FIGURE 8 | EXISTING PUBLIC TRANSPORTATION ACCESS BY PARK.

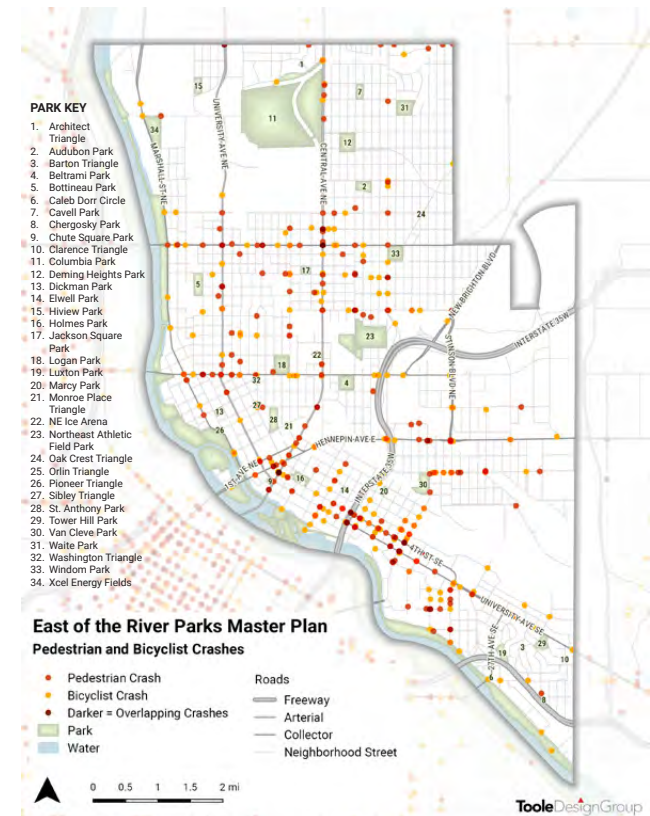


FIGURE 9 | PEDESTRIAN AND BICYCLIST CRASHES IN 2017.

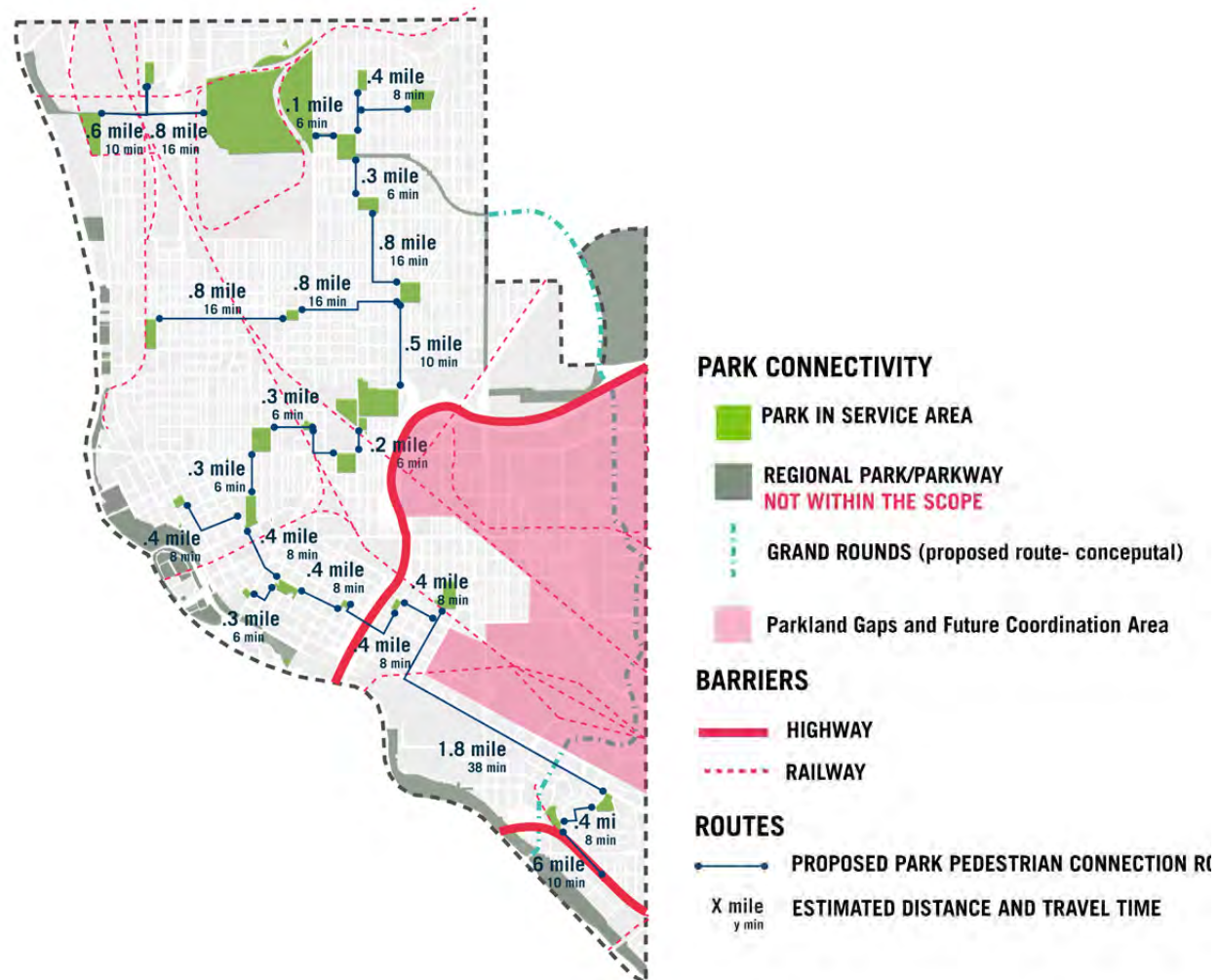


FIGURE 10 | PROPOSED PEDESTRIAN CONNECTIONS BY PARK.

14. COMMUNICATE AND ENGAGE

Clearly communicate around park access, programs and decision making to diverse users.

- Provide clear communications regarding access to restrooms and other park amenities.
- Provide improved wayfinding for all parks in NE and SE Minneapolis
- Provide multiple points of information sharing to the community about park programming and projects.
- Provide multiple points of engagement for community to provide input on park programming.
- Take diverse language groups of park users into account.
- Engage community in decisions about parks whenever possible.

15. FOSTER GATHERING

Create more opportunities for gathering in small groups of friends and family, as well as extended families and in large community groups.

- Include flexible gathering plazas and courtyards in park designs.
- Balance the ability for groups to reserve spaces and drop-in users of the parks.
- Make larger park gathering spaces available to all user groups.
- Develop both more intimate and larger performance spaces. Support the existing neighborhood and park events.



Concert at the Commons, Minneapolis. Source: Damon Farber <http://damonfarber.com/projects/featured/the-commons/>



TOP | Summer Fest. Source: Southwest Journal. <http://www.southwestjournal.com/focus/get-out-guide/2016/06/minneapolis-heats-up-with-summer-fests/>

BOTTOM | Burnside Park, Providence. Source: Project for Public Spaces, <https://pps-placemaking.exposure.co/burnside-park-providence>



Mature Tree Canopy. Source: MPRB

16. ENVIRONMENTAL STEWARDSHIP

Improve park environments, enhance ecological function, and reduce environmental impact through:

- a. Inclusion of natural areas in most parks to both reduce acreage of mown turf and to increase habitat and pollinator friendly spaces.
- b. Develop effective management strategies for natural areas including stormwater BMPs, pollinator gardens and native landscapes.
- c. Explore sustainable construction techniques and materials, even if initial cost may be higher, to improve environmental performance.
- d. Explore alternative energy production, such as solar electric or heating, geothermal heating/cooling, or district energy systems.
- e. Seek out opportunities for stormwater capture and management in partnership with the watershed district, including working to tie into district stormwater systems when possible.
- f. Increase the tree canopy and diversity in NE and SE parks and street network by protecting the existing canopy and planting new trees to reduce the gaps in tree canopy.
- g. Look for opportunities to improve the air and water quality of the parks near industry or freeways and highways.
- h. Create stormwater BMPs at parks that have been identified as effective stormwater treatment locations in the 1NE Watershed in collaboration with the City and watershed district, such as Columbia Park and Golf Course.



Stormwater Infiltration. Source: Perkins + Will.

