

IMPLEMENTATION

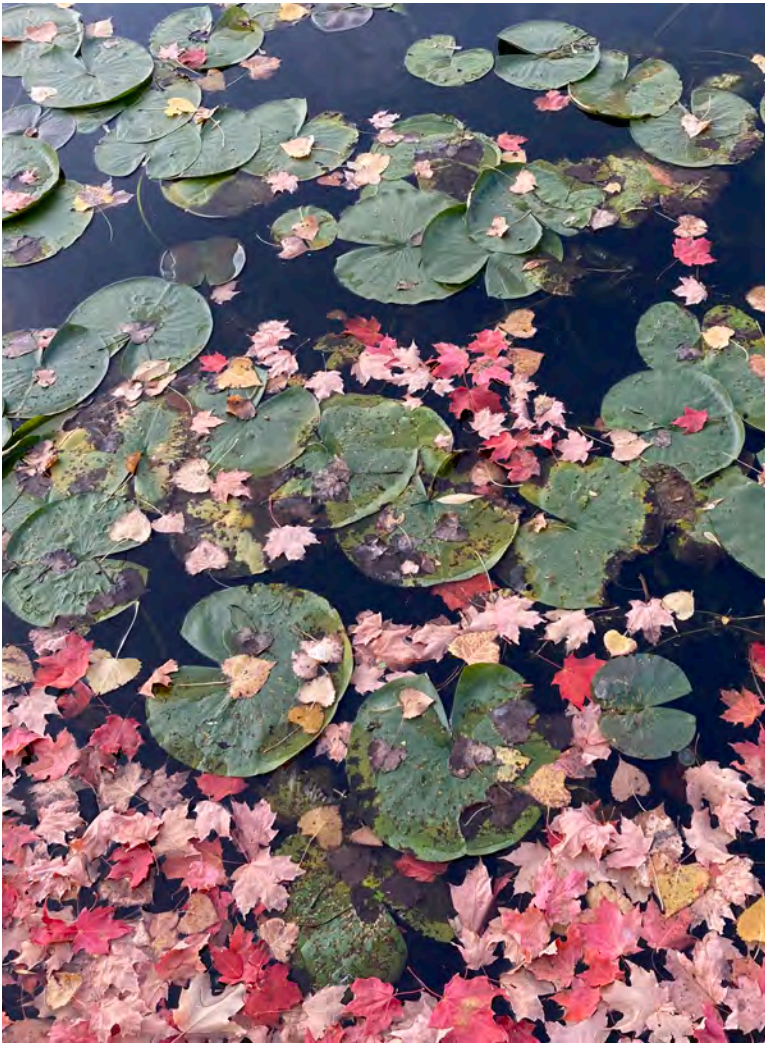
CHAPTER 6

6.1 OVERVIEW

6.2 COSTS AND FUNDING

6.3 OPERATIONS

6.1 OVERVIEW



White Water-Lily and Fallen Leaves on Cedar Lake

This planning document outlines long-term strategies for future restoration, features, improvements, and facilities for the project area. This plan will not be completed overnight and will only be accomplished through the collaboration, coordination, and partnership of many people and agencies. Outlined in this chapter are vital components of the implementation, including costs, funding, operations, maintenance, stewardship, and continued community and partner engagement.

6.2 COSTS AND FUNDING

COST ESTIMATES

Projects outlined in the cost estimate tables relate to the recommendations outlined in Chapter 5. Costs are based on previous estimates and recent similar project work performed locally.

Costs shown are intended to serve as a baseline for project planning and reflect generalities based on known information as of winter of 2022. As projects move into a design and construction phase, nearly all of them will require further design, engineering, or study, and all projects are subject to MPRB purchasing agreements. Total estimated costs for all projects are between \$39-58M.

Park-wide improvements outside the Focus Areas do not include cost estimates due to the unknown nature of quantities involved with these facility improvements. Based on public and CAC input, one of the top priority items is implementing water quality improvements, which includes a number of natural resources enhancements. Other CAC-identified priorities include safety/enhancements at intersections, new pedestrian and bicycle connections, and adding new amenities such as restrooms and picnic areas. Staff should implement the plan with these priorities in mind, as opportunities and funding allow. As staff implement amenities within the Amenity and Wayfinding category, the assessment and repair of like-amenities within the plan scope will be addressed and communicated with the public.

COMMUNITY PRIORITIES

Community priorities in the cost estimate tables were identified by the Community Advisory Committee, who participated in the multi-year community engagement process for the plan. Priorities are divided into short- (0 to 5 years), medium- (5 to 10 years), and long-term (10 years or more) categories to provide general guidance around what should be focused on first. As conditions change over time, some items that were identified as priorities during the planning process may be replaced by more immediate needs.

TOPIC	ESTIMATED COST
Water Quality	\$20,333,460 - \$23,879,820
Natural Resources	\$9,765,960
Access and Circulation	\$4,338,768 - \$17,778,768
Amenities and Wayfinding	\$3,392,160 - \$4,832,160
Historic Preservation	\$1,500,000
TOTAL ESTIMATED COSTS	\$39,330,348 - \$57,756,708





