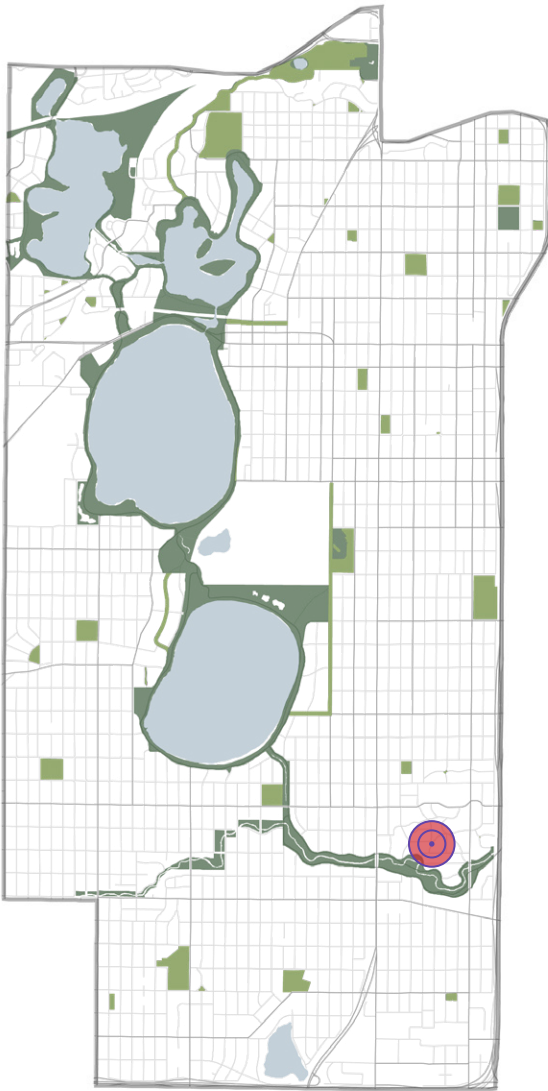


ELMWOOD TRIANGLE



LOCATION AND HISTORY

Elmwood Triangle is located along Elmwood Place East in the Tangletown neighborhood. This triangle, along with Gladstone Triangle, represented the last design contribution to Minneapolis parks by Horace Cleveland who first proposed a system of interconnecting parkways around features of natural interest in the city. Cleveland designed the first parks acquired by the Park Board. His legacy also includes the street layout of Tangletown north of Minnehaha Creek between Lyndale and Nicollet. Cleveland disliked rectilinear street layouts and instead thought streets should follow the natural contours of the land. He put that belief into practice when he was hired privately in the 1890s to develop a plan for the Tangletown neighborhood. The odd angles where the streets intersect created triangles that were not suitable for buildings, creating the small parcel of land that later became Elmwood Triangle. The land was donated to the park board by Mr. and Mrs. Walter L. Sawyer in 1898 and named in 1911.

Excerpted from history written by David C. Smith

EXISTING CONDITIONS AND CHARACTER

At .001 acres, Elmwood is the smallest triangle in the Southwest Service Area. It is covered in turf grass and hosts a couple of street signs and one young tree. Situated in the middle of the curving streets found throughout the Tangletown neighborhood, this triangle is used primarily for traffic calming and as a navigation landmark.

THE PROPOSED DESIGN

Elmwood Triangle will remain in the same configuration with one significant improvement – grass will be replaced with a pollinator garden. This more beneficial use of the space will support habitat, absorb stormwater, and reduce emissions from lawn mowers.

CONNECTIONS BETWEEN PARKS

Elmwood Triangle is only one block away from Minnehaha Creek and the Minnehaha Parkway Regional Trail which is part of the Grand Rounds. Within walking distance are Gladstone and Rustic Lodge triangles, both also in the Tangletown neighborhood.

KNOWN LAND USE AND COORDINATION ISSUES

There are no known land use and coordination issues at Elmwood Triangle.



ELMWOOD TRIANGLE - EXISTING CONDITIONS



PROPOSED DESIGN FEATURES

- 1. NATURALIZED PLANTINGS (*pollinator gardens*)

NOTE:

(*Tree remains.*)

ELMWOOD TRIANGLE - PROPOSED PLAN

	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
<i>aquatics</i>	no comments	no comments	no aquatics planned for this triangle
<i>play</i>	Interest in nature play	Triangle too small for formal play area, no clear access points	no play areas planned for this triangle
<i>athletics</i>	no comments	no comments	no athletics planned for this triangle
<i>courts</i>	no comments	no comments	no courts planned for this triangle
<i>winter</i>	no comments	no comments	no winter amenities planned for this triangle
<i>landscape</i>	General interest in pollinator gardens Needs beautification, plantings Add flowers	Keep it simple Support for plantings	New pollinator garden added
<i>other</i>	Interest in event space, public art General interest in pedestrian safety	Triangle too small for events, no clear access points Mixed support for road reconfiguration	Triangle remains in existing location

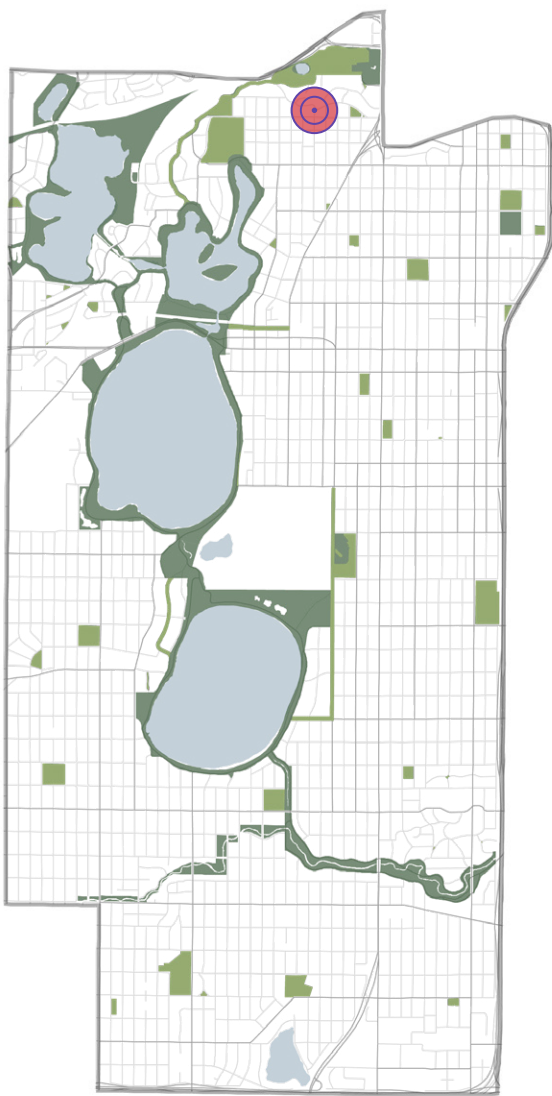
ELMWOOD TRIANGLE PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Elmwood Triangle	Landscape	Naturalized Areas: includes pollinator gardens	\$ 5,000	
Elmwood Triangle	Other	Miscl. signs, trees, furniture	\$ 10,000	
Elmwood Triangle TOTAL			\$ 15,000	

COST ESTIMATE

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FREMONT TRIANGLE



LOCATION AND HISTORY

Located at the intersection of Fremont Avenue South and Mount Curve Avenue in the Lowry Hill neighborhood, Fremont Triangle was transferred from the Minneapolis City Council to the Park Board in 1896. It was formally named Fremont Triangle in 1925 but was originally known as Mt. Curve Triangle. It retained that name until a second larger Mt. Curve Triangle, now known as Thomas Lowry Park, was acquired. Using Neighborhood Revitalization funds and donations the Lowry Hill Neighborhood Association improved Fremont Triangle through the addition of paths, planters, lighting, gardens, and trees.

Excerpted from history written by David C. Smith

EXISTING CONDITIONS AND CHARACTER

At the convergence of three roads, small Fremont Triangle (0.02 acres) offers a natural reprieve from the surrounding streetscape. The triangle itself has changed overtime through neighborhood improvements from turf grass to gardens connected by a woodchip path that can be accessed from each point of the triangle. Near the center is one of the neighborhood's signature planter urns that holds seasonal arrangements, tended by local volunteer gardeners. In addition to the gardens and urn, this park hosts a few small-to-middle sized trees, a street lamp, and a

few street signs. There is also a notable southern slope to this triangle, common with the varied topography in the Lowry Hill neighborhood.

THE PROPOSED DESIGN

This master plan proposes that Fremont Triangle remain in essentially the same configuration and design as exists today with ornamental gardens and soft surface paths surrounding a central decorative planter. No new trees should be planted in this park to ensure adequate sunlight for garden plants.

CONNECTIONS BETWEEN PARKS

Fremont Triangle is located only a few blocks from Thomas Lowry Park, Kenwood Parkway, and The Parade Park, although winding streets and hills block direct views of these locations and can make navigation between them challenging. Fremont Triangle serves as a navigational landmark in the area.

KNOWN LAND USE AND COORDINATION ISSUES

Continued collaboration between the Park Board and volunteer garden stewards is important to the success of this unique garden triangle.



