EXISTING FEATURES
A. STAIRWAY

PROPOSED DESIGN FEATURES
1. OVERLOOKS WITH PUBLIC ART
2. NATURE PLAY AREAS
3. MOUNTAIN BIKE SKILLS SPOT
4. OVERLOOK WITH RAIN GARDEN
5. SHARED USE SOFT SURFACE PATHS (for bikes and pedestrians)
EXISTING FEATURES

A. Stairway

PROPOSED DESIGN FEATURES

1. Adult fitness feature (with focus on natural elements)
2. Nature play areas
3. Gateway feature (map and kiosk)
4. Soft surface path
5. Lighting
Following the launch of the Southwest Service Area Master Plan project in early 2018, community members proposed several locations for potential new parks or trails.

1) Dean Green
Design of this space will be considered as part of a future master plan for both Lake of the Isles, Dean Parkway, and Cedar Lake.

2) Linden Yards
The City’s Community Planning & Economic Development department has current development plans underway for this area.

3) East Calhoun Gateway Area
This space is located within Minneapolis Chain of Lakes Regional Park, and does not have a specific site design. The Bde Maka Ska-Harriet Master Plan’s adopted recommendations for natural resources, access and circulation, cultural resources, recreation, events, and equity apply. The existing City-owned public art “East Calhoun Gateway: Community Vessel” by Phillip Rickey located here includes seating stones, gathering plazas, and planters and occupies the majority of the space thereby restricting potential changes that can be made. Staff explored possible modifications and recommend that the current configuration be maintained; that text be amended to the Bde Maka Ska-Harriet Master Plan calling for the existing art to remain until the end of its useful lifespan; and MPRB will discuss new site concept designs with community stakeholders at that time.

4) 31st Street Median
5) West Calhoun Bus Layover
6) Washburn Water Tower
7) Sunset Boulevard
8) Garfield Lot
9) Linden Hills Trolley Path

Staff explored these proposed parks and determined a more robust collaboration with agencies and stakeholders would be needed to fully evaluate park potential and feasibility. Stakeholders range from City Planning/Transportation/Water to Metro Transit to neighborhood groups and business owners. For these proposals, many of the following criteria would need to be met in order for MPRB to consider ownership or operation:

- Provide recreational/leisure uses
- Provide off-road bike and pedestrian connections to other parks/trails in the MPRB system
- Provide environmental benefits (stormwater infiltration/storage, habitat)
- Provide ample and equitable public access, including hours of operation, removal of barriers, and ADA accessibility
- Have a level of maintenance compatible with MPRB current and planned capabilities, and/or consider partnerships with businesses or others for enhanced services
- Fulfill a demonstrated need in the MPRB park system network, particularly in neighborhoods of underinvestment
- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Build on Neighborhood Identity (what works for LynLake, wayfinding & signage, learn from past mistakes)
- More accessibility and inclusion (to all types of people, affordable, safe)
- Encourage connection (within the district, Greenway as a focal point, with other people)

In addition to the bulleted criteria above, staff have these recommendations for locations #8 and #9:

Garfield Lot (addn’l)

The LynLake Business Association is interested in partnering with MPRB, the City, and the Midtown Greenway Coalition to convert this municipally owned parking lot into a public green space. Staff explored how this parcel might become a public park and determined a more robust future collaborative design process would be required, involving multiple stakeholders considering urban design approaches to parking, circulation, and public access. Staff generally support the principles identified by a focus group of community and business leaders gathered in 2018 for the LynLake Design Workshop:

- Build on Neighborhood Identity (what works for LynLake, wayfinding & signage, learn from past mistakes)
- More accessibility and inclusion (to all types of people, affordable, safe)
- Encourage connection (within the district, Greenway as a focal point, with other people)

In order for MPRB to consider owning and/or operating the parcel, the following criteria should also be carefully considered:

- Explore additional partnerships for providing public services for recreation, events, gardens, public art, safety, operations, etc.
- Address parking needs of area businesses

Linden Hills Trolley Path (addn’l)

Community members are interested in partnering with MPRB, the City, and area businesses and land owners to convert this former trolley path into a connected trail and public space. The western section is owned by the City and has been partially enhanced. The more narrow eastern section comprises parcels owned or controlled by multiple entities. Staff explored how this area might become a public park/trail and determined that a more robust future collaborative design process would be required, including a district-wide parking solution and a multi-party agreement. Staff generally support the connectivity goals identified by community leaders which a fully connected trail might provide. In order for MPRB to consider owning and/or operating the path, the following criteria should also be carefully considered:

- Coalition-led urban design plan
- District parking solution