MPRB staff gathering community feedback

WATER QUALITY AND NATURAL RESOURCES

LEGEND

EXISTING

-  Existing Land Cover, No Change
-  Sand Beach

PROPOSED







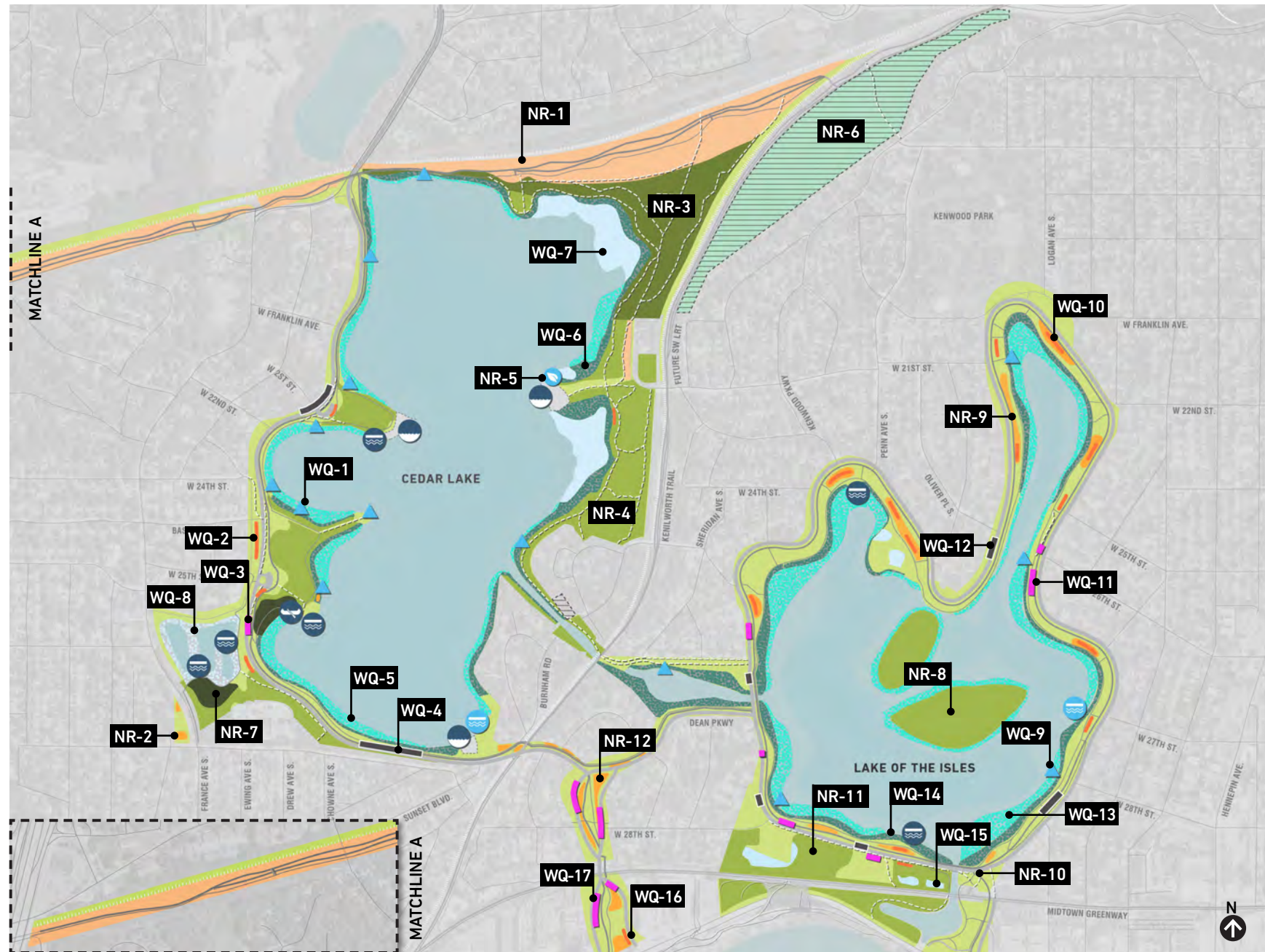
-  Cottonwood Protection Area
-  Enhanced Prairie
-  Expanded Littoral Edge
-  Floodplain Forest Restoration
-  Formalized Water Access
-  Improved Shoreline Buffer
-  Land Acquisition
-  Marsh Restoration
-  Mesic Oak Forest Restoration
-  Oak Savanna Restoration
-  Prairie/Pollinator Planting
-  Rain Garden
-  Retrofits to Cedar Meadows Wetland
-  Tree Trenches
-  Underground Parkway Treatment

Figure 6.1 Implementation Map: Water Quality and Natural Resources Projects





CIRCULATION AND ACCESS

GENERAL PROJECTS

- Intersection Improvements

LEGEND

EXISTING

-  Parkway and Parking Lots
-  Paved Bike and Pedestrian Trails

PROPOSED












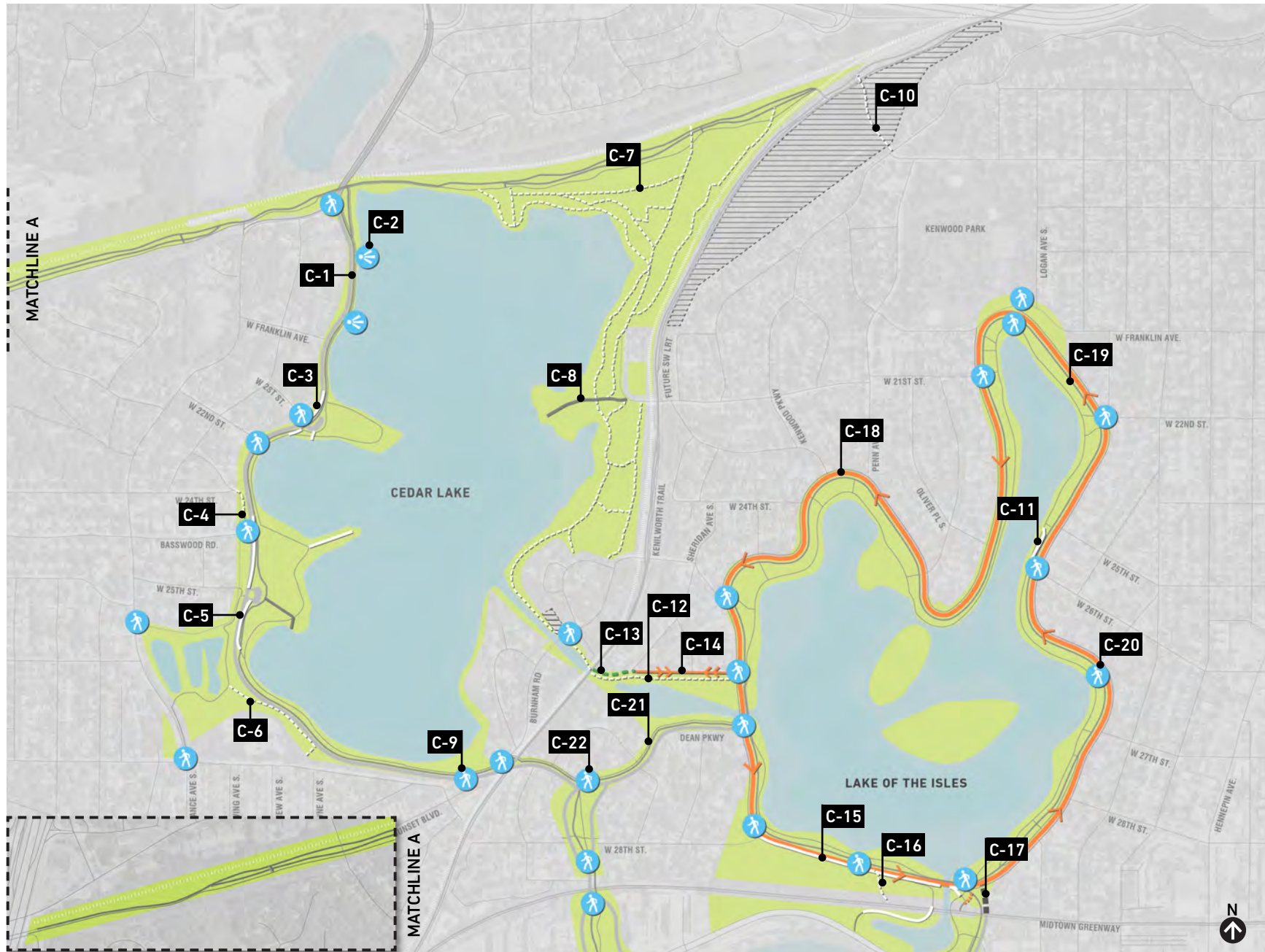
-  Formalized Access Path
-  Enhanced Intersection Improvements
-  Land Acquisition
-  On-Street Bike Boulevard (Two-Way)
-  One-Way On-Street Bike Lane (arrow indicates direction of travel)
-  Parkway Realignment
-  Paved Pedestrian Trail
-  Paved Two-Way Bike and Pedestrian Trail
-  Soft Surface Trail
-  Two-Way Paved Bike Trail
-  Viewing Spots