- i. Plan in concert with other green spaces in the area including but not limited to railroads, City of Minneapolis owned land and right of way, the University of Minnesota open spaces, and other neighboring cities' property.
- j. Knit parklands and green space together and maximize larger patches of natural areas through the service area to enhance ecological function and connect to the Mississippi River and flyway.
- k. Encourage Park Stewardship Agreements to maintain and improve ecologically healthy spaces.

17. SUSTAINABLE MATERIALS

Ensure materials used in park construction are strong, durable, environmentally responsible, easy to maintain, and safe, especially when used by children and seniors.

FIGURE 11 | TRAFFIC RELATED AIR POLLUTION EXPOSURE ZONES

DATA SOURCE: Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects, 2010 ; Best Practices for Reducing Near-Road Pollution Exposure at Schools (EPA), 2015

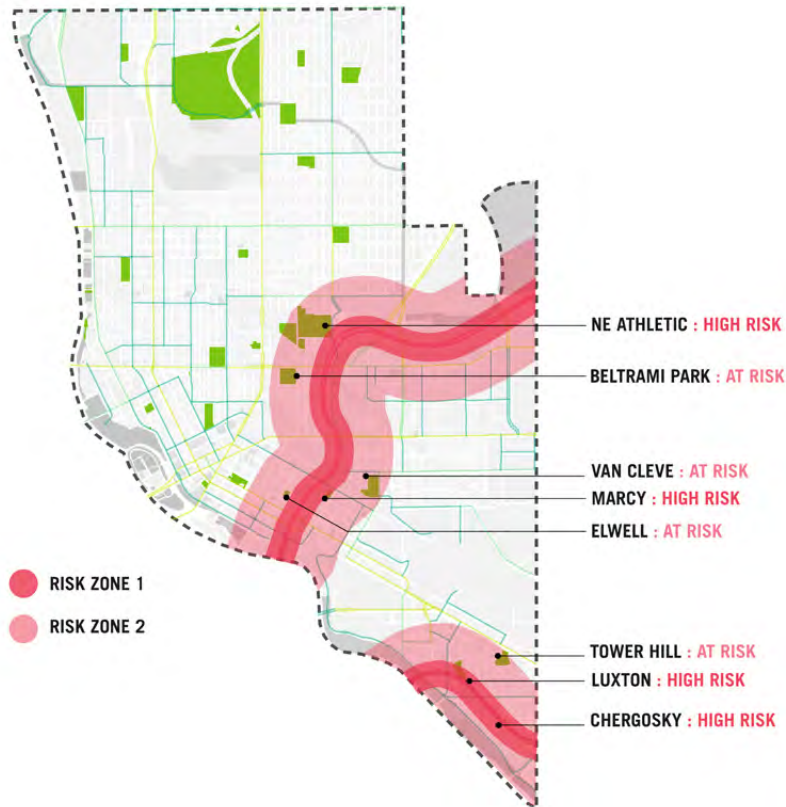
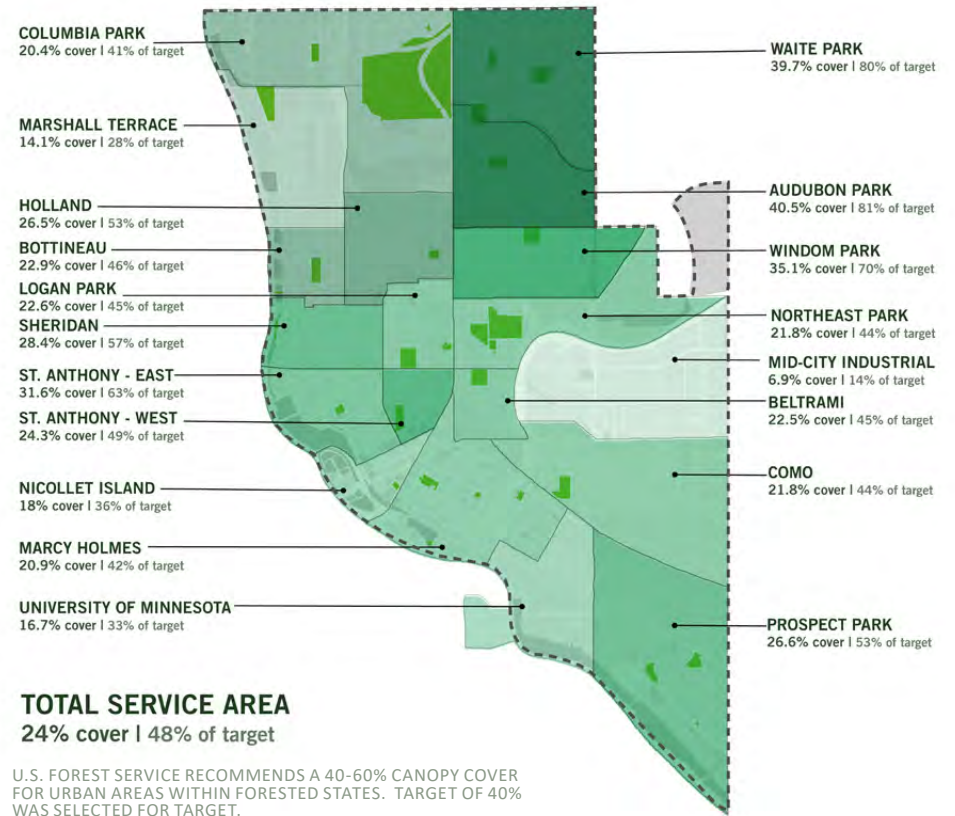


FIGURE 12 | PERCENTAGE TREE CANOPY COVERAGE BY NEIGHBORHOOD

DATA SOURCES: Minneapolis Parks and Recreation Board - Forestry, 2017 ; 2015 Twin Cities Metropolitan Area Urban Tree Canopy Assessment



DESIGNING FOR OUR CHANGING CLIMATE

CLIMATE PROJECTIONS

TEMPERATURE:

Minnesota has seen rising temperatures over the last century that are projected to increase in coming years. This may lead to increased frequency and intensity of severe heat events and fewer days below freezing. This increase has serious implications for human and ecological health. For parks, the changing temperatures will also shift recreational options.

PRECIPITATION:

Annual precipitation is projected to increase in coming years, as is the number and intensity of severe rainstorms. Each of these factors will increase risk of flooding and stress on the City's existing stormwater infrastructure.

EFFECTS OF POLLUTION:

Increased heat in the atmosphere amplifies the negative effects of pollution and makes pollution removal more difficult. This has serious implications for environment as well as human health as many diseases including asthma, heart disease, and mental health are associated with pollution levels.

ENVIRONMENTAL PROTECTION AGENCY, 2016.



NEED FOR

POTENTIAL DESIGN INTERVENTIONS

MESO-CLIMATE CONTROL

FLOODING MITIGATION

REDUCE NEED FOR RESOURCE INTENSIVE MAINTENANCE PRACTICES

SUPPORT SUSTAINABLE TRANSIT

POLLUTION MITIGATION

IMPROVED COMMUNITY SUPPORT

USED IN NE/SE PARK PLANS



PROTECT
EXISTING MATURE
TREE CANOPY



IDENTIFY AREAS
FOR STORMWATER
FEATURES



TRANSITION TURF TO
NATURAL AREAS



DEVELOP
MULTIMODAL TRANSIT
INFRASTRUCTURE



EXPAND COMMUNITY
GATHERING
OPPORTUNITIES



LIMIT IMPERMEABLE
HARDSCAPE

18. FEASIBILITY

Manage and resolve land use, land ownership, lease agreements, and other site control issues, if applicable, prior to implementation of capital improvements.

- Address feasibility in the plan to implement the Grand Rounds Missing Link and other proposed park spaces.
- Develop park spaces that can be managed sustainably, effectively, and efficiently.

19. SCHOOL SUPPORT

- Wherever parkland is adjacent to a Minneapolis Public School, make efforts to align with that school on the utilization of shared land.
- Align implementation efforts with the Safe Routes to School planning by the City and public schools.
- Maintain clear public access to all park amenities adjacent to schools.