SOFT SURFACE PATHS

PLANTER

GARDENS

FREMONT TRIANGLE - EXISTING CONDITIONS



EXISTING FEATURES

- A. SOFT SURFACE PATHS
- B. DECORATIVE PLANTER
- C. LIGHT POLE
- D. NATURALIZED PLANTINGS
(ornamental garden)

NOTE

No new development is proposed

FREMONT TRIANGLE - PROPOSED PLAN

	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	no comments	no comments	No aquatic facilities planned for this park
play	no comments	no comments	No play facilities planned for this park
athletics	no comments	no comments	No athletics facilities planned for this park
courts	no comments	no comments	No court facilities planned for this park
winter	no comments	no comments	No formal winter activities planned for this park
landscape	Support for existing features: plantings, urn, paths, light, trees	Support for existing features: plantings, urn, paths, light, trees Mixed support for adding benches	Existing plantings, gardens, paths, lighting, and trees remain. Benches not included in plan
other	no comments	no comments	No other facilities planned for this park

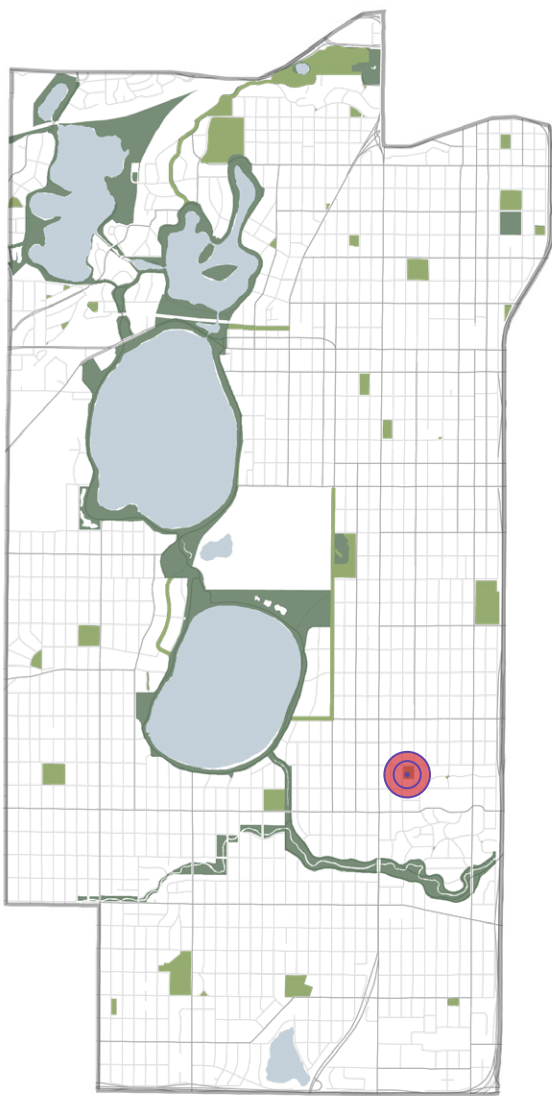
FREMONT TRIANGLE PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Fremont Triangle	Landscape	Naturalized Areas: includes ornamental gardens	\$ 5,000	
Fremont Triangle	Other	Soft Surface Path	\$ 1,133	
Fremont Triangle	Other	Miscl. signs, trees, furniture	\$ 10,000	
Fremont Triangle TOTAL			\$ 16,133	

COST ESTIMATE

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FULLER PARK



LOCATION AND HISTORY

Fuller Park is located at West 48th Street and South Grand Avenue in the Tangletown neighborhood. Margret Fuller School, built in 1896, occupied the site until 1974. When the Park Board acquired the land in 1976 the name Fuller Park was officially adopted. Margaret Fuller was a writer and women's rights activist in the mid-1800s. She was the first female book reviewer, foreign correspondent and editor of the New York Tribune. Her book, *Woman in the Nineteenth Century*, published in 1845, is often considered the first major feminist book in the United States.

Neighborhood residents tried unsuccessfully to petition the Park Board to acquire land for a playground in the area starting in 1915. In 1917 the Park Board agreed, and Superintendent Theodore Wirth drew up ambitious plans including tennis courts, a recreation shelter, a playground, and an assembly stage. However, his plan required the use of some land that the School Board still owned. The Park Board referred the plan to a joint committee for further consideration, and the plan was never mentioned again. The only reference in historical records is a note in 1920 from James Shearer, the park board's attorney: "Margaret Fuller School playground proceedings to acquire, abandoned".

When the school was demolished in the 1970s, the Park Board was eager to acquire the site in

order to fill a gap in playground coverage of the city. The land was paid for with funds collected from the Department of Transportation after it took over other parkland to build freeways. Park improvements began in 1975 and included walkways, landscaping, a wading pool, playground, and a new recreation center. Because of the small size and varied topography of the park, Fuller Recreation Center is two stories tall – a rarity in Minneapolis parks.

The park was renovated and new equipment installed in 1992. A basketball court was added in 2005, the wading pool was upgraded for safety in 2008, the interior of the recreation center was improved in 2010, and the playground was updated again in 2015. Recently, additional upgrades have been made to the interior of the recreation center.

Excerpted from history written by David C. Smith and <http://american literature.com>

EXISTING CONDITIONS AND CHARACTER

Fuller sits on the northern half of a city block within the Tangletown neighborhood. The park is primarily surrounded by single-family homes except for the northeast corner which is part of a small neighborhood commercial node.

The park itself is mostly level except around the edges. The perimeter sidewalks on the north and east slope down considerably, requiring steps.

The lowest point in the park is a mixed grass and concrete plaza in front of the recreation center's northeast entrance. A second entrance on the opposite side of the building facing the interior of the park is considerably higher. This separation of levels gives the recreation center the feel of a residential "walk-out" with separate front and back yards that have no visual connection. Flower gardens line the perimeter of the recreation center on both levels.

THE PROPOSED DESIGN

In this small park every square foot is utilized, so this design aims to streamline uses and activate additional space where possible. Given the availability of on-street parking, the parking lot is removed and that space is repurposed as a multi-use gathering space and entry plaza with flexible seating, public art, and games. Adjacent to this is a new covered picnic shelter with tables nearby. Accessible parking and a drop-off zone are dedicated on-street with a ramp to the building's west entry plaza. This ramp incorporates seating and natural plantings. To the west of this space, one half court basketball is replaced with a larger multi-sport court that includes two basketball hoops with half-court striping. To the east of the recreation center on its lowest level, an urban agriculture area fills open spaces leading to the building entrance. The existing pool and shade structures are updated along with the adjacent picnic and gathering area. The current play area

remains, and an additional adventure play area is added on the southern slope underneath tree canopy. A large swath of mown grass in the southwest corner of the park is converted to native plantings, while the adjacent sledding area is retained. Paths around the multi-use field are realigned to provide more field space and the natural turf and subsurface soil are upgraded to improve field playability and drainage.

CONNECTIONS BETWEEN PARKS

Fuller is within walking distance of Rustic Lodge Triangle which is proposed to have adventure play features such as climbable boulder seating. It is only a mile east of Lake Harriet and Minnehaha Parkway which will connect it to Lynnhurst Park and the Grand Rounds. Approximately one mile north is Rev. Dr. Martin Luther King, Jr. Park.

KNOWN LAND USE AND COORDINATION ISSUES

Because Fuller abuts several residential lots, future construction on the southern edge should be communicated and coordinated with neighboring land owners. The recreation center's NE entrance faces the neighborhood commercial node at W 48th Street and Grand Avenue South so the Park Board could collaborate with business on beautification, safety, or streetscape improvement efforts.



FULLER PARK - EXISTING CONDITIONS



PROPOSED DESIGN FEATURES

1. MULTI-USE SPORT COURT (*with 2 half-court basketball hoops*)
2. DEDICATED ADA ON-STREET PARKING & DROP-OFF ZONE (*work in conjunction with City*)
3. ACCESSIBLE RAMP WITH INTEGRATED SEATING AND PLANTINGS
4. ENTRY PLAZA WITH FLEXIBLE SEATING, PUBLIC ART, AND GAMES (*parking lot removed*)
5. PICNIC SHELTER
6. PICNIC AREA
7. UPDATED MULTI-USE FIELD
8. UPDATED WADING POOL WITH SHADE STRUCTURES
9. UPDATED PICNIC AND GATHERING PLAZA
10. PLAY AREA
11. ADVENTURE PLAY AREA
12. NATURALIZED AREA
13. URBAN AGRICULTURE ZONE

EXISTING FEATURES

- A. RECREATION CENTER
- B. ENTRY PLAZA
- C. SLEDDING HILL

FULLER PARK - PROPOSED PLAN

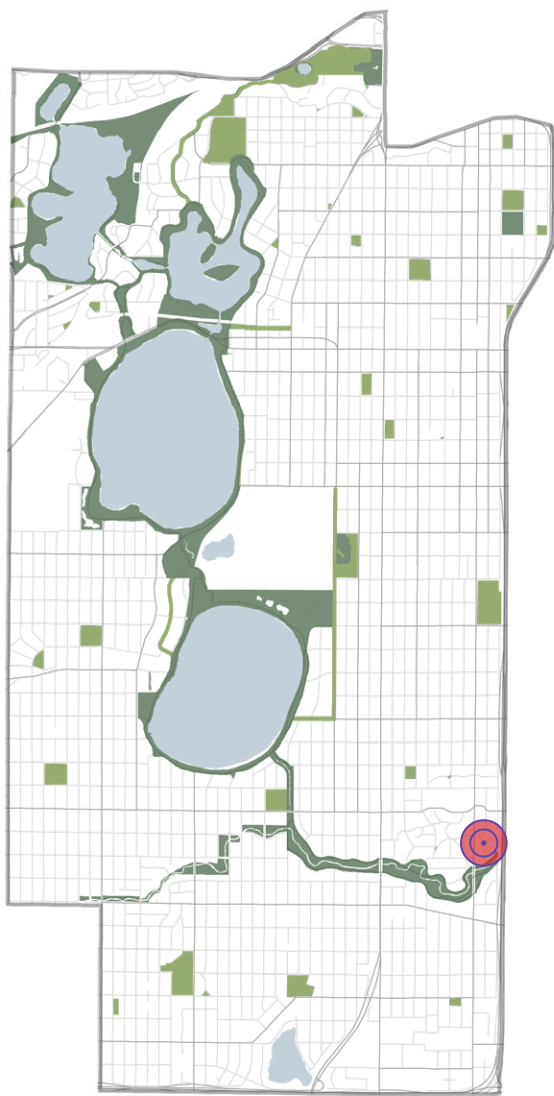
	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	Like pool, needs more shade Interest in splash pad	Keep pool, needs updates	Updated wading pool with shade structures retained in same location
play	Like play area Interest in climbing wall Interest in nature play	Keep existing play Support for adventure play Split support for all-wheel play area	Play area remains New adventure play area added
athletics	Field needs repair, better drainage	Keep field Split support for artificial turf	Upgraded multi-use field in same location
courts	Like basketball court, needs updating Would like full basketball court Want multi-use courts	Support expanding basketball Support sport court	Existing half court reconfigured into multi-use sport court with 2 basketball hoops
winter	Like sledding hill Interest in ice skating	Keep sledding area Don't want compaction of field Split support for skating loop	Sledding hill remains No ice skating planned for this park
landscape	Would like more beautification	Support gardens, native plantings Support for urban agriculture	Naturalized areas and plantings added Urban agriculture zone added
other	Like picnic area and tables, need new Interest in picnic shelter Remove parking lot & make it usable space Interest in public art Like wheelchair accessibility here Interest in bike skills park	Picnic area needs refresh Support for shelter Split support for removing parking lot Park too small for bike skills area	New picnic area added Existing picnic area and gathering plaza updated Picnic shelter added Parking removed and replaced with entry plaza with flexible seating and public art Dedicated on-street ADA parking and drop off zone with accessible ramp added No bike skills area planned for this park