Figure 6.2 Implementation Map: Circulation and Access Projects



AMENITIES

GENERAL PROJECTS (LIST NOT REPRESENTED ON MAP)

- New and Enhanced Entry Points
- New Wayfinding and Signage
- New Interpretation

LEGEND
























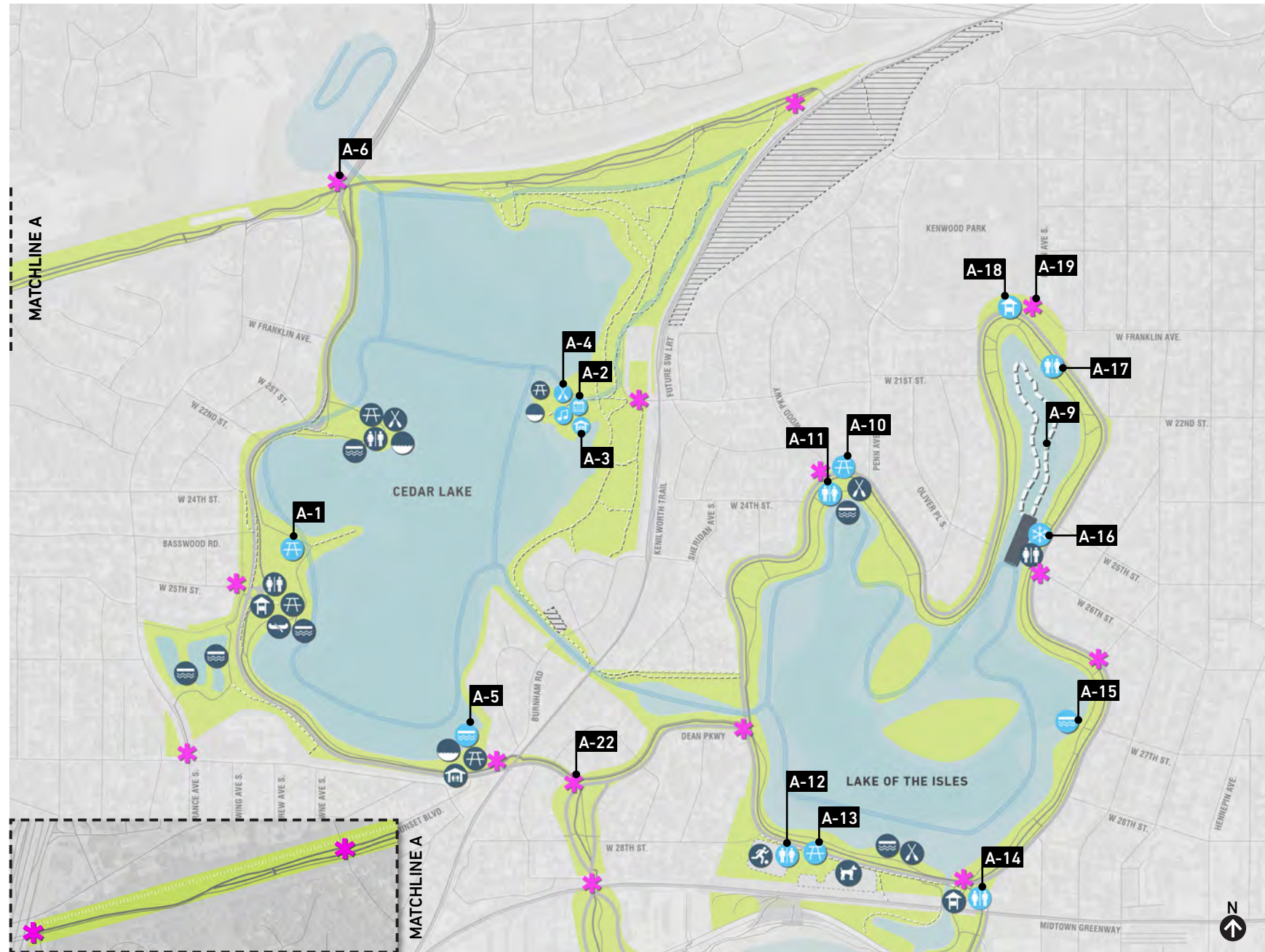
EXISTING		PROPOSED	
	Beach Water Access		Dock
	Boat Launch		Enhanced Welcome Entry Point
	Canoe Rack		Formalized Water Access
	Cross Country Ski Trails		Ice Skating Ribbon
	Dock		Kiosk Relocation
	Dog Park		Land Acquisition
	Ice Skating Rink		Permanent Restroom and Storage
	Kiosk		Picnic Area
	Multi-Use Fields		Portable Restroom
	Permanent Restroom		Upgraded Temporary Warming House
	Picnic Area		
	Portable Restroom		
	Water Access: Stone Steps		