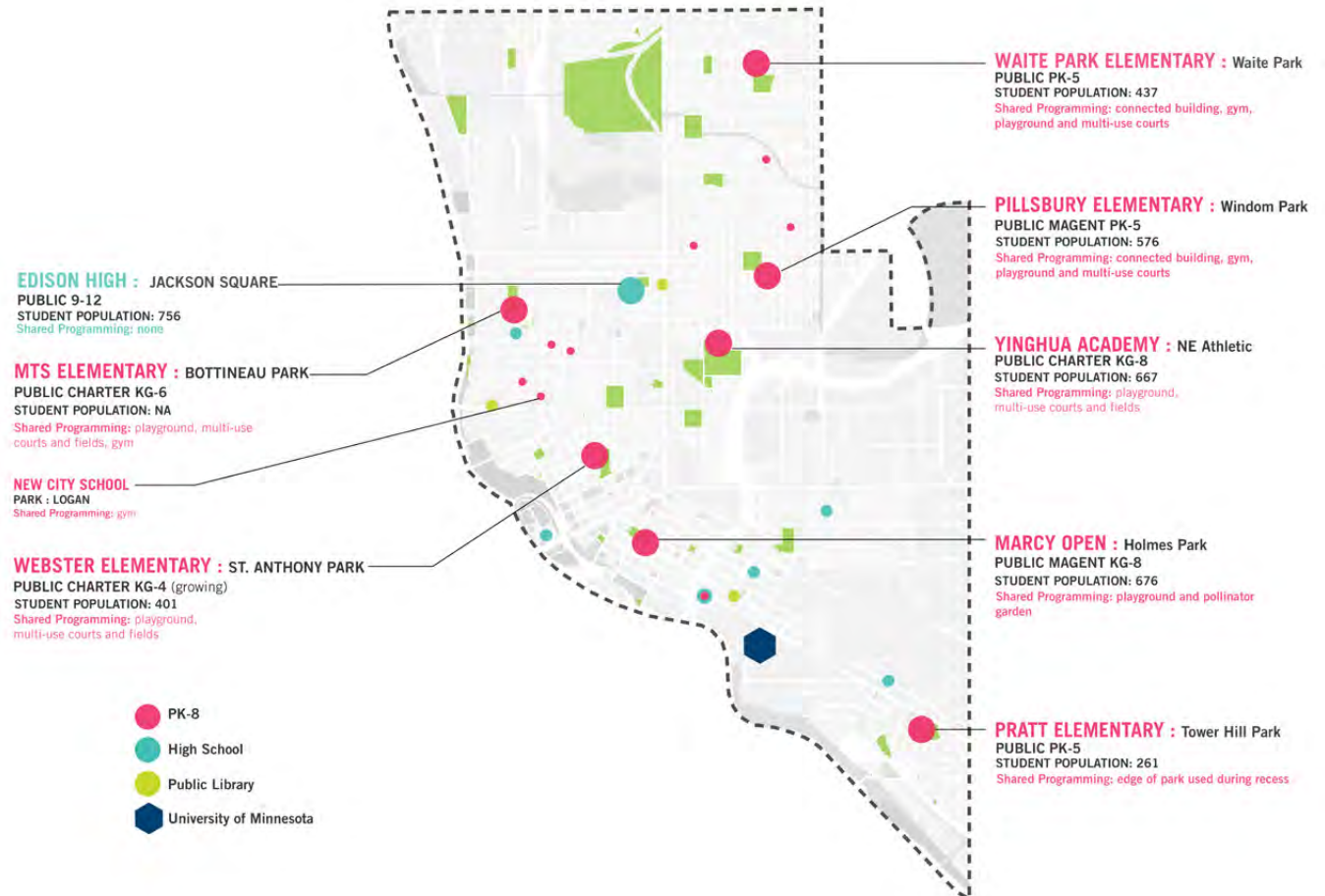


FIGURE 13 | SCHOOLS ADJACENT TO PARKS

20. URBAN AGRICULTURE ZONES

Consider parks as a vehicle for equitable food access in Minneapolis.

- Expand and manage fruit tree planting throughout service area.
- Designate community garden sites and other urban agriculture opportunities, as an aspect of implementation of the MPRB - adopted Urban Agriculture Plan.
- Prioritize local small businesses and vendors.
- Beware of conflicting park uses with the introduction of Urban Agriculture Zones.
- Work in partnership with neighborhood groups or other organizations on urban agriculture efforts, including not creating new community gardens in parks when there are existing community gardens located nearby.

21. GROW AQUATICS

- Transition from a wading pool dominated system to a mix of wading pools, splash pads, and hybrid facilities in order to provide facilities for a broader range of youth.
- Continue to seek out partnership opportunities to create a deep water pool in the service area.
- Work with partners to improve public access to non-MPRB aquatic facilities and provide additional programming for swimming education opportunities.
- Improve NE Water Park by building new bathrooms, storage, and staff facilities.



TOP LEFT | Community Garden. Source: MPRB.

TOP RIGHT | Lafayette Greens, Detroit. Source: Kenneth Weikal Landscape Architecture. ASLA. <https://www.asla.org/2012awards/073.html>

BOTTOM | Washington Canal Park, Washington, DC. Source: Robitaille Curtis. <http://www.robitaillecurtis.com/park/crthad7nh2cd13091ee3wo4h80hcqp>

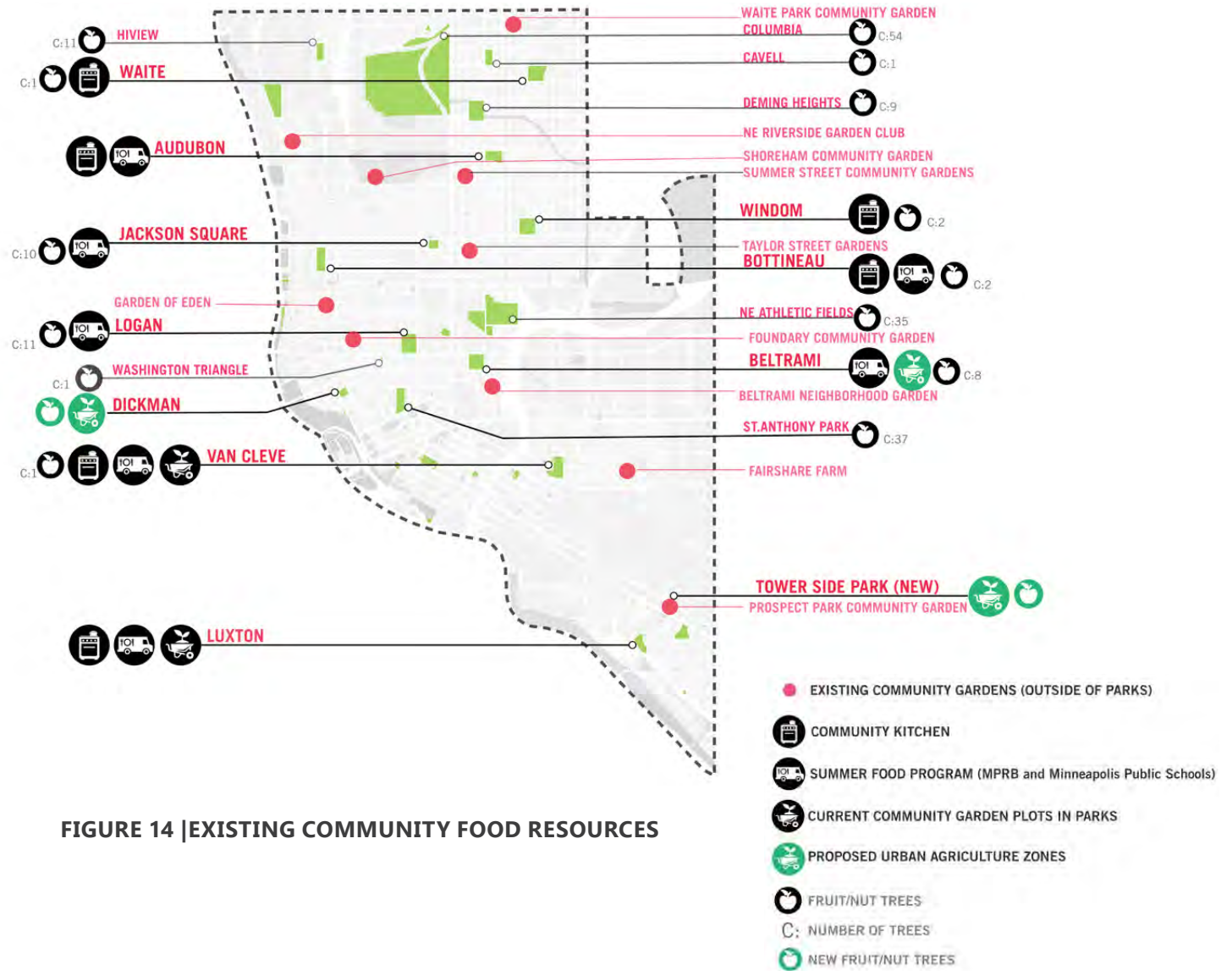


FIGURE 14 | EXISTING COMMUNITY FOOD RESOURCES

22. DIVERSIFY ATHLETIC FIELDS

- Improve overall quality of multiuse fields and diamonds, through soil conditioning, irrigation, and other methods.
- Balance the amount of ball diamonds across the system with other athletic fields and space needs, by decreasing the number of ball diamonds.
- Ensure that safe, non - toxic materials are used in the construction of fields in the parks. Distinguish between pesticides and herbicides.
- Expand and enhance indoor fields and rinks within the service area.
- Create an artificial turf multiuse field in the service area.
- Maintain or introduce a track in the Service Area.