FULLER PARK PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project		Notes
Fuller Park	Aquatics	Renovate Existing Wading Pool with Shade Structures	\$	1,010,172	
Fuller Park	Athletics	Renovated Multi-Use Field Space	\$	155,097	
Fuller Park	Play	Traditional Play Structure in New Containers	\$	867,320	
Fuller Park	Play	Adventure Play Area	\$	867,320	
Fuller Park	Courts	Multi-Use Sport Courts (2): includes 2 basketball hoops	\$	163,260	
Fuller Park	Landscape	Urban Agriculture Zone	\$	40,815	Urban Agriculture Areas will be implemented in partnership with specific programs or community members. Estimate includes water service
Fuller Park	Landscape	Naturalized areas	\$	9,255	
Fuller Park	Other	Entry Plaza with Flexible Seating, Public Art, and Games: includes parking lot removal	\$	106,307	Public art implemented in collaboration with City and non-profit groups
Fuller Park	Other	Renovated Entry Plaza, northeast corner	\$	10,138	
Fuller Park	Other	Renovated Picnic and Gathering Plaza	\$	26,889	
Fuller Park	Other	Picnic Shelter	\$	112,241	
Fuller Park	Other	Renovate Walking Paths: includes accessible ramp with integrated seating	\$	256,057	
Fuller Park	Other	Miscl. signs, trees, furniture	\$	72,497	
Fuller Park TOTAL			\$	3,697,369	

COST ESTIMATE

GLADSTONE TRIANGLE



LOCATION AND HISTORY

This triangle was created in the same way that Elmwood Triangle was created, due to the unique arrangement of streets in the Tangletown neighborhood, a vision of Horace Cleveland. The City Council transferred the triangle to the Park Board in 1918. The Park Board named the triangle two months later for the street on which it is located.

Excerpted from history written by David C. Smith

EXISTING CONDITIONS AND CHARACTER

Gladstone Triangle is a 0.06-acre grass island in the middle of three connecting streets in the Tangletown neighborhood. The triangle slopes to the south and lacks connection to the sidewalks across each street. There currently is no clear, formal access point and no play features, ornamental plantings, or paths. Most of the triangle is mown grass open space in full sun, while a single young tree occupies one corner.

THE PROPOSED DESIGN

The new layout expands the park's size to the east by working with the city to vacate a portion of adjacent West Elmwood Place and connect the park green space to the existing boulevard which is currently very narrow. Traffic heading south on West Elmwood Place would now meet Gladstone Avenue at a "T" intersection to the north of the triangle, rather than merge at the

existing acute angle at the south end. Enhanced pedestrian crossings at the "T" intersection will lead to paths through the park which connect directly to the city's sidewalk network. The park's central path will be anchored on each side by nature play areas and a small seating area. The ecological vitality of the land will be enhanced with native plantings, rain gardens, and pollinator gardens which the new paths will wind through.

CONNECTIONS BETWEEN PARKS

While Elmwood Triangle is close – only a few blocks away – the winding streets of the Tangletown neighborhood mean the connecting route is not visually apparent. Gladstone Triangle is a few blocks north of Minnehaha Parkway Regional Trail and the Grand Rounds, which connect easily to the Minneapolis Chain of Lakes Regional Park. Connecting Gladstone Triangle to the boulevard on the east and installing connecting paths with street crossings will streamline the route for pedestrians heading south down Gladstone Ave towards the Creek.

KNOWN LAND USE AND COORDINATION ISSUES

Coordination with the City of Minneapolis and landowners to the east will be important to facilitate vacating the short street segment and installing crosswalks.



GLADSTONE TRIANGLE - EXISTING CONDITIONS



PROPOSED DESIGN FEATURES

1. ENHANCED PEDESTRIAN CROSSINGS
2. SIDEWALK
3. NATURALIZED AREAS
4. NATURALIZED PLANTING (*raingarden*)
5. NATURALIZED PLANTINGS (*pollinator gardens*)
6. VACATE EXISTING ROAD (*work with city*)
7. NATURE PLAY AREAS
8. SEATING AREA

GLADSTONE TRIANGLE - PROPOSED PLAN

	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	no comments	no comments	no aquatics planned for this triangle
play	General interest in nature play	Support nature play	New nature play areas added
athletics	no comments	no comments	no athletics planned for this triangle
courts	no comments	no comments	no courts planned for this triangle
winter	no comments	no comments	no winter activities planned for this triangle
landscape	General interest in pollinator gardens, native plantings, beautification Naturalize part of the space Interest in urban ag	Support for native plantings, pollinator gardens, natural surfaces Community urban ag not supported, people have home gardens	Native plantings and raingarden and pollinator garden added No urban agriculture planned for this triangle
other	General interest in pedestrian safety Needs seating	Support for road reconfiguration Support for walking path, enhanced crossings	Road reconfiguration/vacation on east side Enhanced pedestrian crossings added Seating area added

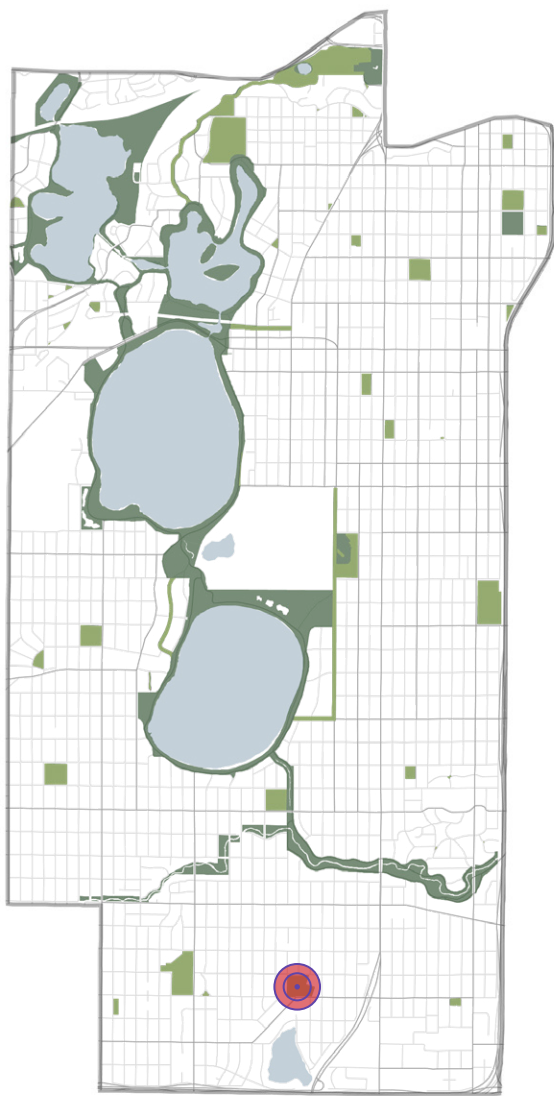
GLADSTONE TRIANGLE PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Gladstone Triangle	Play	Nature Play in New Containers	\$ 433,660	
Gladstone Triangle	Landscape	Naturalized Areas: includes raingarden and pollinator garden	\$ 6,313	
Gladstone Triangle	Other	Road Vacation	\$ -	Implemented in collaboration with City
Gladstone Triangle	Other	Renovate Walking Paths	\$ 46,725	
Gladstone Triangle	Other	Seating Area	\$ 2,326	
Gladstone Triangle	Other	Miscl. signs, trees, furniture	\$ 20,000	
Gladstone Triangle TOTAL			\$ 509,024	

COST ESTIMATE

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KENNY PARK



LOCATION AND HISTORY

Kenny Park is sandwiched between Anthony Middle School and Kenny Elementary School on West 57th Street and Girard Ave South. The land for Kenny Park was acquired in 1948. Half of the land was purchased, and the other half was received free from the state, which had acquired it for failure of the previous owners to pay taxes. The park is named for Sister Elizabeth Kenny, a renowned advocate for fighting polio and the founder of the Sister Kenny Institute. In the 1940s polio scares were so prevalent that playgrounds were practically empty. Parents were afraid that their children would contract the polio virus if they played on public grounds or swam in city lakes.

The first attempts to acquire the land for a park were in 1928, a year after Minneapolis annexed about a mile of northern Richfield from Fort Snelling to Edina, which created the challenge of providing parks and schools for the newest parts of Minneapolis. However, the Park Board abandoned plans for a park at this site in 1932 when property owners began to voice their objections to being assessed for the acquisition; understandable given the economic toll of the Great Depression.

In 1948, with the economic recovery and population growth following World War II, the Park Board acquired Kenny Park with plans to make it a children's playground. Property owners agreed to the assessments and in 1953 the Park Board began grading the park. Fill was hauled in to level the fields; some of it was excess material from Armatage Park, eight blocks to the west. Construction of the park was largely completed by 1955. The shelter was

enlarged in 1928, then remodeled again in 1982. The playground was rehabilitated in 1997. The Park Board experimented with 18-inch high pond hockey boards on the Kenny Park skating rink in 2007. In 2009, tennis courts were resurfaced, and in 2012 the neighborhood raised funds to help pay for the addition of three shade structures installed near the playground and pool.

Excerpted from history written by David C. Smith

EXISTING CONDITIONS AND CHARACTER

Kenny Park serves as the primary outdoor space for schools on both sides, especially during recess. A very small neighborhood center sits in the center of the park with ball diamonds and field space to one side and tennis courts, play areas, half-court basketball, and a wading pool with picnic areas on the other. The park is often bubbling with activity and the tiny park building runs a number of popular activities.

The park sits in a large open bowl between the two schools. Two multi-use diamonds, one diamond with grass infield, and several multi-use fields next to it also host a skating rink and pond hockey in the winter. Kenny's natural sloping hills on three sides make excellent sledding hills in winter.