Figure 6.3 Implementation Map: Amenities



HISTORIC PRESERVATION

LEGEND



Figure 6.4 Implementation Map: Historic Preservation Plan Projects

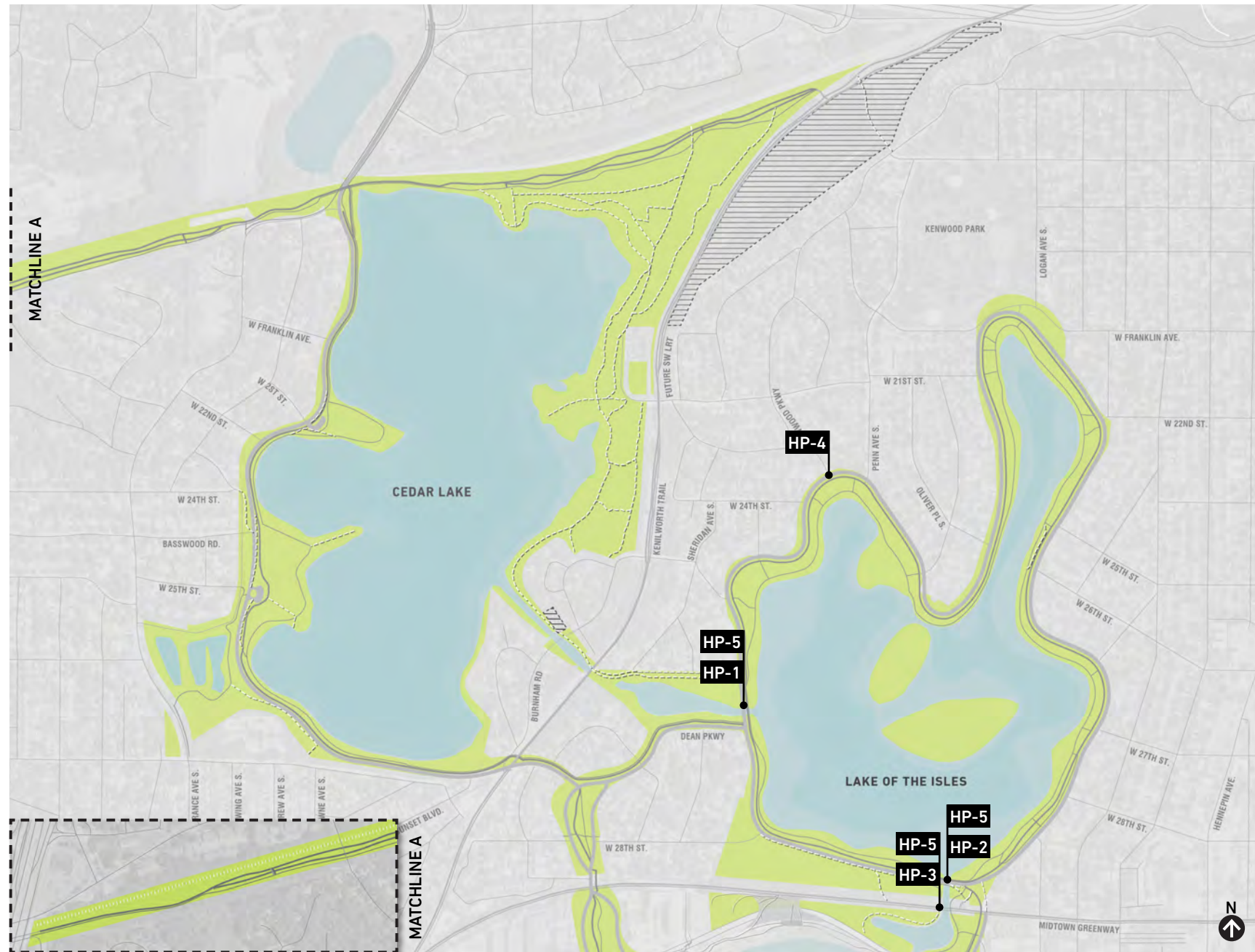


Table 6.1: Cedar Lake and Cedar Lake Regional Trail Improvements

CEDAR LAKE				
TAG	#	PROJECT NAME	SHORT / MEDIUM / LONG TERM COMMUNITY PRIORITIES	ESTIMATED COST
WQ		Water Quality		
WQ	1	Formalized Water Access (9 locations)	Short	\$ 135,000
WQ	2	New Rain Garden (BMP) (5 locations)	Short	\$ 171,700
WQ	3	New Tree Trench (BMP) (1 location)	Medium	\$ 9,500
WQ	4	New Underground Parkway Stormwater Treatment (BMP) (2 locations)	Medium	\$ 871,650
WQ	5	Littoral Edge Expansion	Short	\$ 2,901,650
WQ	6	Improved Shoreline Buffer	Short	\$ 1,954,600
WQ	7	Marsh Restoration	Short	\$ 682,900
WQ	8	Retrofits of Existing Constructed Wetland (Cedar Meadow Wetland)	Short	\$738,850 - \$3,694,150
NR		Natural Resources		
NR	1	Enhanced Prairie	Short	\$ 1,856,950
NR	2	Prairie/Pollinator Planting	Short	\$ 45,950
NR	3	Oak Savannah Restoration	Short	\$ 1,112,250
NR	4	Mesic Oak Forest Restoration	Short	\$ 1,906,100
NR	5	Cottonwood Protection Area	Short	\$ 9,000
NR	6	Natural Area (plant community type(s) to be determined), northern land acquisition area	Long	\$ 1,505,600
NR	7	Floodplain Forest Restoration	Short	\$ 162,700
C		Access and Circulation		
C	1	Widened Separated Bike and Pedestrian Trails from W 21st to Cedar Lake Rd	Short	\$ 300,600
C	2	Viewing Spots (2 locations)	Medium	\$ 450,000
C	3	Paved Pedestrian Trail, Between W 21st Street and Cedar Point Beach Northern Path	Short	\$ 35,400
C	4	Soft Surface Trail, Between W 24th Street and Basswood Road	Short	\$ 3,400
C	5	Paved Pedestrian Trail, Between Basswood Road and Cedar Meadows Wetland	Short	\$ 145,800
C	6	Soft Surface Trail, southwest Cedar Lake	Short	\$ 9,120
C	7	Soft Surface Trails, east side of Cedar Lake	Short	\$ 149,550
C	8	Formalize Access Path from S. Upton Ave to East Cedar Beach	Medium	\$ 95,850
C	9	Enhanced Intersection Improvements (9 locations)	Short	\$450,000-\$4,500,000
C	10	Soft Surface Trail, northern land acquisition area	Long	\$ 6,750
A		Amenities and Wayfinding		
A	1	Picnic Area, southwest Cedar Lake	Medium	\$ 150,000
A	2	Formalized Event and Concert Area	Medium	\$ 129,750
A	3	Permanent Restroom and Storage	Short	\$ 1,383,050
A	4	Relocate Canoe Rack	Medium	\$ -
A	5	New Dock (1 location)	Medium	\$ 120,000
A	6	Enhanced Welcome Entry Point (8 locations)	Short	\$200,000 - \$800,000
A	7	Wayfinding and Signage	Short	\$ 32,000
A	8	Interpretation	Medium	\$ 64,000