23. EXPAND COURTS

- Continue and expand commitment to basketball, especially full - court, throughout the service area. Create half courts adjacent to full courts or smaller courts for younger players.
- Implement new or retrofit existing courts to include new types of use on multiuse courts such as pickleball or bike polo.
- Focus tennis investment in targeted areas with larger banks of courts for improved maintenance and expanded league play opportunities.



TOP | Soccer play in Minneapolis park. Source: MPRB
 BOTTOM | Bike Polo in Minneapolis park. Source: MPRB

NATIONAL TRENDS IN PARKS & RECREATION

48.6%

of Americans report participating in at least 1 outdoor activity



FITNESS SPORTS AND OUTDOOR ACTIVITIES HAVE SEEN A STEADY RISE IN POPULARITY OVER THE PAST DECADE WHILE THERE HAS BEEN A DECLINE IN PARTICIPATION IN TEAM SPORTS.

PARKS SHOULD EXPAND FLEXIBLE OUTDOOR SPACES TO ACCOMMODATE THE DIVERSIFICATION OF ACTIVITIES AND BETTER SUPPORT INDIVIDUALIZED USE.



64% of people participate in fitness sports



49% of people participate in outdoor sports



34% of people participate in individual sports

*** 22.9% of people participate in team sports**

TOP THREE INTERESTS FOR NEW PARK USERS BY AGE

Ages 6-12



1. Camping
2. Fishing
3. Soccer

Ages 18-24



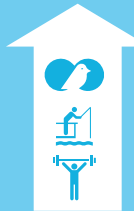
1. Camping
2. Bicycling
3. Martial Arts

Ages 35-44



1. Camping
2. Swimming for Fitness
3. Bicycling

Ages 65+



1. Birdwatching/Wildlife Viewing
2. Fishing
3. Working Out Using Machines

SOURCE: PHYSICAL ACTIVITY COUNCIL, 2018 PARTICIPATION REPORT. THE PHYSICAL ACTIVITY COUNCIL'S ANNUAL STUDY TRACKING SPORTS, FITNESS, AND RECREATION PARTICIPATION IN THE US.

24. INNOVATE PLAY AND OTHER FACILITIES

- a. Increase diversity of play opportunities to include adventure and nature play.
- b. Implement skate/BMX parks within the service area, following the guidance of the adopted Skate Park Activity Plan.
- c. Provide a walking loop with seating in most parks.
- d. Increase number of dog parks, and work to provide small and large dog parks, in the service area while addressing the challenge that some cultural groups do not want to recreate or be near dogs in parks.
- e. Work in partnership to develop a venue for Roller Derby.
- f. Create a universally accessible playground in the service area.
- g. Create flexible facilities that can accommodate sports like cricket, bike polo, lacrosse, and ecuavolley.



25. ENCOURAGE PARK USE YEAR-ROUND

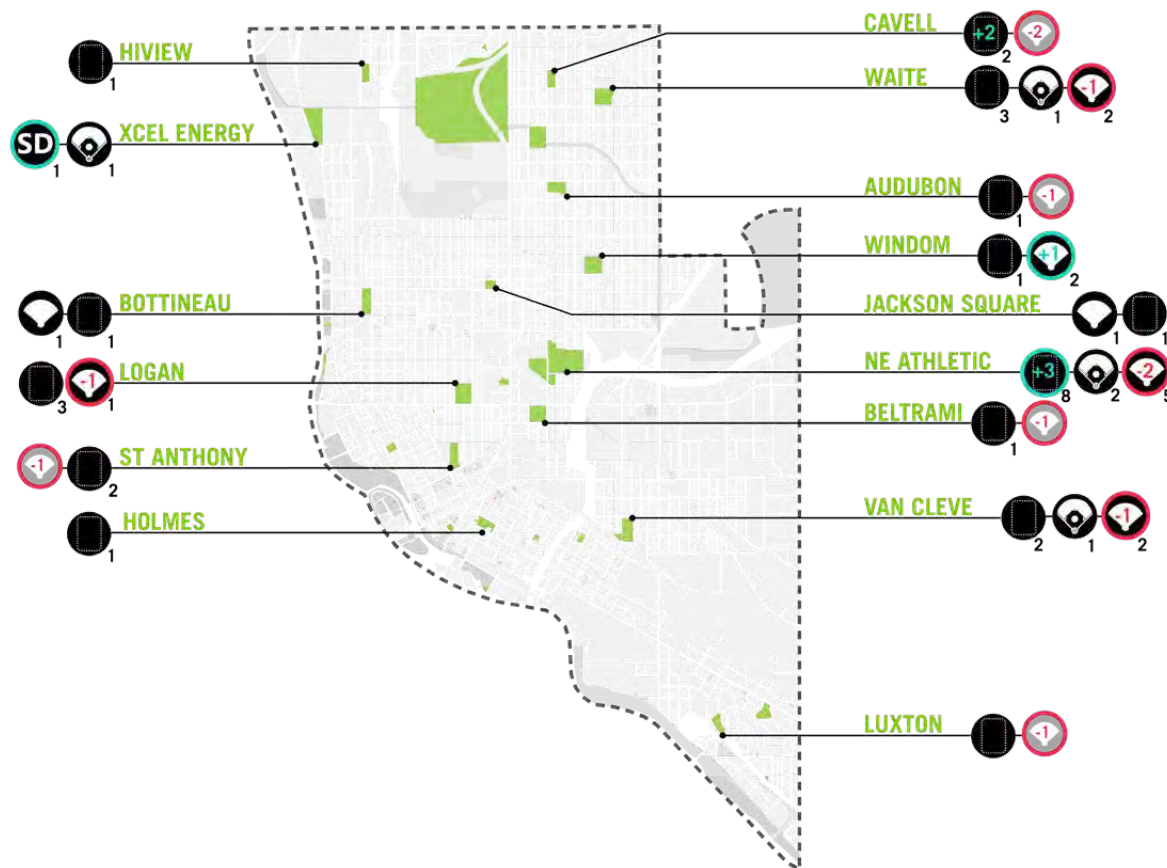
Increase opportunities for year-round activity.

- a. Expand indoor sports venues.
- b. Support opportunities for skating and sledding.
- c. Implement one refrigerated hockey rink in the service area.
- d. Develop a sports dome and/or artificial turf in the Service Area.
- e. Build new or expanded gyms at Waite and Bottineau attached to the recreation centers.



TOP | Swings at Pulse Park, Denmark. Source: Cebra Architecture. <https://cebraarchitecture.dk/project/the-pulse-park/>
 BOTTOM LEFT | Skating Ribbon at Maggie Daley Park, Chicago. Source: Maggie Daley Park. <https://maggiedaleypark.com/things-to-do-see/skating-ribbon/skating/>
 BOTTOM RIGHT | Impulse. Place Des Festivals, Montreal. Source: Colossal. <https://www.thisiscolossal.com/2015/12/impulse-light-seesaws-montreal/>

FIGURE 15 | FIELD AND DIAMOND FACILITIES BY PARK

**MULTIUSE FIELD**

Open field that allows for various field sports including soccer, lacrosse, football, and frisbee

MULTIUSE DIAMOND

Field for baseball or softball but the outfield may be used for soccer or other sports

PREMIER DIAMOND

High quality field for baseball or softball, usually only accessible by teams for games.

SPORTS DOME

Flexible sports field/s and/or courts that has a permanent dome to allow for all season play.