Next to the play areas are a small grass area and a popular gaga pit. These areas are heavily used, as evidenced by erosion in the turf which becomes quite muddy after it rains. School staff, parents, and neighbors have all expressed interest in a refresh of this area to manage drainage and erosion concerns. A well-used half basketball court sits at the south end of the play area.

THE PROPOSED DESIGN

The design for Kenny Park was approached not only as an individual neighborhood site, but also as one part of a four-park collection in the far southwest portion of the service area which has a strong and interconnected focus on athletics, primarily field and diamond sports. Kenny will be designated as a “field sports focused park” with the removal of diamonds and the installation of a premier artificial turf field, striped for field sports only. This will balance nearby Armatage Park which is designated a “diamond sports focused park”. The sloped hills surrounding Kenny’s new fields will be naturalized with native plantings and the existing sledding hill preserved. A new walking path connecting West 57th Street to West 58th along the top of the hill on the west side completes a walking loop of the entire park. The existing two tennis courts with pickleball striping remain, as do the play areas and gaga pit near the school. Play areas will be somewhat expanded when improved. A significant improvement at Kenny is the proposed expansion of the existing small neighborhood center with an open air shelter facing a new splash pad with shade structures that replaces the existing pool. By turning off the water, the splash pad plaza can be used by students during recess hours and during the winter months as extra play space. To the east of the splash pad is a relocated picnic area and a series of sport courts which include two half-court basketball hoops as well as striping for four-square and additional games. Additional native plantings fill the open space bordering West 58th Street.

CONNECTIONS BETWEEN PARKS

Kenny is equidistant from Armatage Park and Penn Model Village Triangle one mile to the west, and Windom South Park one mile to the east. It is also one mile south of the Minnehaha Parkway Regional Trail and the Grand Rounds, connecting it to much of the rest of the park system.

KNOWN LAND USE AND COORDINATION ISSUES

Recreation programming will need to be coordinated between Kenny and Armatage parks to accommodate and balance both diamond and field sports in the area. Some of the site is shared use between the Park Board and Minneapolis School Board.



TENNIS COURTS WITH
PICKLEBALL STRIPING

SLEDDING HILL

MULTI-USE DIAMOND

ICE AND HOCKEY RINKS

PLAY AREAS

RECREATION CENTER

PICNIC AREA

WADING POOL

HALF COURT BASKETBALL
BASEBALL DIAMOND

KENNY PARK - EXISTING CONDITIONS



PROPOSED DESIGN FEATURES

1. NATURALIZED AREAS
2. WALKING LOOP
3. ARTIFICIAL TURF FIELD *(with striping for 2 premier multi-use fields)*
4. PLAY AREAS
5. PROPOSED BUILDING EXPANSION WITH OPEN AIR SHELTER
6. PICNIC AREA
7. SPLASH PAD WITH SHADE STRUCTURES
8. MULTI-USE SPORT COURT *(with 2 half-court basketball hoops and 2 four-square courts)*

EXISTING FEATURES

- A. RECREATION CENTER
- B. SLEDDING HILL
- C. TENNIS COURTS WITH PICKLEBALL STRIPING (2)
- D. GAGA PIT

KENNY PARK - PROPOSED PLAN

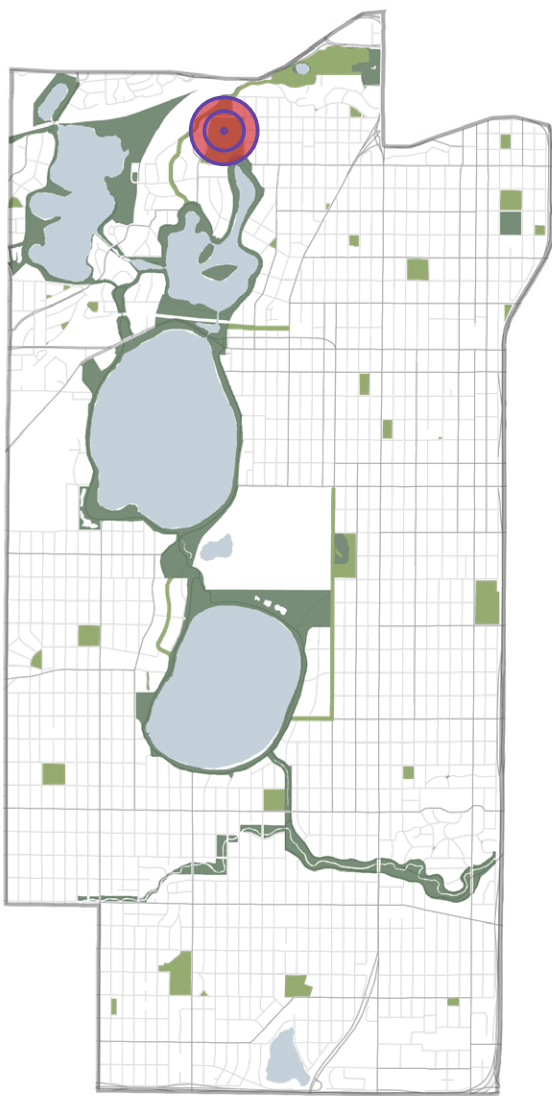
	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	Like pool Interest in splash pad so usable space during school year	Split support for splash pad vs. pool Support shade	Pool removed and splash pad with shaded structures added
play	Like playground but needs updates Needs more young child equipment "Dirt pit" area needs better solution Like the gaga pit	Play area needs updates, refresh	Expanded play areas and gaga pit remain in same location
athletics	Fields and diamonds need repair, better quality Like baseball here Play T-ball, softball, baseball, soccer, football, ultimate frisbee here	Support for upgraded field, artificial turf Support for both diamonds and fields Support for some parks to specialize in particular sports	Replace diamonds and fields with space for two premier artificial turf fields. Kenny becomes 'field-focused park' to balance Armatage as 'diamond-focused park'
courts	Like tennis courts Half court basketball not sufficient Less interest in tennis courts Interest in pickleball	Support for basketball Support four square Support for tennis Support for pickleball	Half court replaced with multi-use sport court with two basketball hoops and four-square striping Existing tennis courts with pickleball striping retained
winter	Like ice rink & hockey here Like sledding hill	Like ice but it destroys the fields Walking loop interferes with sledding hill	Removal of winter skating in favor of premier artificial turf fields Sledding hill remains and walking loop moved to top of hill
landscape	Interest in pollinator gardens	Support for naturalized areas	Naturalized areas added
other	Recreation center is too small	Support building expansion Split support on building relocation	Recreation center expanded with open air shelter

KENNY PARK PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Kenny Park	Aquatics	Splash Pad with Shade Structures	\$ 1,724,436	
Kenny Park	Play	Expansion of Existing Play Areas: includes relocation and renovation of existing gaga pit	\$ 1,165,780	
Kenny Park	Athletics	Premier Artificial Turf Athletic Field: striped for 2 premier multi-use fields	\$ 3,061,128	
Kenny Park	Courts	Multi-Use Sport Courts: includes 2 basketball hoops and 2 four-square courts	\$ 163,260	
Kenny Park	Courts	Renovate Existing Tennis Courts (2): include existing pickle-ball striping	\$ 265,298	
Kenny Park	Landscape	Naturalized Areas	\$ 124,265	
Kenny Park	Other	Proposed Building Expansion with Open Air Shelter	\$ 437,741	
Kenny Park	Other	Renovate Walking Paths: includes walking loop	\$ 566,676	
Kenny Park	Other	Miscl. signs, trees, furniture	\$ 75,086	
Kenny Park TOTAL			\$ 7,583,670	

COST ESTIMATE

KENWOOD PARK



LOCATION AND HISTORY

Spanning 33 acres, Kenwood Park is bordered by Kenwood Parkway, Oliver Avenue South, Franklin Avenue West and Logan Avenue South in the Kenwood neighborhood. It was acquired in 1907 in response to the request from the Kenwood and Greenview Improvement Association that the park board acquire the low-lying land that extended north from the shore of Lake of the Isles. Theodore Wirth recommended acquiring the surrounding hills as well. As was common at the time, the cost of the acquisition was assessed to properties around the park.

Wirth's original plan for Kenwood in 1907 included a promenade at the upper end, projecting out into the park and built of heavy masonry which would overlook lakes in the distance. He stated that such scenery in the "very heart of a beautiful residential district is indeed a rare gift". The original plan also included basketball and croquet courts, athletic fields in the center of the park, tennis courts and Croque courts. Construction in the low lying areas was hindered by persistent flooding, partly caused by overflow during heavy rain of a city sewer line which ran under the park.

Wirth revised the plans for Kenwood in 1921, including a shelter building in the center of the park. Minor improvements were made to the park in 1922 when the path was repaired and in 1923 when the Park Board, in partnership with the Kenwood PTA, leveled the park land across from the school

so it could be used as a "recess playground". Wirth presented an updated plan for the park in his 1925 annual report, this time including a small golf course along Franklin Avenue.

One of the reasons for the lack of improvements over the nearly two decades since the park's acquisition was revealed in the 1926 annual report. Wirth wrote that the residents of the area had finally been convinced that the plans for the park were conducive to the preservation and enhancement, rather than destruction of the natural features of the property. The Park Board ordered improvements that year at the estimated cost of \$117,000, but Wirth noted that after conferring with the residents the plan would have to be modified. The next year he modified park plans yet again, expressing his exasperation, stating that the changes to the plans were made to meet the objections from the neighborhood over the introduction of playground features and other accommodations in the park that were, in Wirth's words, "universally considered necessary and desirable" for a neighborhood park in a residential district. Finally, in 1928, Wirth's greatly reduced plan for the park, which required less than half the estimated funds originally proposed a few years earlier, was implemented. Most of the cost was dedicated toward building six new tennis courts, re-grading, and planting trees and shrubs. No recreation center or ball fields were built, and these were the only improvements made to Kenwood Park until 1960, when three tennis courts had to be replaced due to poor subsoil conditions.