Table 6.2: Lake of the Isles and Kenilworth Channel Improvements

LAKE OF THE ISLES AND KENILWORTH CHANNEL			
TAG	#	PROJECT NAME	SHORT / MEDIUM / LONG TERM COMMUNITY PRIORITIES
WQ		Water Quality	
WQ	9	Formalized Water Access (6 locations)	Short
WQ	10	New Rain Garden (BMP) (12 locations)	Short
WQ	11	New Tree Trench (BMP) (5 locations)	Medium
WQ	12	New Underground Parkway Treatment (BMP) (5 locations)	Medium
WQ	13	Littoral Edge Expansion	Short
WQ	14	Improved Shoreline Buffer	Short
WQ	15	Marsh Restoration	Short
NR		Natural Resources	
NR	8	Mesic Oak Forest Restoration	Short
NR	9	Prairie/Pollinator Planting	Short
NR	10	Expanded Ornamental Planting at Southeast Lake of the Isles Parkway Intersection	Medium
NR	11	Enhance Existing Bump Outs with Planting near the Dog Park	Short
C		Access and Circulation	
C	11	Realignment of Paved Pedestrian near Temporary Warming House	Medium
C	12	Soft Surface Trail along Kenilworth Channel	Short
C	13	Paved Two-Way Bike and Pedestrian Trail Connection to Kenilworth Regional Trail	Short
C	14	Painted On-Street Two-Way Bike Boulevard on Kenilworth Place	Short
C	15	Paved Pedestrian Trail, south Lake of the Isles	Short
C	16	Soft Surface Trail Connection to Midtown Greenway Near the Dog Park	Short
C	17	Redesign of the Bde Maka Ska Parkway and Lake of the Isles Parkway intersection and adjacent trail connections to the Midtown Greenway	Medium
C	18	Painted One-Way On-Street Bike Lane around all of Lake of the Isles	Short
C	19	Off Street Separated Two-way Bike Trail around all of Lake of the Isles	Long
C	20	Enhanced Intersection Improvements (12 locations)	Short
HP		Historic Preservation	
HP	1	Rehabilitation Assessment for Park Board Bridge No. 4 (27508)	Medium
HP	2	Rehabilitation Assessment for Park Board Bridge No. 3 (L5722)	Medium
HP	3	Rehabilitation Assessment for Park Board Bridge No. 2 (93809)	Medium
HP	4	Rehabilitation Assessment for Peavey Fountain at Kenwood Parkway	Medium
HP	5	Rehabilitation Assessment for Retaining Walls at Bridges No. 2,3,4	Medium
A		Amenities and Wayfinding	
A	9	Ice Skating Ribbon	Medium
A	10	Picnic Area near Kenwood Parkway	Medium
A	11	Portable Restroom and Screen Fencing near Kenwood Parkway	Short
A	12	Portable Restroom and Screen Fencing near Multi-Use Fields	Short
A	13	Picnic Area near Multi-Use Fields	Medium
A	14	Portable Restroom and Screen Fencing near Southeast Lake of the Isles Parkway Intersection	Medium
A	15	New Dock (1 location)	Medium
A	16	Upgraded Temporary Warming House	Medium
A	17	Portable Restroom and Screen Fencing between W Franklin Ave and W 22nd St	Short
A	18	Relocate Existing Kiosk	Medium
A	19	Enhanced Welcome Entry Point (6 locations)	Short
A	20	Wayfinding and Signage	Short
A	21	Interpretation	Medium

Table 6.3: Dean Parkway Improvements

DEAN PARKWAY				
TAG	#	PROJECT NAME	SHORT / MEDIUM / LONG TERM COMMUNITY PRIORITIES	ESTIMATED COST
WQ		Water Quality		
WQ	16	New Rain Garden (BMP)	Short	\$ 23,050
WQ	17	New Tree Trench (BMP) (4 locations)	Medium	\$ 46,550
NR		Natural Resources		
NR	12	Prairie/Pollinator Planting	Short	\$ 116,100
C		Access and Circulation		
C	21	Improve Northern Portion of Dean Parkway Bike and Pedestrian Trails	Medium	\$100,000 - \$500,000
C	22	Enhanced Intersection Improvements (3 locations)	Short	\$150,000 - \$1,500,000
A		Amenities and Wayfinding		
A	22	Enhanced Welcome Entry Point (2 locations)	Short	\$50,000 - \$200,000
A	23	Wayfinding and Signage	Short	\$ 12,000
A	24	Interpretation	Medium	\$ 8,000



MPRB staff removing snow along trails



Dean Parkway bike and pedestrian trails

FUNDING SOURCES AND PARTNERSHIPS

Development of the MPRB Plan for Cedar Lake and Lake of the Isles will require the involvement of a number of partners. Many partners are already contributing to land and water management, park development, and water quality improvements including the Minnehaha Creek Watershed District, Metropolitan Council, Hennepin County, City of Minneapolis, City of St. Louis Park, community groups, and volunteers, among others.

Projects identified in the plan are likely to be implemented with a variety of funding sources, from MPRB and outside sources. MPRB will actively seek grants, collaborative funding agreements, donations, volunteer or stewardship projects, and multi-agency projects to reduce the total cost of implementation and ongoing maintenance to the MPRB. Implementation will require continued community advocacy and outside funding sources.

FUTURE ENGAGEMENT

As MPRB implements projects in the future, neighborhood organizations and identified stakeholder groups will be engaged by the MPRB to complete the next level of design development or construction. The Vision and the Guiding Principles noted in Chapter 5 serve as a guide for this continued community engagement effort.

Community engagement will continue to follow the equity standards set forth by MPRB in the Community Engagement Policy, which embeds the use of a racial equity toolkit into the community engagement plan required for every project. Staff will continue to adapt engagement strategies to engage a broad audience and will implement a number of different virtual and in-person strategies to gather feedback.

OPERATIONS AND MAINTENANCE COSTS

Minneapolis Chain of Lakes Regional Park and the Cedar Lake Regional Trail are maintained and operated by the MPRB, which supplies equipment and staffing resources necessary to maintain and operate the park year-round. Annual operations, maintenance, and public safety costs are funded through MPRB's budget and Metropolitan Council's operations and maintenance funds, as funding allows. The budget is administered by the MPRB's Superintendent and approved annually by the MPRB Board of Commissioners. By state statute, 40% of MPRB operations costs for this park area—being regional facilities—should be borne by the State of Minnesota. The state's obligation has never been met, thereby shifting maintenance burden to local taxpayers. This will continue to result in level of service shortfalls and a likely backlog of maintenance projects throughout this park and the regional system as a whole.