KEY

- MULTIUSE FIELD
- PREMIER FIELD
- MULTIUSE DIAMOND
- PREMIER DIAMOND
- SPORTS DOME
- TOTAL PROPOSED
- REMOVED FACILITY TYPE
- DECOMMISSIONED FACILITY TYPE
- NEW FACILITY

	Existing Count	Proposed Count	Change
Multiuse Field	23	28	+5
Multiuse Diamond	24	14	-10
Premier Diamond	4	4	0
Sports Dome	0	1	+1

FIELD FACILITY EXAMPLES



SPORTS DOME



PREMIER FIELD

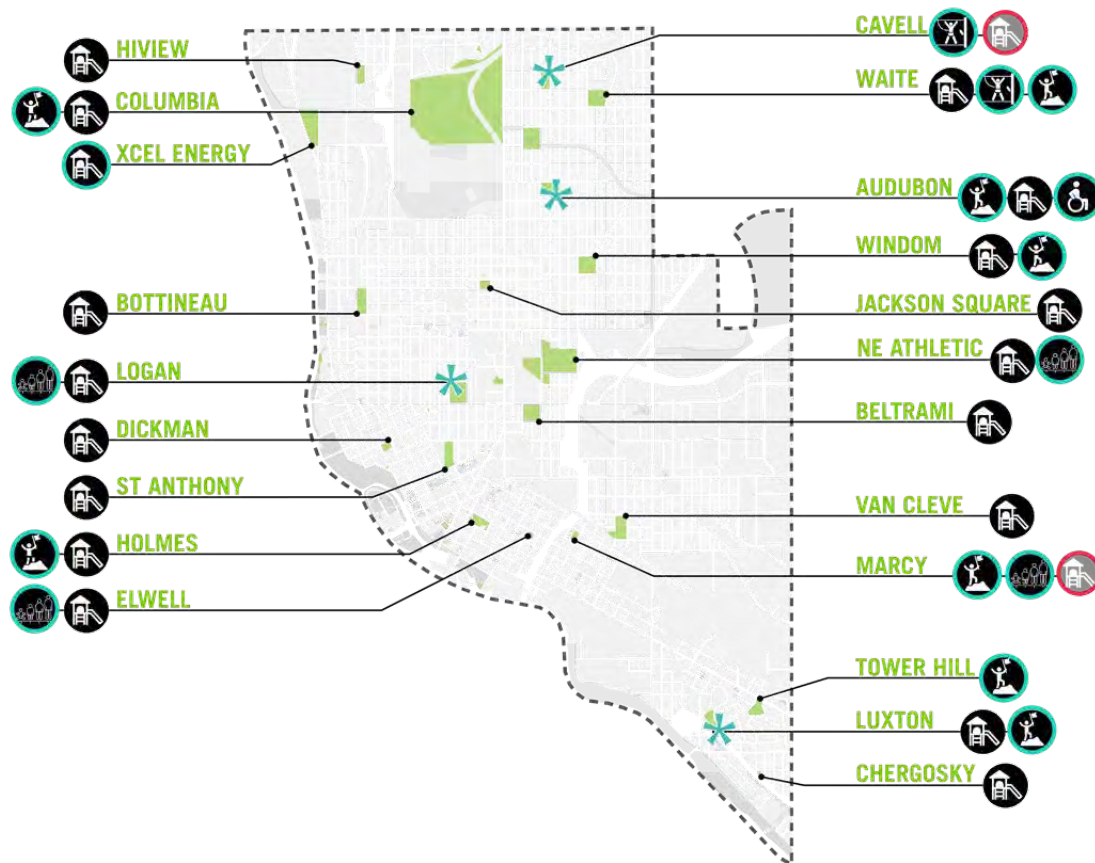


MULTIUSE FIELD



MULTIUSE DIAMOND

FIGURE 16 | PLAY FACILITIES BY PARK



The common types of **PLAY** facilities have greatly diversified over the past few decades with improved inclusion for all users and an embrace of new types of play.

Currently, the service area contains 19 **traditional playgrounds**. These playgrounds are composed of prefigured playground equipment - slides, swings, steps - that can be arranged to fit a given space. This type of equipment is usually used by children and can be limiting for those with physical disabilities.

In diversifying the type of play facilities, more user groups - including those of all ages and physical abilities - can be better served and our neighborhood parks become more playful and physically active spaces.

KEY

- UNIVERSAL ACCESSIBLE PLAYGROUND
- NATURE PLAY
- ADVENTURE PLAY
- MULTIGENERATIONAL PLAY
- PLAYGROUND
- PLAY DESTINATION** (unique or larger scale play feature)
- NEW FACILITY
- DECOMMISSIONED FACILITY

	Existing Count	Proposed Count	Change
Traditional Playground	19	18	-1
ADA accessible playground	0	1	+1
Adventure play	0	1	+1
Multigenerational Play	0	4	+4
Nature Play	0	8	+8

PLAY FACILITY EXAMPLES



MULTIGENERATIONAL PLAY EQUIPMENT



ADVENTURE PLAY



UNIVERSAL ACCESSIBLE PLAYGROUND



ADA ACCESSIBLE PLAY EQUIPMENT



NATURE PLAY



TRADITIONAL PLAY EQUIPMENT

MULTIGENERATIONAL PLAY

Play equipment includes features that would be of interest to users of all ages. This could include permanent fitness equipment or open play elements like rope courses.

ADVENTURE PLAY

Play areas that support open and self-regulating forms of play. The equipment tends to be less structured and encourages active exploration of space, building, climbing, and cooperation. Features could include balancing platforms, movable blocks, or climbing walls.

NATURE PLAY

Unstructured outdoor play spaces that encourage connection to natural systems through play. These spaces include natural features such as logs, small streams, or boulders for users to interact with. Supports self-regulation and interaction with natural materials.

ADA ACCESSIBLE PLAY EQUIPMENT

Playground equipment and surfacing that is fully accessible to and designed for people with disabilities. In addition to physical accessibility, the design includes features that heighten the play experience of the user through use of specific colors, shapes, and sounds.

FIGURE 17 | ADVENTURE SPORTS BY PARK



With the expansion in the types of play and sport common in public spaces, there has been an increased interest in adventure sports. Adventure sports are those activities that include elevated risk and skill building. Examples include rock climbing walls, skate parks, and bike parks. These features also tend to be popular among teens, young adults, and adult park users - groups that have historically been underserved in traditional play facilities. Currently the service area contains **1 skate park**.

Expansion in the adventure park facilities may expand the park's user groups, better serve teen and young adult users, and develop parks into adventure play destinations.

KEY

- NEW FACILITY
- SKATE PARK
- BMX BIKE PARK
- ROPES COURSE
- ROLLER SKATING TRACK
- ADVENTURE COURSE
- CLIMBING WALL

	Existing Count	Proposed Count	Change
Skate Park	1	4	+ 3
Bike Park	0	2	+ 2
Ropes Course	0	1	+1
Roller Skating Rink/Track	0	2	+ 2
Adventure Course	0	1	+1
Climbing Wall	0	1	+1

ADVENTURE PLAY FACILITY EXAMPLES



ROPES COURSE



SKATE PARK



CLIMBING WALL



BIKE PARK



ROLLER SKATING TRACK



ADVENTURE COURSE

ROPES COURSE

A series of high and low rope elements that challenge the users' balance and build strength. High elements can be set into trees or use poles for support. Often used for cooperative play.

SKATE PARK

Play area designed for skateboarding, BMX bike, or skating. Usually contains a series of obstacles or challenges to build the skaters' skills.

BIKE PARK

A recreational space designed for skate boarding, BMX bike, or skating. Like a skate park, it usually contains a series of obstacles or challenges - including jumps or different types of surfacing - to build the bikers' skills.

CLIMBING OR BOULDERING WALL

An artificially constructed wall that has a series of grips and ledges for users to climb.

ROLLER SKATING TRACK

A flat track with concrete surfacing for roller skating. Can be used as a training space for roller derby or other in-line skating sports.

ADVENTURE COURSE

Play areas that support open and self-regulating forms of play. There are various types of equipment but all encourage active exploration of space, building, climbing, and cooperation.

FIGURE 18 | WINTER FACILITIES BY PARK



The parks in this service area are important resources for winter recreation. All existing winter facilities and site features including ice rinks, sledding hills, and ski trails were maintained in this plan. However, with the changing climate and increased number of freeze thaw cycles projected through the winter months, it is important to add refrigerated ice rinks to support future winter recreation and consolidate resources. Refrigerated ice rinks allow for longer seasons of play and can be used for roller derby, artificial turf fields, or as other community events during non-winter months.