The next investment for improvements to Kenwood Park was in the 1980s. When the School Board decided to renovate and expand Kenwood School, the Park Board was invited to look at the project and decide if it wanted to add space to the plans for park activities. A community center for Kenwood had been planned in 1978, however these plans were delayed due to community opposition even at a productive time in the Park Board's history, when 8 new community centers were built across the City. From parkways to recreation facilities, the Park Board often encountered the most opposition to its plans from residents of the lake district neighborhood that had benefited most from the parks. The scaled down plans as an addition to Kenwood School were done in 1983. The Park Board had recommended adding a multi-purpose room, a game room and an arts and crafts space that were organized in such a way that park programs would have gym access. Adding the Park Board space to the school required a slight redirection of Franklin Avenue in front of the school. After lengthy discussions, lawsuits, and continued opposition from residents, the plans went forward and the Park Board had a building for activities at Kenwood Park, although not on park property.

In 1996 a new playground was installed in the park across from the school and in 2006 the small ball field nearby was improved. In 2007 through efforts and fundraising of Save the Courts, the tennis courts in the park were redeveloped. The tot lot in the corner of the park was renovated in 2010 and the community center in 2014. When the community center was upgraded the Park Board also extended its agreement with the School Board for continued use

of the joint building.

Excerpted from history written by David C. Smith

EXISTING CONDITIONS AND CHARACTER

Kenwood Park has vast green spaces, a central elevated plateau with views to its multi-use diamonds, multi-use fields and tennis courts, and direct access to Lake of the Isles and the Grand Rounds. Due to its size and proximity to the neighboring regional park, there are many natural spaces to enjoy. There are also many peaceful areas of the park where noise is limited. Situated in a leafy neighborhood bordered by highway to the north and rail lines to the west, there's not as much through traffic compared to neighboring areas.

The park has two main parts divided by Douglas Avenue with the majority of the park located on the southern side. The northern part is triangular in shape and is filled with green space and trees. Park Board environmental staff have established prairie plantings and an experimental "bee lawn" along Douglas Ave. There are significant slopes in this section of the park, and a variety of tree species.

The larger part of the park south of Douglas Avenue contains a variety of recreation facilities, with diamonds and fields nestled in a valley between slopes running north-south through the park. This dramatic topography together with natural water and soil conditions of the park contributes to drainage and flooding challenges in the lower lying areas. Also in this valley are popular tennis courts, heavily used by many groups including area neighbors, Inner City

Tennis, DeLaSalle school, and the community center for park programs.

A large, undulating hill forms the center of the park, with open grass areas beneath mature tree canopy. This area is popular with local dog walkers. A small clearing at the top of the hill contains a bench but is otherwise open. On the south side of the park the terrain levels out and hosts several multi-use fields, diamonds, a play area and picnic area. The fields and diamonds are often used by young athletes from Kenwood Elementary School and the WESAC sports council, as well as from the Kenwood Community Center. The Center is attached to Kenwood Elementary School and located across West Franklin Avenue from the park. Well-marked crosswalks in front of the recreation center and at Penn Avenue South provide pedestrian access to the park.

THE PROPOSED DESIGN

The focus of the Kenwood Park design is on balance – both increasing access to a variety of recreation options while also enhancing naturalized areas, tree canopy, and natural stormwater treatment to manage flooding. A grass walking path north of Douglas Avenue will provide soft-surface trail access to the woods and prairie there. Large areas of what are now mown turf south of Douglas Avenue will be naturalized while maintaining tree canopy. The main exception to this is the open clearing on the top of the hill in the center of the park which will remain mown grass to preserve the scenic overlook. An accessible walking path to the hilltop will include nature education/interpretation nodes. The area at the south of the park which

regularly floods will be transformed into a purpose-built wet meadow with boardwalk, providing an attractive, functional, and educational opportunity for stormwater capture and treatment.

The play area, multi-use fields, diamonds, and batting cages will be maintained and upgraded. The tennis courts will remain with the possibility of adding a seventh court in the future to accommodate tournaments. Five new pickleball courts and a full basketball court south of tennis will expand recreation options, along with a three hole disc golf course on the western side of the central hill near Oliver Avenue South. A picnic shelter near the play area will accommodate small groups.

A new stairway at Lincoln Avenue will provide safe access down to the restroom enclosure and court area, while an extension of the path at the courts will create a walking loop connecting fields and diamonds throughout the park. A key bike and pedestrian connection is established on the eastern edge of the park, linking the Grand Rounds at Lake of the Isles to Kenwood Parkway at Mount Curve Ave, and providing access to the Kenilworth/Cedar Lake Regional Trails north of the park. Pedestrian and bicycle crossings will be enhanced at several key intersections surrounding the park.

CONNECTIONS BETWEEN PARKS

Kenwood Park is located in an area of the city resplendent with acres of neighborhood and regional park land. It is directly adjacent to Kenwood Parkway and Lake of the Isles Park, providing a range of opportunities to connect to many other parts of the

Minneapolis park system. Kenilworth and Cedar Lake Regional Trails just to the north allow exploration of areas farther afield. Kenwood is also very close to Bryan Mawr Park but separated from it by busy I-394. Proposed trail improvements near Spring Lake in The Parade Park will help connect parks and trails on both sides of the highway, including Kenwood. Smaller nearby neighborhood parks include Thomas Lowry, Smith Triangle, and Levin Triangle. A mile to the west are Cedar Lake, Brownie Lake, and Theodore Wirth Regional Park. The Minneapolis Sculpture Garden and Loring Park are located a mile to the east, and the downtown Minneapolis riverfront situated just beyond that. Despite Kenwood's location offering a multitude of park connection possibilities, it has a decidedly secluded feeling to it.

KNOWN LAND USE AND COORDINATION ISSUES

Extension of a multi-use trail through Kenwood Park connecting Lake of the Isles and Grand Rounds to trails farther north will require collaboration between regional and neighborhood park and trail projects. Continued cooperation with Kenwood Elementary School south of Franklin Ave will be important to many of the proposed park and street crossing improvements. The SW CAC recommended that sand volleyball be considered in the adjacent regional park rather than in Kenwood, specifically between the Mall Park and the lagoon between Lakes



KENWOOD PARK - EXISTING CONDITIONS



PROPOSED DESIGN FEATURES

1. ENHANCED PEDESTRIAN CROSSINGS
2. PICNIC SHELTER
3. NATURALIZED AREA (*wet meadow with boardwalk*)
4. THREE-HOLE DISC GOLF COURSE
5. ACCESSIBLE WALKING PATH WITH NATURE EDUCATION/INTERPRETATION NODES
6. PICKLEBALL COURTS (5)
7. FULL COURT BASKETBALL (1)
8. NATURALIZED AREAS
9. MULTI-USE TRAIL (*connecting Kenwood Parkway to Lake of the Isles and Grand Rounds*)
10. STAIRWAY
11. WALKING LOOP
12. GRASS WALKING PATH
13. OUTDOOR CLASSROOM

EXISTING FEATURES

- A. RECREATION CENTER
- B. PLAY AREA
- C. MULTI-USE DIAMONDS (4)
- D. MULTI-USE FIELDS (3-6)
- E. RESTROOM ENCLOSURE
- F. TENNIS COURTS (6)*
- G. OPEN MOWED UNDERSTORY
- H. NATURALIZED AREA (*prairie planting*)
- I. SLEDDING HILL

NOTE

*explore possibility for adding a 7th tennis court, without negatively impacting field size to the south

KENWOOD PARK - PROPOSED PLAN

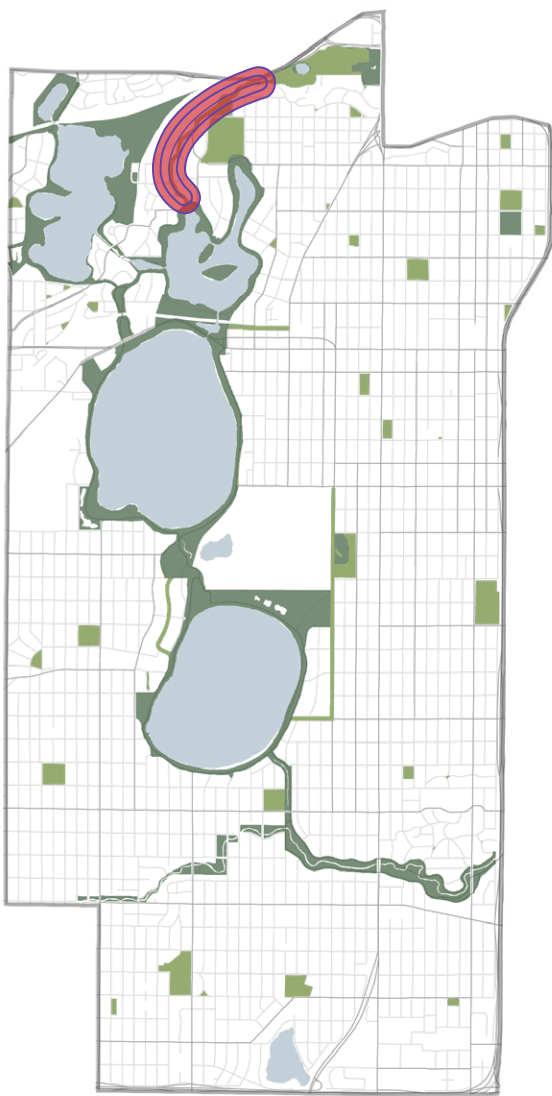
	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	no comments	Close to lake so aquatics not needed	No aquatic facilities planned at this park
play	Like playground but needs updating Like shade in play area Make top of hill more inviting and accessible	Like playground. Mixed interest in nature play because entire park is naturalized Split support for path to top of hill	Traditional play area remains same general location and size Accessible path to top of hill reduced in length, includes nature education/interpretation nodes
athletics	Like athletic fields here for baseball & soccer but need some rehab Field south of tennis courts floods	Keep diamonds and fields, including small T-ball diamond by playground Mixed support for wet meadow & boardwalk as a stormwater BMP	Keeps diamonds and fields in existing configuration, including T-ball Wet meadow and boardwalk included but reduced in size to accommodate field space
courts	Tennis very popular	Keep tennis courts in existing location Mixed interest in sand volleyball Mixed support for basketball	Tennis remains in existing location Sand volleyball not added, but recommended for adjacent Regional Park Single full-court basketball included
winter	Like sledding hills Interest in ice skating	Like sledding hills Don't need ice skating because it's at Lake of the Isles nearby	Sledding hills retained No ice facilities planned at this park
landscape	Like topography, large trees, wooded areas, natural areas, and interest in replacing grass with pollinator plantings Like open and unstructured space, dog walking space Interest in water feature Concerns with flooding in the SE corner Need accessible trail, make top of hill more inviting and accessible	Maintain tree canopy, naturalize and plant more wild areas, consider no-mow grasses no comments Support wetland area for flood storage and an educational tool for students Desire for ADA access to top of hill Mixed support for walking paths & loops	Native plantings/naturalized areas added to considerable areas of the park. Much of top of hill and wooded areas left unstructured. Per MPRB ordinance pets should be kept on 6' leash Wet meadow and boardwalk added Reduced length accessible walking path with interpretive nodes added to hill
other	Interest in mountain bike course no comments Interest in disc golf course	Divided support for mt bike course, some concern about noise, aesthetics, impact on naturalized areas Need covered areas for picnicking, support for a shelter Split support for 9-hole disc golf Suggestion to connect Cedar Lake Trail to Lake of Isles via trail in Kenwood Park instead of along Kenwood Parkway Split support for parking lot	No mountain bike facilities planned at this park Small covered picnic shelter added Small 3-hole disc golf practice area added Bike trail along edge of park to connect regional trail system close to The Parade Park to Lake of the Isles No parking lot planned at this park