Some of the recommended improvements, such as trail rehabilitation, may reduce maintenance costs in the near term. Other improvements, such as increased or enhanced naturalized plantings, may require adjustments to maintenance practices and additional training of staff to provide adequate support. As implementation of near-term recommendations is realized over time, alterations to staffing and funding should be considered in order to accommodate the maintenance of new park features. Because the many improvements identified in the plan will be implemented across the 20 to 30-year time horizon of the plan, a simple annual maintenance estimate is not possible. Some park improvements, such as those addressing stormwater management, will likely be funded and maintained in coordination or collaboration with partners.

6.3 OPERATIONS

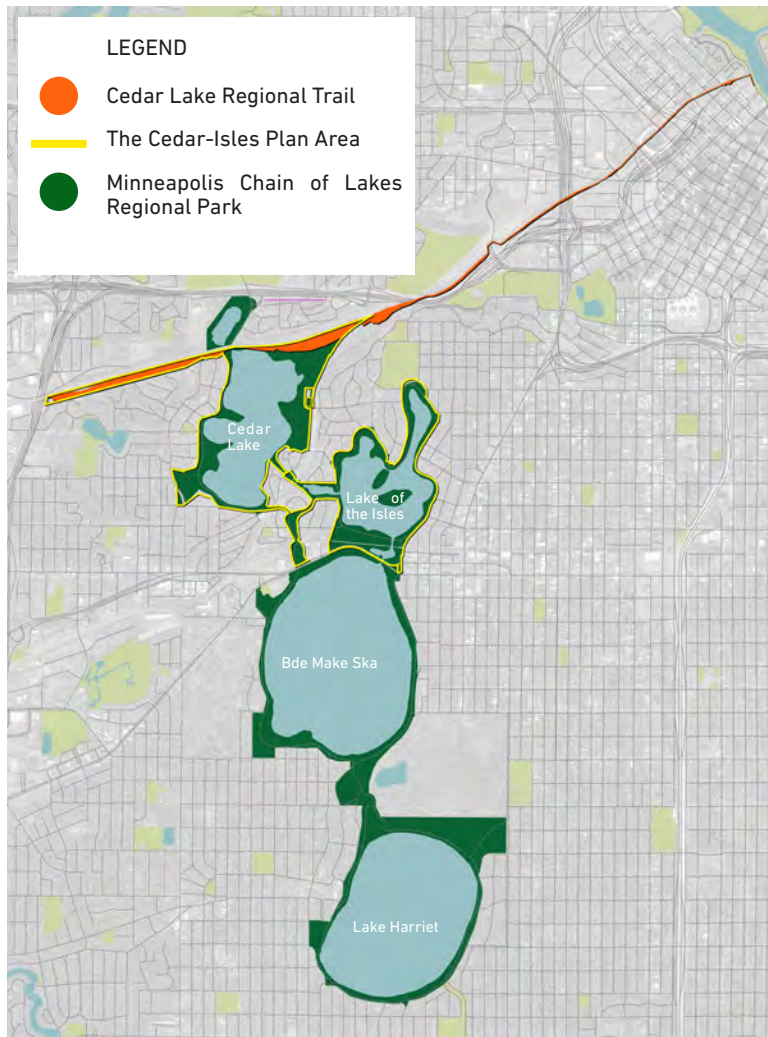


Figure 6.5: The Cedar-Isles Plan area within the Minneapolis Chain of Lakes Regional Park

STEWARDSHIP

The natural areas, lakes, trails, parkways, facilities, and grounds maintenance will continue to be the responsibility of MPRB, through the direction and operation of the MPRB Environmental Stewardship Division.

Today, there are active community groups, advocacy groups, and natural resource stewards that are active around both lakes, Dean Parkway, and the Cedar Lake Regional Trail. MPRB is committed to working with and alongside these groups to promote volunteerism, outreach, and equitable access to the park resources provided, where these interests align with the vision and guiding principles outlined in Chapter 5.