Several parks located throughout the service area will be developed as winter destinations to support winter activities. These are defined by the concentration of winter facilities including warming houses, trails, sledding hills, and rinks.

KEY

WINTER ACTIVITY HUB

NEW FACILITY

WARMING HOUSE

REFRIGERATED ICE RINK

REFRIGERATED ICE TRACK

HOCKEY RINK

CROSS COUNTRY SKI

SNOWSHOE

ICE SKATING RINK

BROOMBALL

MRPB DESIGNATED SLEDDING HILL

SLEDDING HILL

	Existing Count	Proposed Count	Change
Ice Rink	6	6	0
Refridgerated Ice Rink	0	1	+1
Refridgerated Ice Track	0	1	+1

WINTER FACILITY EXAMPLES



REFRIGERATED ICE TRACK



SLEDDING



ICE RINK (SEASONAL FLOODING)

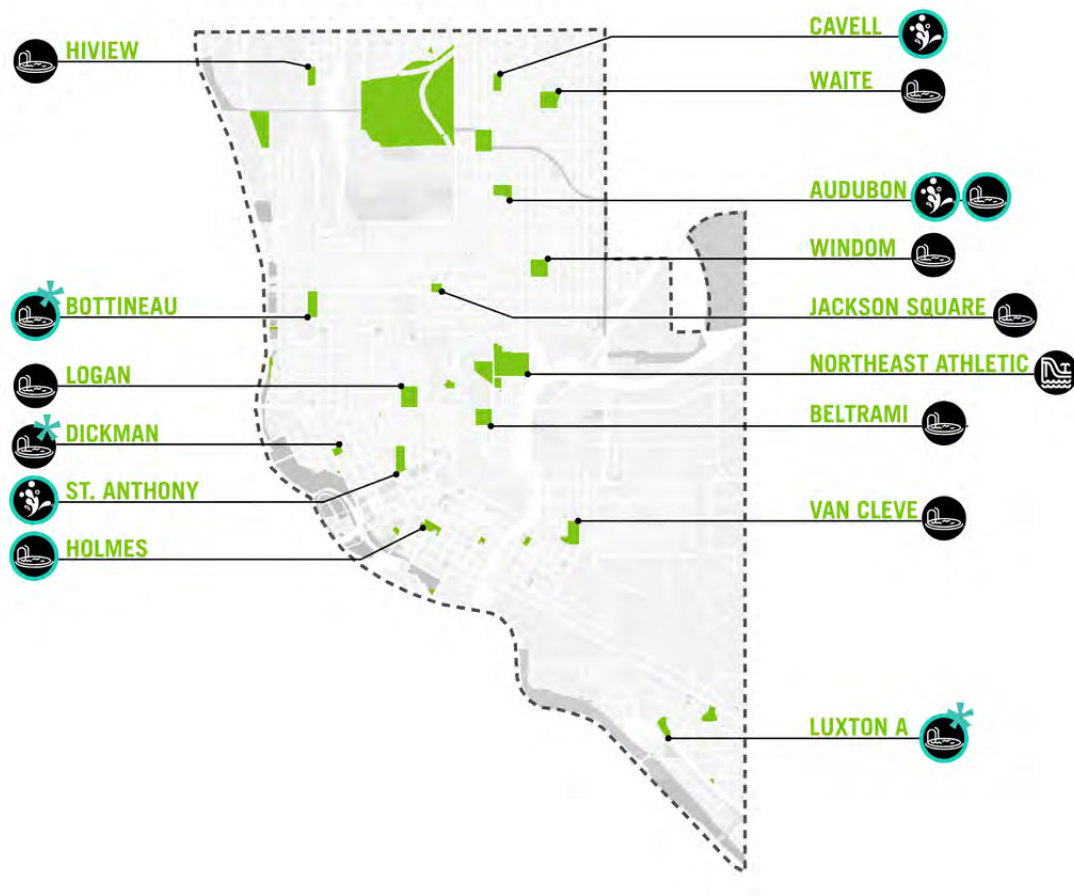


REFRIGERATED ICE RINK (FOUR SEASON USE)

Refrigerated ice rinks help regulate and improve ice conditions and allow for longer seasons of play, especially during changing climate conditions. These facilities can be covered, and can include permanent glass backboards and spectator seating.



FIGURE 19 | WATER FACILITIES BY PARK



Wading pools have long served as central summer facilities throughout the service area. This plan expands the water based facilities to include splash pads and wading pools with splash features that may attract a wider age range of users.

WADING POOL

A shallow pool - no more than 2' at maximum depth. Usually standing water but water jet splash elements can be added to expand the experiential qualities of the pools. New wading pools must have one end of the pool be zero-entry (0' depth) to meet ADA requirements. Users tend to be younger.

SPLASH PAD

A series of water jets and interactive water features set into the ground. There is no standing water. Users tend to be from multiple age groups.

KEY

-  NEW, ADDITIONAL, OR EXPANDED FACILITY
-  WADING POOL
-  SPLASH PAD
-  WATER PARK
-  WADING POOL WITH SPLASH FEATURES

	Existing Count	Proposed Count	Change
Wading Pool	13	12	-1
Splash Pad	0	3	+ 3
Water Park (with splash, lap, and slide features)	1	1	0

WATER FACILITY EXAMPLES



WADING POOL (CURRENT DESIGN)



WATER PARK



LAP POOL

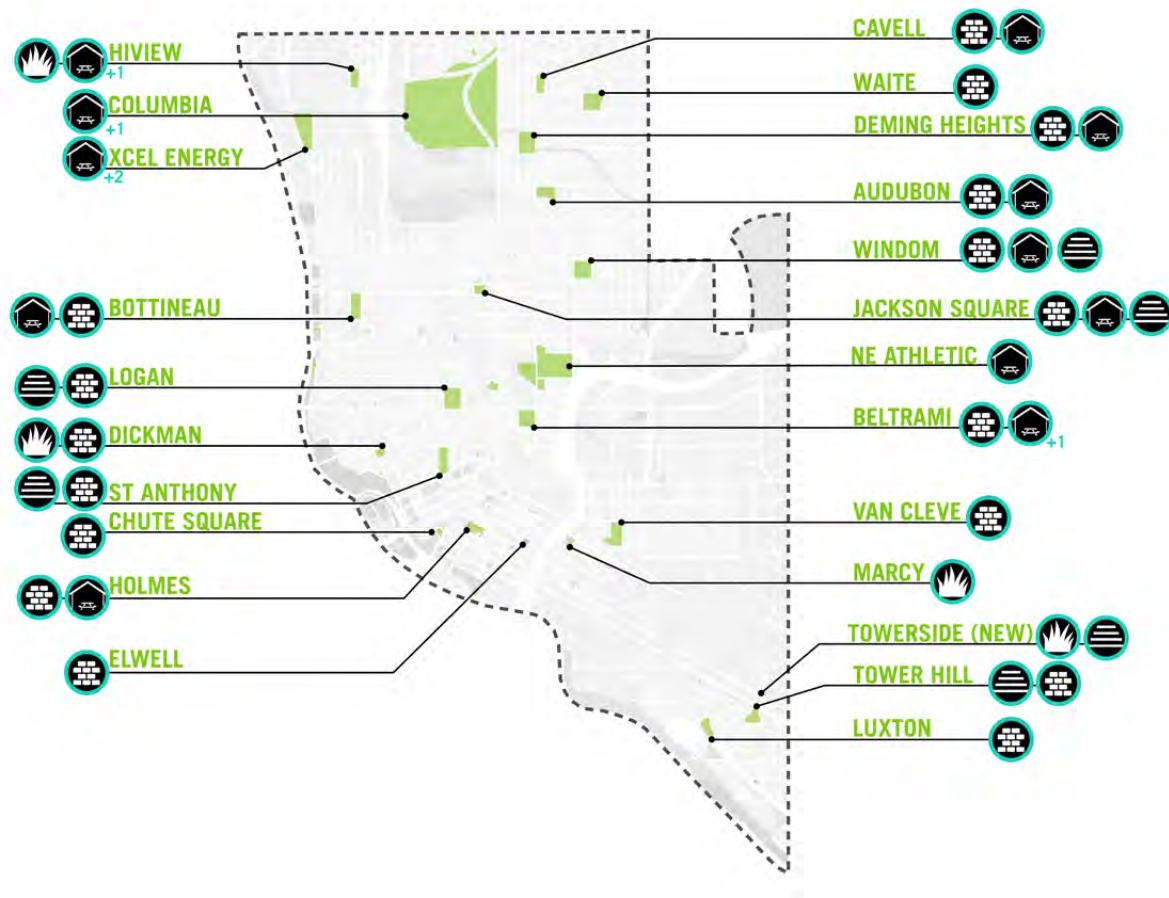


WADING POOL WITH SPLASH FEATURES



SPLASH PAD

FIGURE 20 | GATHERING FACILITIES BY PARK



Parks can play a central role in community gathering from family reunions to art festivals to protests. Gathering spaces, particularly areas for larger groups and performances, are currently lacking within the service area. This plan proposes several types of gathering spaces that would support various size of groups and types of activities.