KENWOOD PARK PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Kenwood Park	Play	Traditional Play Structure in Existing Containers	\$ 867,320	
Kenwood Park	Athletics	Athletic Field Renovation: 4 multi-use diamond and multi-use field space	\$ 2,848,890	
Kenwood Park	Courts	Basketball Court - Full (1)	\$ 132,649	
Kenwood Park	Courts	Pickleball Courts (5)	\$ 331,622	
Kenwood Park	Courts	Renovate Existing Tennis Court (6)	\$ 795,893	
Kenwood Park	Landscape	Naturalized Areas: includes boardwalk over wet meadow	\$ 1,146,036	
Kenwood Park	Other	Multi-Use Trail	\$ 373,017	
Kenwood Park	Other	Picnic Shelter	\$ 112,241	
Kenwood Park	Other	Renovate Walking Paths: includes walking loop	\$ 606,544	
Kenwood Park	Other	Three-Hole Disc Golf Course	\$ 20,408	
Kenwood Park	Other	Walking Path with Nature Education/Interpretation Nodes	\$ 18,448	
Kenwood Park	Other	Miscl. signs, trees, furniture	\$ 72,346	
Kenwood Park TOTAL			\$ 7,325,415	

COST ESTIMATE

KENWOOD PARKWAY



LOCATION AND HISTORY

Kenwood Parkway, which connects The Minneapolis Sculpture Garden and The Parade Park to Kenwood Park and Lake of the Isles, can largely be attributed to the work of Charles Loring who met with residents to ask them to donate land around the lake first for a park and then a boulevard in 1885 and 1886. The story of how Loring came to devote so much time to acquiring land around Lake of the Isles, an area not even mentioned in Cleveland's suggestions or earlier proposals for parks, is not well known. Its importance lies in the fact that Loring's success in acquiring this land was likely responsible for the extension of the Chain of Lakes which would eventually include Cedar Lake, all of Bde Maka Ska, then Minnehaha Parkway to Lake Nokomis and Lake Hiawatha.

For the creation of a system of parkways at the turn of the century, the land around Lake of the Isles had the draw of not being highly valued. The lake was largely marsh at the time, not an attractive site for a home. The grand residences of the day were being built surrounding Central Park (now Loring Park), Park Avenue, and near where the Minneapolis Institute of Art is now. Loring followed the path of least resistance in pursuing the land around Lake of the Isles, connecting with his friends who owned much of the land or had influence with those who did, and who were willing to give some of it to the Park Board. Loring noted, upon his eventual success, that he had met with John Green, who owned the land at the north end of Lake of the Isles, "probably 100 times" before Green consented. In his fervent acquisition of land around the shores of the lakes,

Loring conflicted not only with residents but also other commissioners. In a letter of advice to the Board, along with his formal resignation, he gave the highest priority to immediately securing land around Lake of the Isles and Bde Maka Ska, recommending a parkway connect Central Park [Loring Park] through Lowry Hill to Lake of the Isles. Loring withdrew his resignation eventually, retuning to the Board. He would eventually get everything he asked for in his letter of advice, including the power to police the parkways and the control over trees along the streets of the city.

By the end of 1886 the Board had acquired the lakeshores and the connection that Loring had dedicated so much time toward. Kenwood Parkway was acquired completely by donation, and plans were drawn up by Horace Cleveland. There were peripheral issues with the construction of Kenwood Parkway, including selecting uniform hitching posts for the parkway, and having "well-rotted dairy stable manure" spread along parkways needing to have soil enriched. In 1887 the Board first approved the use of its parkways for a bicycle club, but as the popularity of the bicycle grew, the Park Board started to investigate the feasibility of constructing a dedicated bicycle path, separate from the carriage path, along Kenwood Parkway and around Lake Harriet. Much of that path was built in 1896 and the result was quite similar to the arrangement of paths today: a walking path beside the lake, with a bicycle path between it and the parkway.

Excerpted from history written by David C. Smith

EXISTING CONDITIONS AND CHARACTER

The western portion of Kenwood Parkway is one of the widest sections of parkway road, curb to curb, in the park system. It can be identified as a parkway road by the signature rose colored seal coating. Along the western half of the parkway, homes and sidewalks line the parkway on both sides along with trees and wide grass boulevards. As the parkway narrows east of Kenwood Park, homes are primarily located on the south side of the road while the I-394 soundwall occupies the north side. Located in a neighborhood separated from the rest of the city by the highway on the north and a rail corridor and Cedar Lake on the west side, this road is primarily used for local traffic.

Kenwood Parkway starts at Lake of the Isles and contains a small island at the intersection which holds Peavey Fountain and ornamental gardens. Travelling north and northeast up a steep hill, the Parkway connects to Kenwood Park. Reaching its highest point here, the Parkway road then travels downhill, narrows, and splits into two single lane one-way roads with a wooded and vegetated median between them. The two single direction roads reconnect at the bottom of the hill near Spring Lake and then travels directly east along the southern edge of The Parade Park. The Parkway ends when it reaches The Minneapolis Sculpture Garden and turns to become Bryant Avenue South.

In addition to the vehicle access Kenwood Parkway provides, a portion of the eastern end has an off-road combined bicycle and pedestrian path. This path ends half-way down the Parkway where it connects to the Kenilworth and Cedar Lake Regional Trails. Access

along the western half of the Parkway contains sidewalks and roadway only.

THE PROPOSED DESIGN

Kenwood Parkway will have enhanced wayfinding nodes and connections to adjacent parks and regional trails as well as enhanced pedestrian/bicycle crossings at several key intersections along its length from Lake of the Isles to the Minneapolis Sculpture Garden. This includes connections to The Parade Park, Kenwood Park, and the connection under I-394 to the Kenilworth and Cedar Lake Regional Trails. Where the existing multi-use trail on the eastern half of Kenwood Parkway stops, this design extends that trail approximately 500 feet west to the intersection of the parkway with Morgan Avenue South and Mt Curve Avenue. There it will turn south and flow through eastern Kenwood Park to ultimately connect with Lake of the Isles and the Grand Rounds trail system. The 500 ft extension will strive to protect existing boulevard trees where possible and may separate bikes from pedestrians in a few areas in order to accomplish this.

The western half of Kenwood Parkway remains essentially as it is now, with some enhanced crossings. Where the Parkway currently ends at Peavy Fountain, that small crescent of land will be reconfigured to extend the north end, creating a triangle which delineates the driving and parking lanes in each direction and removes excess impervious roadway surface. Additional plantings will be added along with a safe pedestrian crossing through the triangle and across both lanes of Kenwood Parkway. Throughout the entire length of

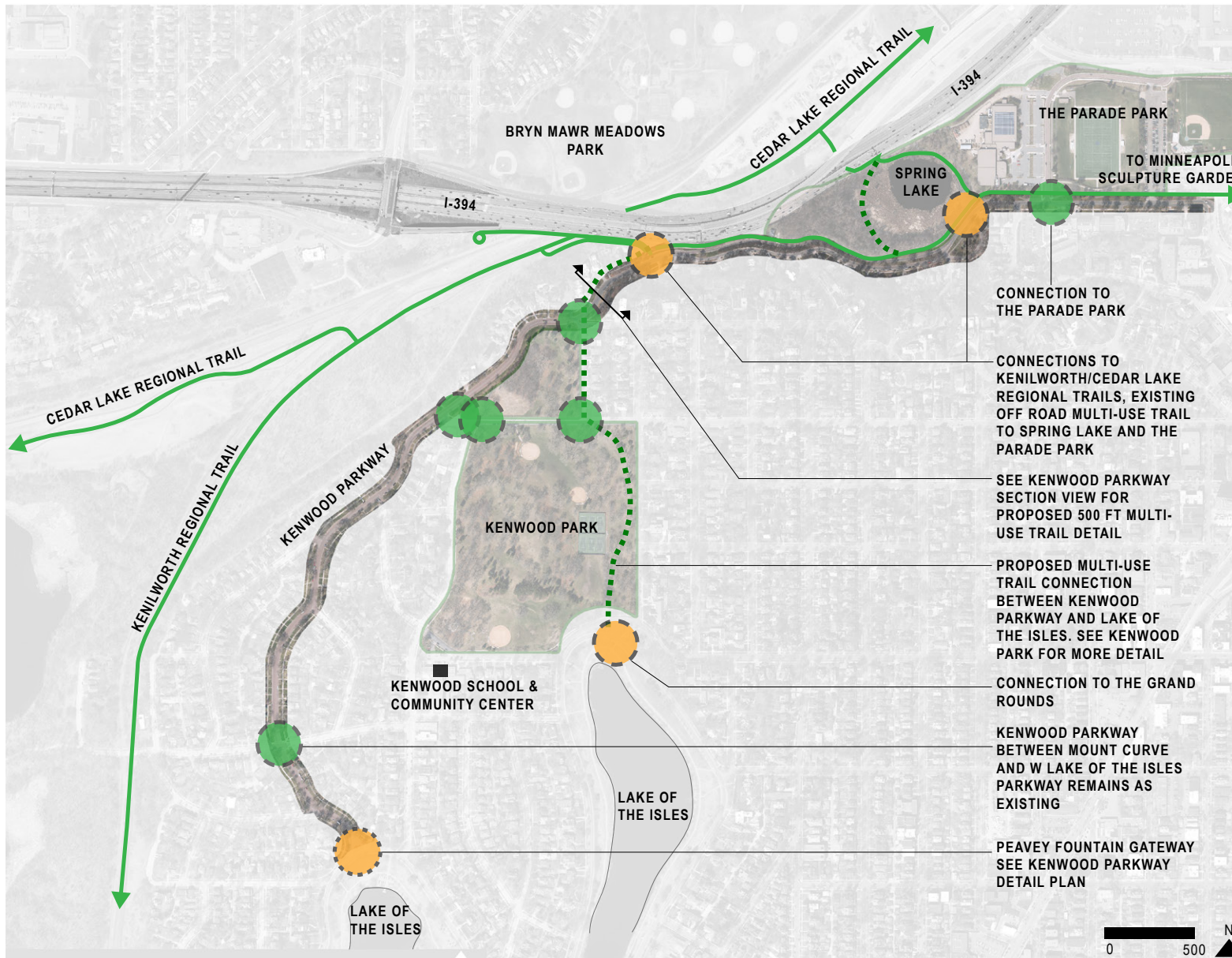
Kenwood Parkway, tree canopy will be expanded where possible.