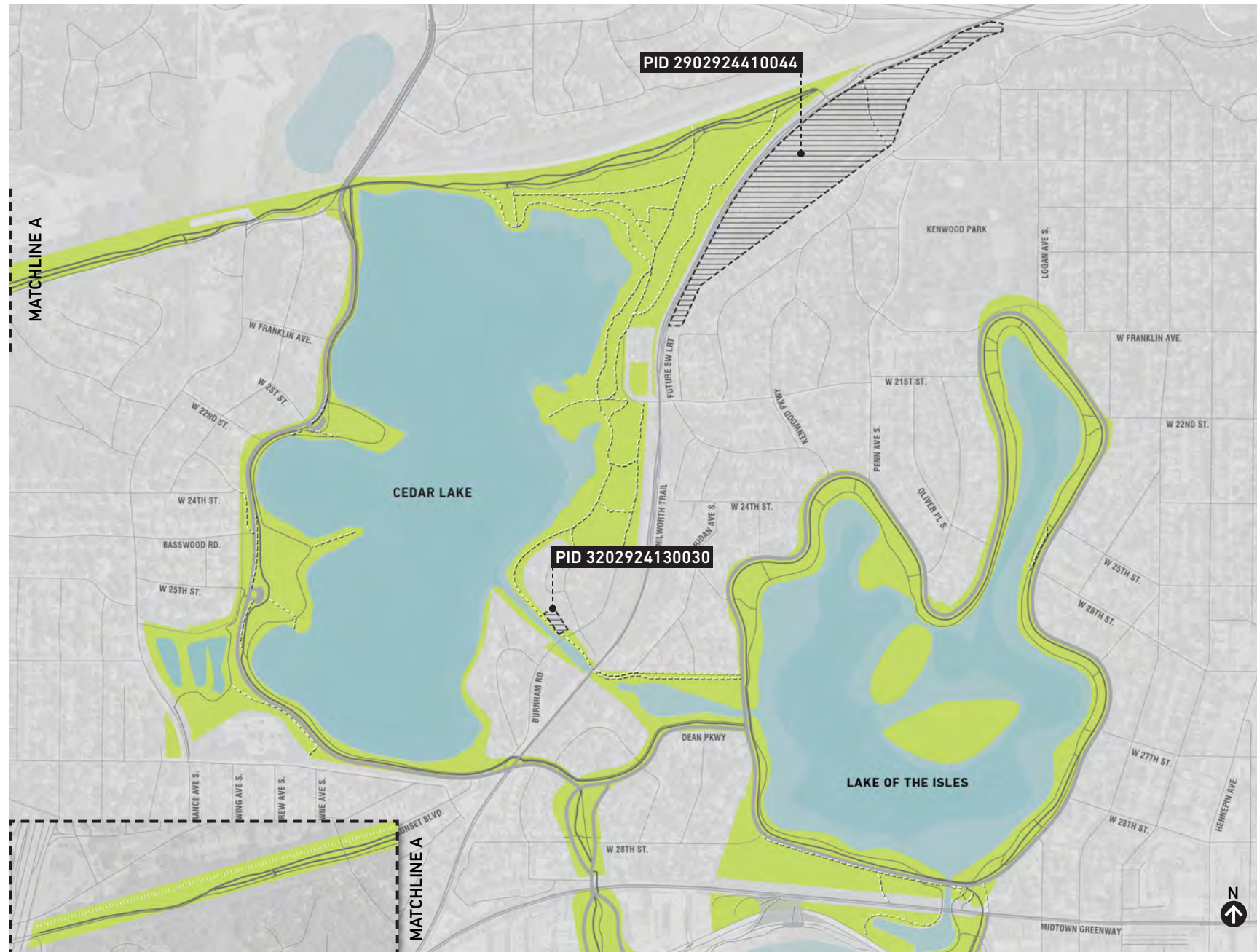
BOUNDARY AND ACQUISITION

The Cedar-Isles project area includes Cedar Lake and the surrounding parkland, Lake of the Isles and the surrounding parkland, the Kenilworth Channel that connects both lakes, Dean Parkway, and a portion of the Cedar Lake Regional Trail.

During the planning process, two parcels of land not currently owned or managed by the MPRB were identified as future acquisition sites, Parcel 3202924130030 and Parcel 2902924410044 (Figure 6.6). Formal assessments have not been completed for either parcel at this time and there is currently no timeline for acquisition of either parcel.

Parcel 3202924130030 is a privately owned vacant 0.27 acre lot adjacent to the Kenilworth Channel. When the property was purchased in 2018, the new property owner tore down the house that was on the site and returned the property to habitat, adding a semi-public brick path complete with benches and stairs that connects Burnham Road to an ad hoc trail along the north side of the Kenilworth Channel. New trees, shrubs, and plants were also

Figure 6.6: Proposed Acquisitions Map



planted. If acquired, this parcel would complete a public pedestrian connection from Burnham Road bridge to Cedar Lake along the north side of the channel. The plan proposes formalizing this public connection. Once this plan is adopted, MPRB should work to complete a formal agreement with the property owner of Parcel 3202924130030 for the existing semi-public connection.

Parcel 2902924410044 is a 33.85 acre plot of land adjacent to the project area, located to the east of the Cedar forest on the NE side of Cedar lake. This parcel, known as the “remnant lands” to many is currently an unmanaged forested area with minimal ad hoc trails. It was identified as a parcel for the MPRB to acquire during the Southwest Light Rail planning process. The Cedar-Isles Plan formalizes this by proposing to acquire the parcel, maintaining the majority of the land as a natural area, plus formalizes an existing ad hoc pedestrian connection that begins at Douglas Avenue and Kenwood Parkway, connecting down to the Cedar Lake Regional Trail and future light rail stop.

The “remnant land” parcel is currently owned and managed by the Metropolitan Council. A Memorandum of Understanding (between the City of Minneapolis and the Metropolitan Council) titled “Preservation of Kenilworth Corridor in Public Ownership and Control” states:



Semi-public pedestrian path on Parcel 3202924130030

“The Council intends that any property located in the Kenilworth Corridor that is now owned or subsequently acquired from BNSF Railroad by the Council that will not actively be used either for the Project or freight rail (as shown on attached Exhibit 2) shall be conveyed to the Minneapolis Park and Recreation Board for use as parkland upon terms and conditions that are agreeable to both the Council and the Board. The Council intends that any property located in the Kenilworth Corridor that it may acquire from HCCRA that it will not actively use for either the Project or freight rail shall be conveyed to the Minneapolis Park and Recreation Board for use as parkland upon terms and conditions that are agreeable to both the Council and the Park Board. This refers to the “excess” or “remnant” pieces of land and does not include any land that will actively be used for the Project, freight rail or the bicycle and pedestrian trail.”

Acquisition for Parcel 2902924410044 should be pursued following the completion of the Southwest Light Rail construction.

ADDRESS	PROPERTY TYPE	ACRES	ESTIMATED MARKET VALUE	PID
2550 Burnham Rd	Vacant Land - Residential	0.27	\$625,000	3202924130030
1800 Kenwood Pkwy	Land - Commercial	33.85	unknown	2902924410044

Table 6.4: Proposed acquisition parcels

CONFLICTS & PARTNER COORDINATION

The Chain of Lakes Regional Park and Cedar Lake Regional Trail exists in a context of Minneapolis neighborhoods with a broad mix of existing uses. The park is compatible with and, in many cases, a benefit to existing uses. This portion of the park system inherently has conflicts considering the current railroad lines, public infrastructure, utilities, and development uses. We anticipate that there will need for continued dialogue with community and agency partners as MPRB implements projects and acquires park land in identified areas. As the owner and operator of the Chain of Lakes Regional Park and the Cedar Lake Regional Trail, MPRB will often play a lead role in coordination efforts for projects on parkland.

Projects that involve direct impact to the lakes and stormwater will require coordination with MCWD and other agencies with jurisdiction. Where implementation involves curb and gutter improvements, signage and wayfinding installation, and stormwater outlet improvements, the City of Minneapolis or St. Louis Park will serve as a collaborator or project lead. Projects involving transit service will require coordination with Metro Transit and/or the Metropolitan Council. Projects that involve Sites of Significance will require coordination with the Tribal Historic Preservation Officers.

The Southwest Light Rail project that is currently under construction will improve access to the area and potentially increase park visitor numbers and therefore has an impact to parkland. MPRB should continue to stay in communication with the project to ensure that park benefits and concerns are addressed throughout construction and implementation.

ORDINANCES AND REGULATIONS

There is an adopted code of ordinances for the MPRB which include park rules and regulations for the Minneapolis park system. They are available online: <https://www.minneapolis-parks.org/about-us/ordinances-park-rules/>. Information is also posted throughout the park system and includes park hours, fees, permitted and prohibited activities, maps, and emergency contact information.

The MPRB requires a permit for any construction on MPRB property or use of MPRB property for construction on nearby properties. In addition, the City of Minneapolis reviews all construction projects within parks and parkways for compliance with city zoning ordinances and permit requirements, such as erosion control. Any development that may impact stormwater runoff and water quality may also trigger review and/ or permitting by the Minnehaha Creek Watershed District (MCWD).

MPRB recently adopted a new Land Policy that provides specific information on park use, including encroachments. Under this policy, all encroachments must possess a valid license, and these licenses are revocable by the Board of Commissioners at any time. In addition, a 2021 Board-adopted resolution requires that any licensed encroachments adjacent to or within water bodies will see a termination of that license when the property changes hands.