SOCIAL SEATING

A seating area that supports a larger group of people and encourages mingling, people watching, and/or audience seating. Examples include terraced seats, seat walls, or pop-up lawn chairs.

FLEXIBLE FIELD

An open lawn area that is not used for organized sports that can support large group gatherings and/or performances.

GROUP SHELTER

A covered shelter with protected seating and/or picnic tables.

PLAZA

An open, flexible paved area with seating and/or tables.

KEY

- NEW, ADDITIONAL, OR EXPANDED FACILITY
- NUMBER ADDED IF EXISTING +X
- GROUP SHELTER
- SOCIAL SEATING
- PLAZA
- FLEXIBLE FIELD/EVENT LAWN

	Existing Count	Proposed Count	Change
Group Shelter	4	21	+17
Social Seating	0	6	+6
Plaza	2	17	+15
Flexible Field/Event Lawn	0	4	+4

GATHERING FACILITY EXAMPLES



SOCIAL SEATING



PLAZA



GROUP SHELTER



FLEXIBLE FIELD/EVENT LAWN

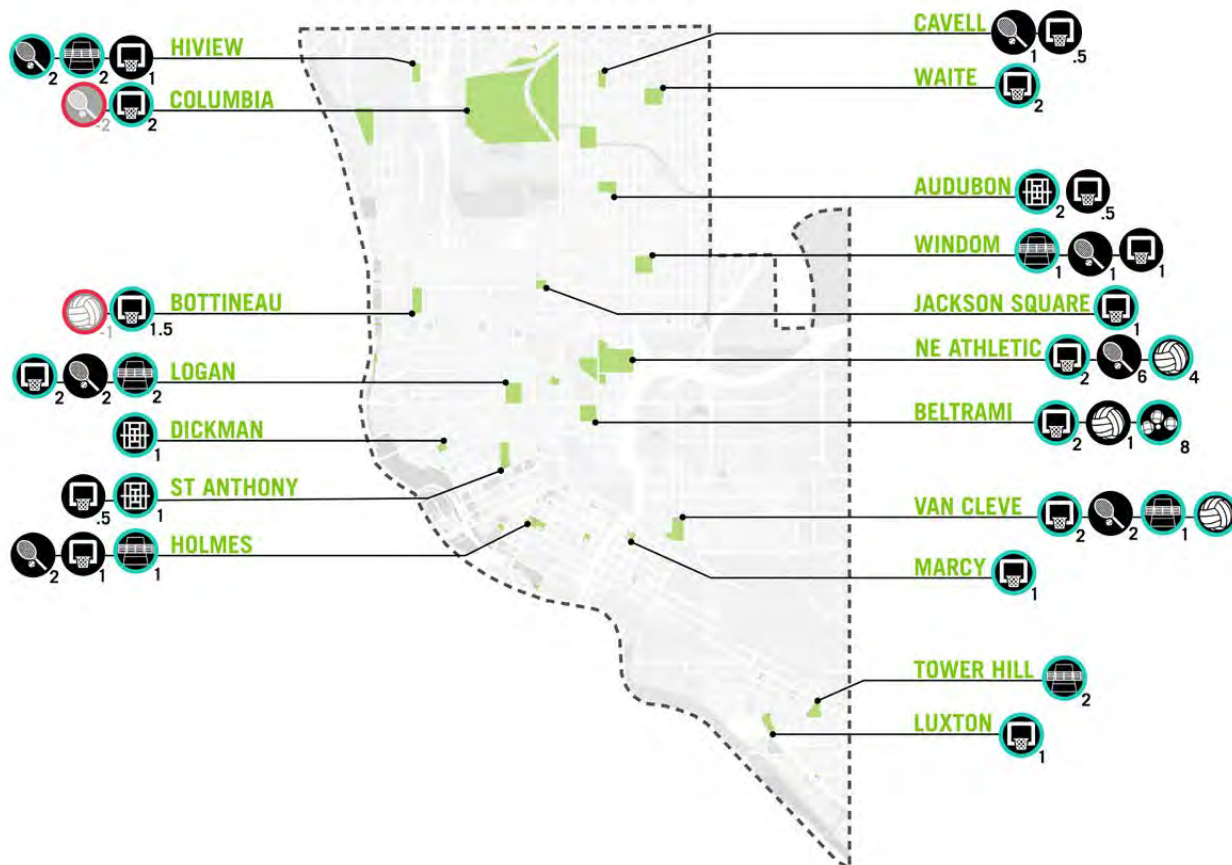


PLAZA



GROUP SHELTER

FIGURE 21 | COURT FACILITIES BY PARK



	Existing Count	Proposed Count	Change
Multisport Court	0	4	+ 4
Tennis+ Pickleball	0	9	+ 9
Tennis Only	24	16	- 8
Basketball	15	21	+ 6
Volleyball	5	7	+ 2
Bocce Ball	6	8	+ 2

Tennis and basketball courts are highly used and desired park amenities in this service area. In addition to these current uses, court spaces can also be used for bike polo and pickleball. Courts have relatively high maintenance requirements, and as such, courts were proposed to maximize potential uses by introducing multi sport courts where possible. To meet maintenance standards, there has been an effort to bank in groups of four.

MULTI SPORT COURT

Courts are striped for multiple court sports that could include pickleball, tennis, basketball, bike polo, and/or volleyball.

PICKLEBALL

Pickleball is a paddle sport that combines elements of badminton, tennis, and table tennis. Pickleball has become increasingly popular over the past decade and there are currently no courts in the service area. Existing or new tennis courts can be striped for both sports.

KEY

- DECOMMISSIONED FACILITY TYPE
- TOTAL PROPOSED
- MULTISPORT COURT (tennis, basketball, pickleball)
- TENNIS + PICKLEBALL
- TENNIS ONLY
- BASKETBALL
- VOLLEYBALL
- BOCCIE BALL

COURT FACILITY EXAMPLES



BASKETBALL



MULTI SPORT COURT: Courts that are striped for multiple sports which can include basketball, tennis, pickleball, and/or volleyball. Usually fenced.