CONNECTIONS BETWEEN PARKS

The proposed improvements seek to better connect Kenwood Parkway to Lake of the Isles and the larger Grand Rounds system, to both downtown and areas west of Kenwood via the Kenilworth and Cedar Lake Regional trails, and to existing off-road multi-use trails at Spring Lake, Bryn Mawr Park, and The Parade Park.

KNOWN LAND USE AND COORDINATION ISSUES

Coordination with the City of Minneapolis will be necessary to adjust the triangle under Peavy Fountain and create safe enhanced pedestrian and bike crossings along the length of the Parkway.



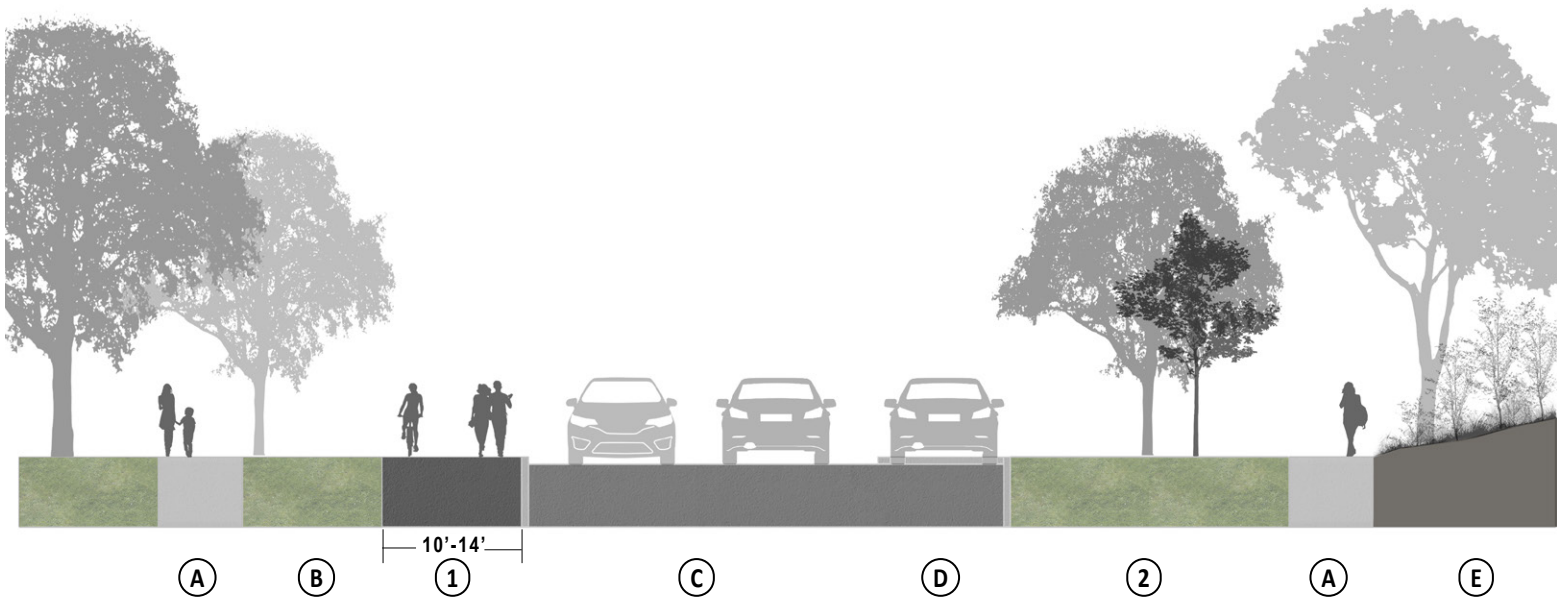
KENWOOD PARKWAY - CORRIDOR PLAN

PROPOSED DESIGN FEATURES

1. TWO-WAY OFF-ROAD MULTI-USE TRAIL
2. EXPANDED TREE CANOPY IN BOULEVARD WHERE POSSIBLE

EXISTING FEATURES

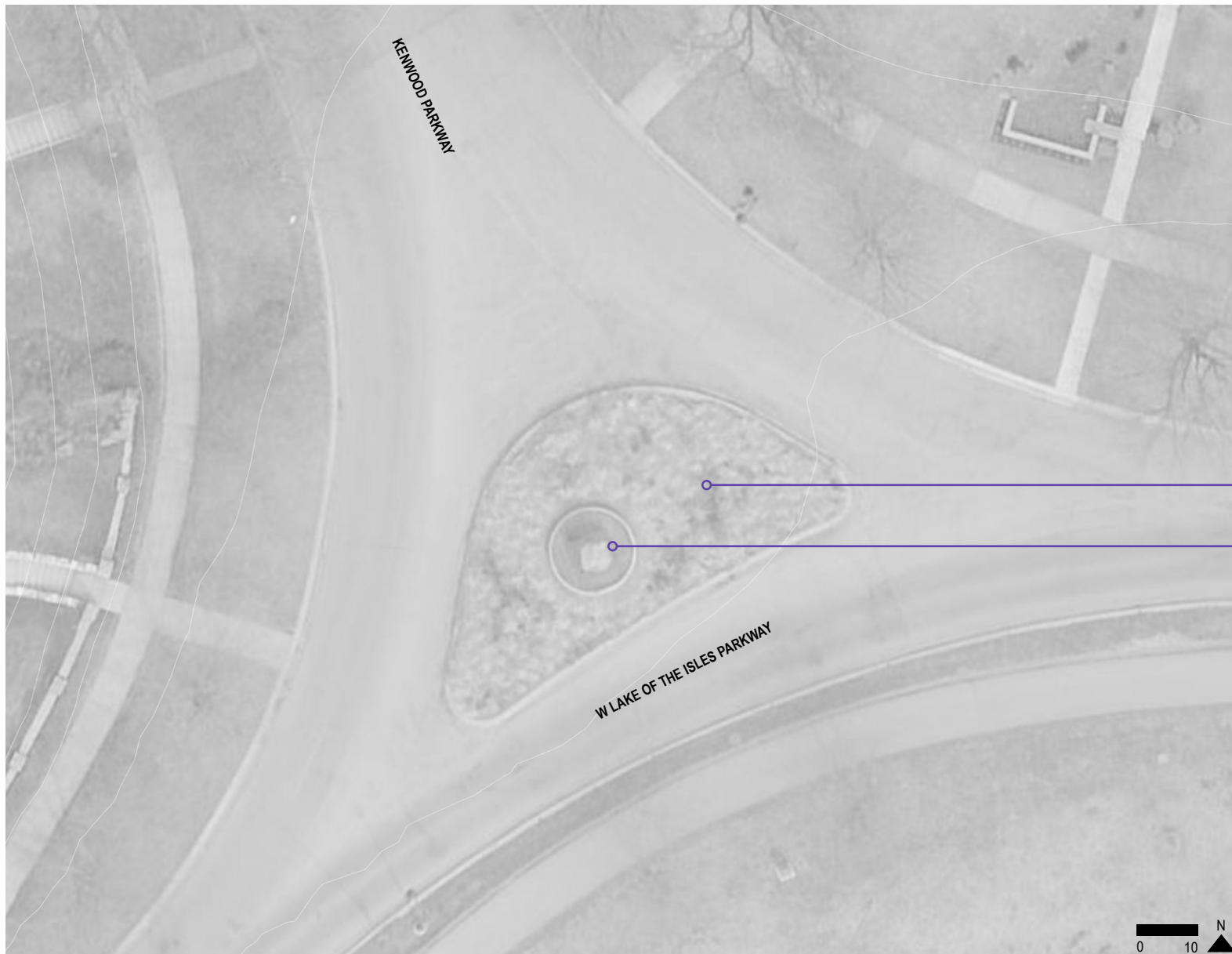
- A. SIDEWALK
- B. BOULEVARD
- C. TWO-WAY DRIVE LANES
- D. ON-STREET PARKING BAYS
- E. NATURAL PLANTINGS/TOPOGRAPHY

**Looking North/Northeast**

Proposed 500 feet of off-road multi-use trail will connect Kenwood Park at Mount Curve Avenue with existing regional trails to the north. This section does not apply to the entirety of Kenwood Parkway. See Kenwood Parkway context for more detail.

To protect tree canopy, the trail in some areas may separate bicycle from pedestrian uses for short distances.