PUBLIC AWARENESS

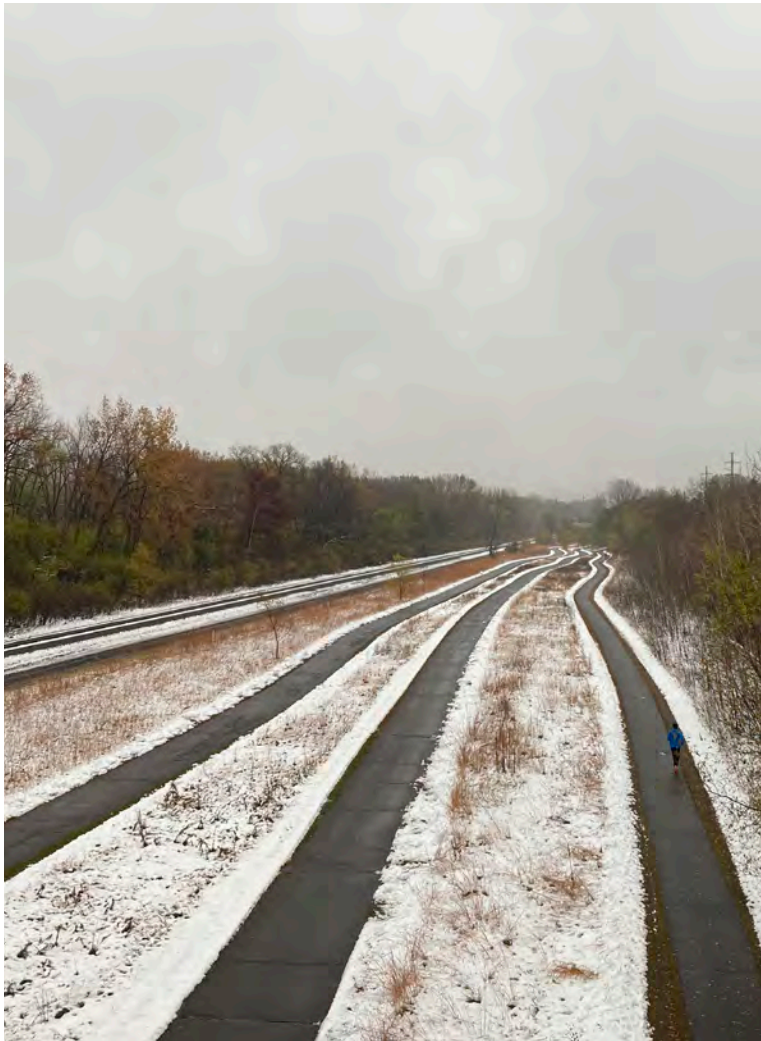
Awareness of existing facilities and services is communicated through the MPRB public website, posted on MPRB kiosks within the project area and connecting trails, and through gateway and trail signage. Programs are communicated through similar methods.

PUBLIC SERVICE INFRASTRUCTURE NEEDS

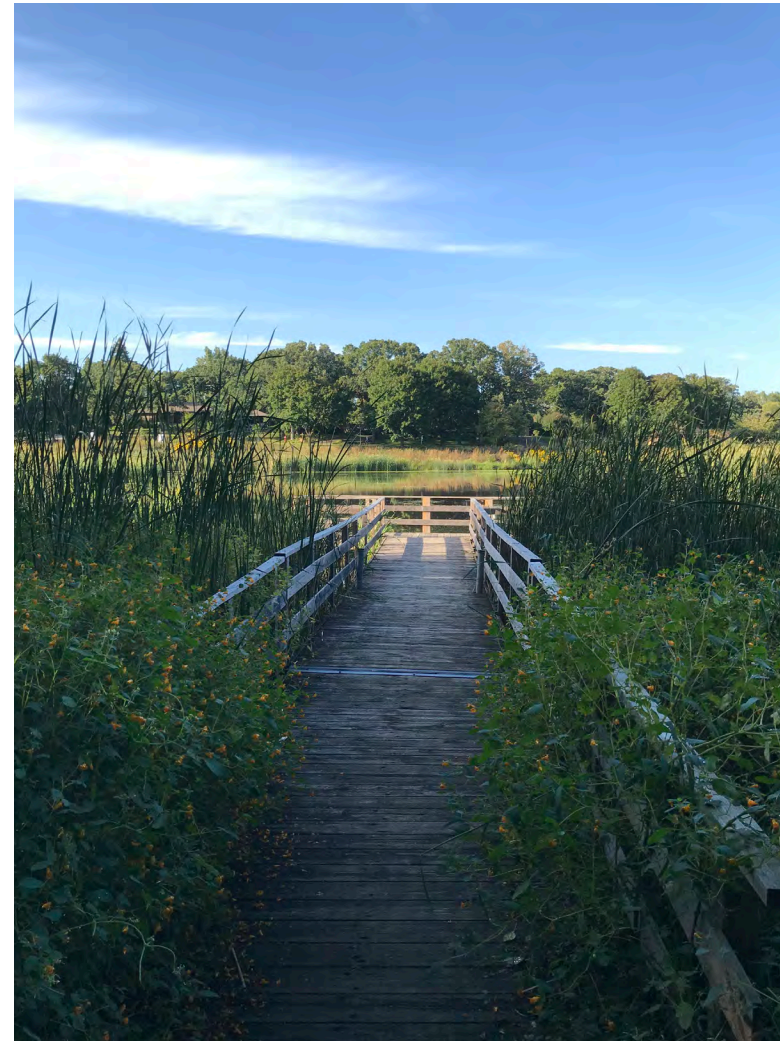
Recommendations in the Cedar-Isles Plan can largely be accomplished with the existing non-recreational public services and facilities. Extensions to existing utilities may be needed in some areas to accommodate future visitor amenities in the park such as drinking fountains and lighting.

MPRB will coordinate with the City of Minneapolis, City of St. Louis Park, Hennepin County, Metro Transit, and other agencies as applicable for intersection and trail improvements and connections to other transportation infrastructure as applicable. It will continue to be important to coordinate with the Metropolitan Council as the Southwest Light Rail project nears completion and with Metro Transit as new or improved BRT stations are planned, as well as any future regional transportation access points within or adjacent to the park.

MPRB should continue to coordinate with the City of Minneapolis and Saint Louis Park on future public stormwater improvements that connect to the Chain of Lakes. East Cedar Lake Beach is a location that will require an update to public utilities since a new plumbed restroom is proposed within the plan.



Cedar Lake Regional Trail



Dock at Cedar Meadows wetland