TENNIS



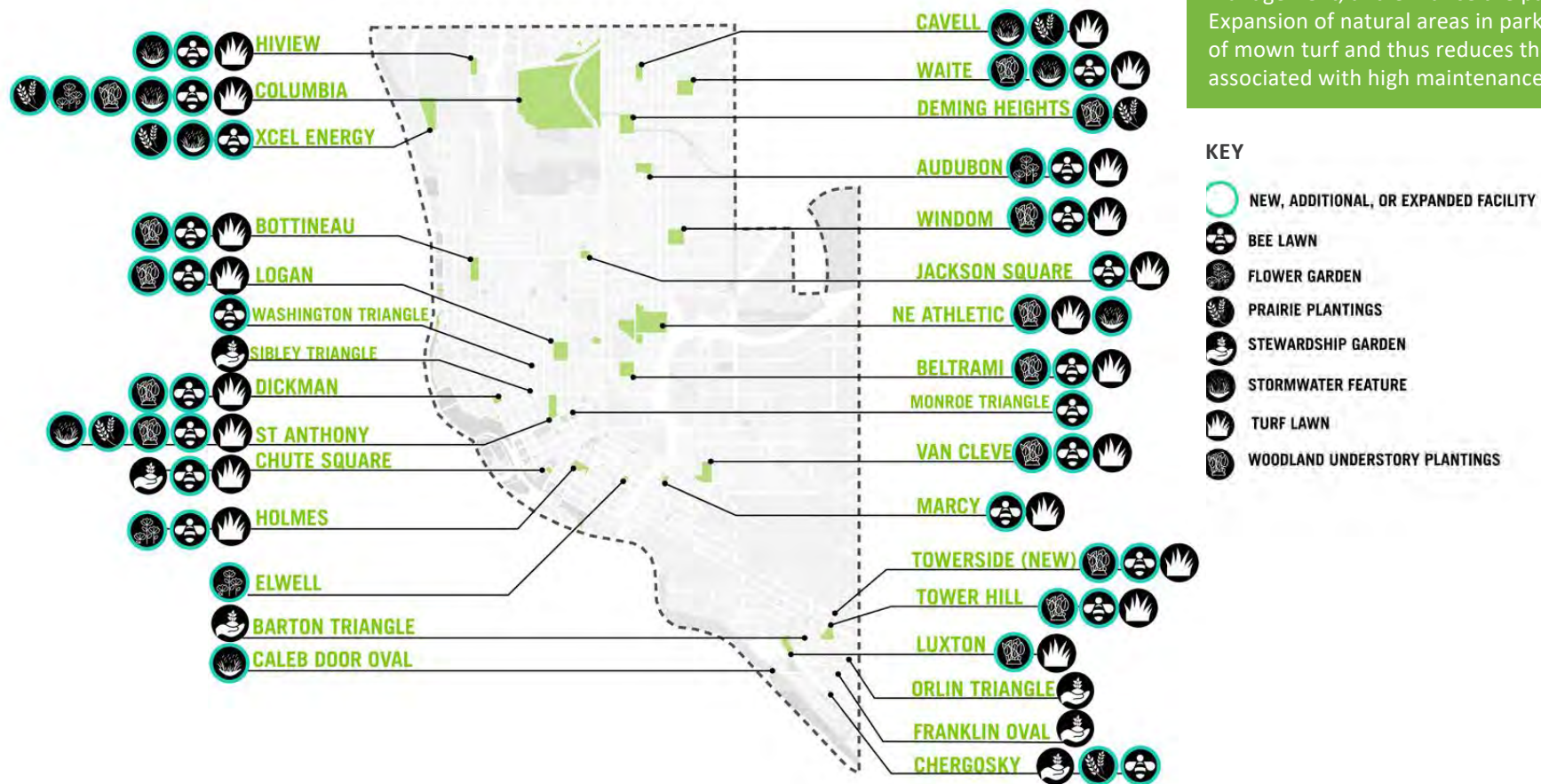
PICKLEBALL AND TENNIS: Courts are striped for both tennis and pickleball.



ART SURFACING FOR COURTS:

While the striping for a specific sport must follow specific guidelines, the color and patterning of the court surface can be designed as public art. Not only does this add to the beauty of the park but it can also act as a canvas for community expression to develop a unique sense of place.

FIGURE 22 | NATURAL AREAS

**NATURAL AREAS**

This plan wishes to diversify and expand the natural areas within the parks to improve habitat, support the existing infrastructure including mature tree canopy and stormwater management, and enhance the park users' experience. Expansion of natural areas in parks reduces the total acreage of mown turf and thus reduces the pollution and resources associated with high maintenance turf areas.

EXISTING



TURF LAWN : Traditional mown grass areas. Typical in recreation facilities and fields.



BEE LAWN : Grass and perennial plant mix that supports pollinator populations. It is usually short height and requires less mowing than traditional turf varieties.

NATURAL AREA EXAMPLES



PRAIRIE PLANTINGS : Grass and perennial plant mixes that are ecologically appropriate to the area. Often are beneficial to stormwater control and habitat formation.



WOODLAND UNDERSTORY PLANTINGS: Shade tolerant plant mixes that are ecologically appropriate to the area. Often are beneficial for erosion control and habitat formation.



STEWARDSHIP GARDEN: Garden is maintained by community members participating in the Park Stewards Program through MPRB.



FLOWER GARDEN: Predominantly floral, formal garden beds maintained by the MPRB.

STORMWATER FEATURE EXAMPLES



NEWLY INSTALLED STORMWATER INFILTRATION AREA IN EXISTING PARK

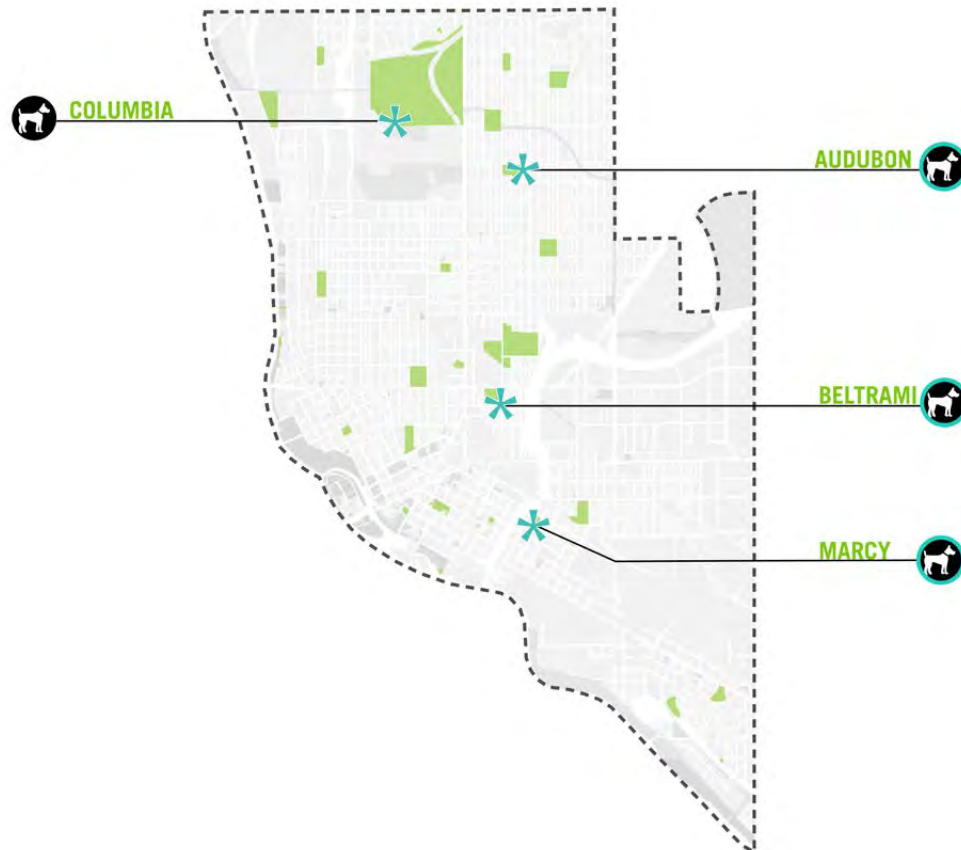


SUBSURFACE STORMWATER STORAGE



STORMWATER INFILTRATION GARDEN ADJACENT TO PARKING AND SIDEWALKS

FIGURE 23 | DOG PARK

**DOG PARKS**

Dog parks are growing in popularity, particularly in urban environments, around the United States. The service area currently contains a single dog park. The plan looks to enhance this much loved existing dog park to include separate play areas for large and small dogs. Two smaller dog parks have been proposed at the request of the surrounding neighborhoods.

KEY

-  DOG PARK
-  NEW FACILITY

EXISTING



Fenced in area with wood chip surfacing, benches, and tree canopy.

NATURAL AREA EXAMPLES



SEPARATE LARGE AND SMALL DOG AREAS : When the space allows, off-leash dog parks should have separate play areas for dogs under 20lbs and dogs over 20lbs for safety.



DUAL-GATE ENTRANCE: A dual gate allows a dog owner to bring a dog into a confined space on-leash, where the dog can be unleashed before entry to the dog park



WASTE RECEPTACLES : To support good waste disposal practices, waste receptacles and bags should be available for users.



WATER : Water should be available for dog and human users.



AGILITY FEATURES: Small site features that encourage dogs to jump, climb, and chase can be beneficial to play and exercise.

OTHER RECOMMENDED PARK FEATURES



SOCIAL SWINGS: Seating options that encourage gathering, lounging, and socialization.



ART AS A SITE FEATURE: All site features are an opportunity to include art in parks and create a unique character for the parks.



BICYCLE MAINTENANCE STATION: Bicycle maintenance stations include air pumps and small hand tools for repairs on the go.



POP-UP GATHERING: Park plans include flexible spaces to allow for spontaneous gathering and relaxation.



PEDESTRIAN SCALE LIGHTING: Lighting is vital component of any public space. Pedestrian scale lighting improves the safety of the park while creating a pleasant ambience.



WAYFINDING : Signs, informational kiosks, maps, and amenity plaques are key to allow for easy use and navigation of the park and its adjacent resources (e.g. public transit lines) for all users.