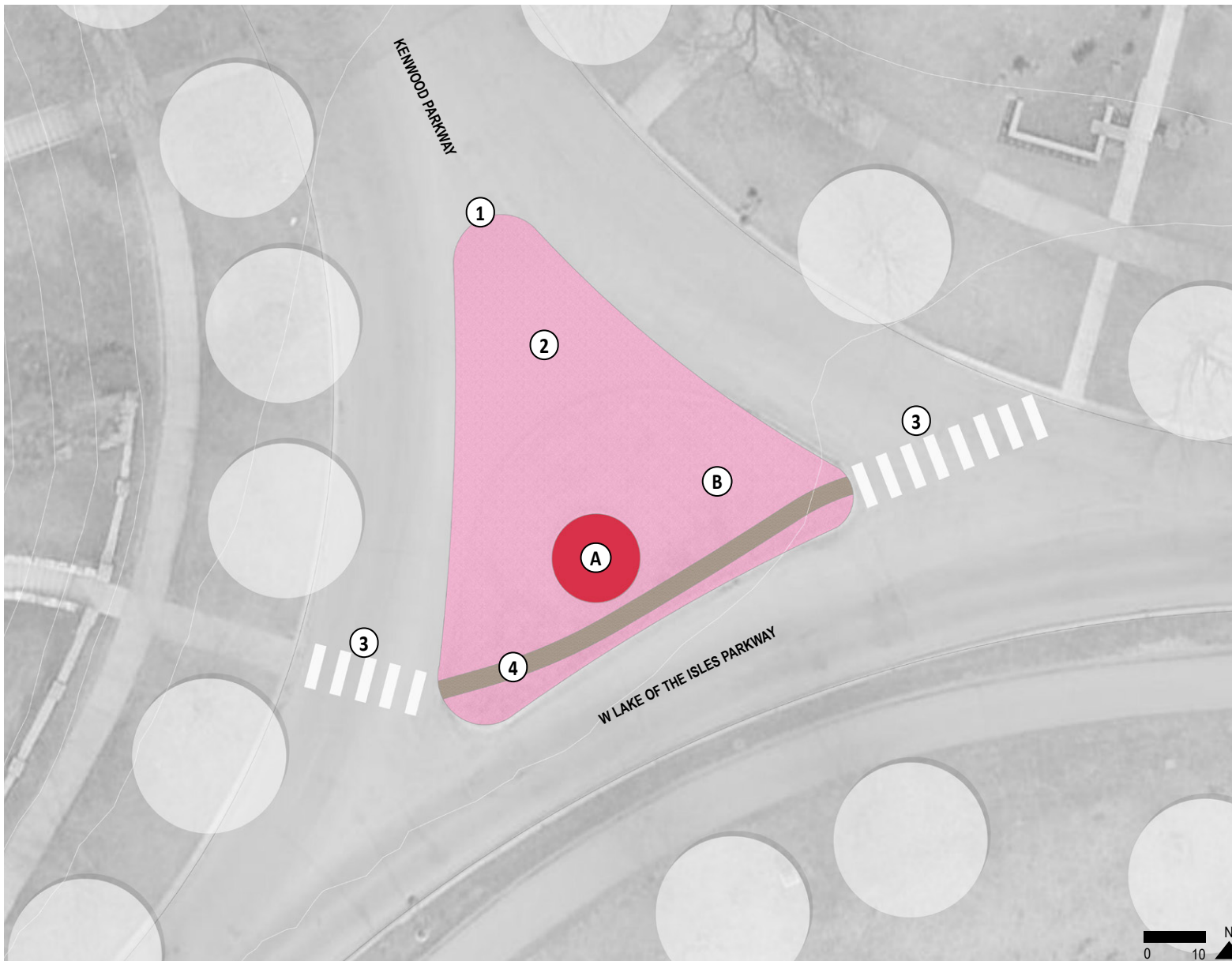
KENWOOD PARKWAY - SECTION VIEW



GARDENS

PEAVEY FOUNTAIN

KENWOOD PARKWAY - ENLARGED EXISTING CONDITIONS OF PEAVEY FOUNTAIN



PROPOSED DESIGN FEATURES

1. RECONFIGURED MEDIAN
2. ADDITIONAL NATURALIZED PLANTINGS
3. PEDESTRIAN CROSSINGS
4. WALKING PATH

EXISTING FEATURES

- A. PEAVEY FOUNTAIN
- B. ORNAMENTAL PLANTINGS

KENWOOD PARKWAY - ENLARGED DETAIL PLAN OF PEAVEY FOUNTAIN TRIANGLE

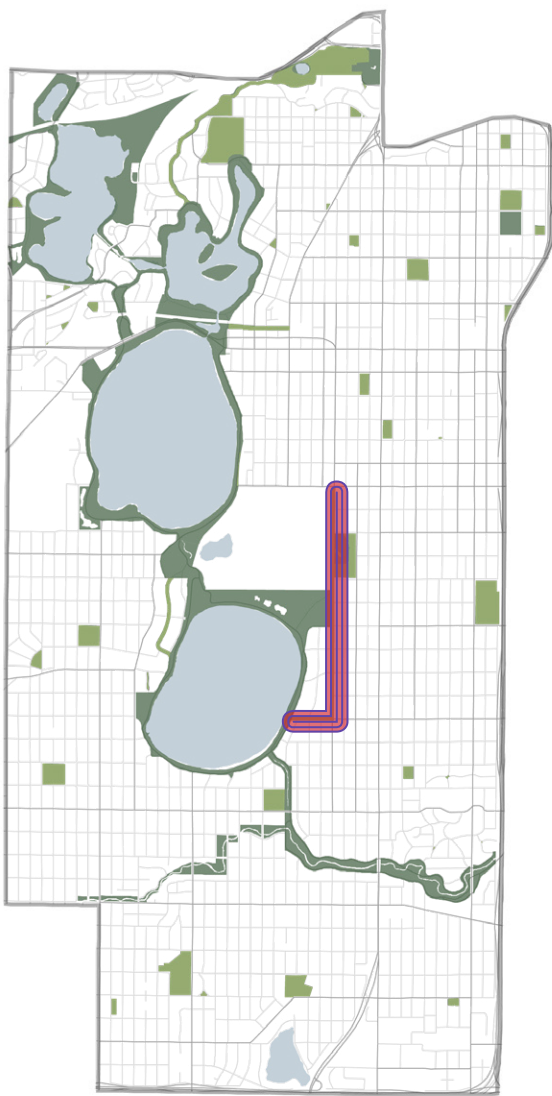
	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	no comments	no comments	No aquatics facilities planned at this park
play	no comments	no comments	No play facilities planned at this park
athletics	no comments	no comments	No athletics facilities planned at this park
courts	no comments	no comments	No court facilities planned at this park
winter	Problem with speeding cars	Concern about long extended median impeding snow removal, parking	Triangle adjusted to extend median just enough to better delineate drive isles, but not so long it impedes snow removal
landscape	Visually pleasing as-is Nice plantings and open space	Concern about aesthetic implications of adding bike paths Support existing plantings Keep existing boulevard width & trees	No bike facilities planned on this parkway No alteration to plantings planned at this park No alteration to boulevard planned at this parkway
other	Desire for bike connection between Lake of the Isles and Cedar Lake Trail Support public art	Strong opposition to protected bikeway on parkway. Suggestion to route through Kenwood Park instead Support of the fountain Some support for enhanced crossings	Bike trail moved to Kenwood Park, short 500 ft connection planned from Cedar Lake Trail to Morgan Ave So. No alteration to fountain planned at this park Enhanced pedestrian crossings added at several key intersections

KENWOOD PARKWAY PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Kenwood Parkway	Landscape	Naturalized Areas: includes ornamental plantings	\$ 2,722	
Kenwood Parkway	Other	Enhanced Wayfinding Nodes and Connections to Adjacent Parks/Trails	\$ -	Implemented in collaboration with City
Kenwood Parkway	Other	Multi-Use Trail	\$ 108,535	Trail only along a portion of Kenwood Parkway
Kenwood Parkway	Other	New Walking Path	\$ 765	Soft surface pedestrian crossing near Peavey Fountain
Kenwood Parkway	Other	Miscl. signs, trees, furniture	\$ 15,000	
Kenwood Parkway TOTAL			\$ 127,023	

COST ESTIMATE

KING'S HIGHWAY



LOCATION AND HISTORY

King's Highway Parkway extends between 36th and 46th Streets along Dupont Avenue, then turns west on 46th Street to connect to Lake Harriet Park. This land was previously farmland where William Smith King used to raise cattle. King owned Lyndale Farm on the east shore of Lake Harriet. The highway named for him, a continuation of Dupont Avenue, runs past where his farmhouse and barns once stood in what is now Lyndale Farmstead Park. King was one of the most influential proponents of parks in Minneapolis and he served as a park commissioner in the 1880s. He also served in Congress representing Minnesota and as Postmaster General for the House of Representatives. He donated part of the Lake Harriet shoreline and much of the land for Lyndale Park just east of Lake Harriet.

In 1983 the park board approved having the city public works department manage King's Highway reconstruction, with phase two improvements in 1984. In 1988 the board approved the plans for King's Highway to route from 36th Street to 42nd Street. King's Highway was repaved in 2017.

Excerpted from history written by David C. Smith and from <https://homesmsp.com>.

EXISTING CONDITIONS AND CHARACTER

Kings Highway connects directly into the existing street grid replacing Dupont Avenue between West 36th and 46th Streets, and replacing West 46th Street until the road ends at Lake Harriet Parkway. While this parkway road replaces a portion of city

street, there are some notable differences to typical city roads. This Parkway includes a central vegetated median, intermittent parking bays, rose colored sealcoat treatment, and posts a reduced speed limit. Residential single-family homes line the eastern side, while on the west stands Lakewood Cemetery and Lyndale Park with its rose and peace gardens.

Throughout the length of King's Highway, there is a turf grass median of varying widths dividing the road. The median is home to a variety of trees which bolsters the leafy canopy provided by boulevard trees along either side of the roadway. This makes is a pleasantly shady route to travel in summertime. While intermittent parking bays are located throughout, parking is not available in the roadway sections adjacent to Lakewood Cemetery, Lyndale Farmstead Park, or Lyndale Park and Rose Garden.

THE PROPOSED DESIGN

The design for Kings Highway supports its historic use as a transportation corridor while also recognizing its importance as a bicycle and pedestrian connection to the Minneapolis Chain of Lakes Regional Park, and as a linear green corridor for habitat and stormwater treatment. The existing road configuration with its median, boulevards, curbs, and parking bays remains. Enhanced wayfinding nodes at key connection points welcome users to the park space, while enhanced pedestrian crossings along the park's length increase safety at intersections. An important development in the design is the addition of an off-road multi-use

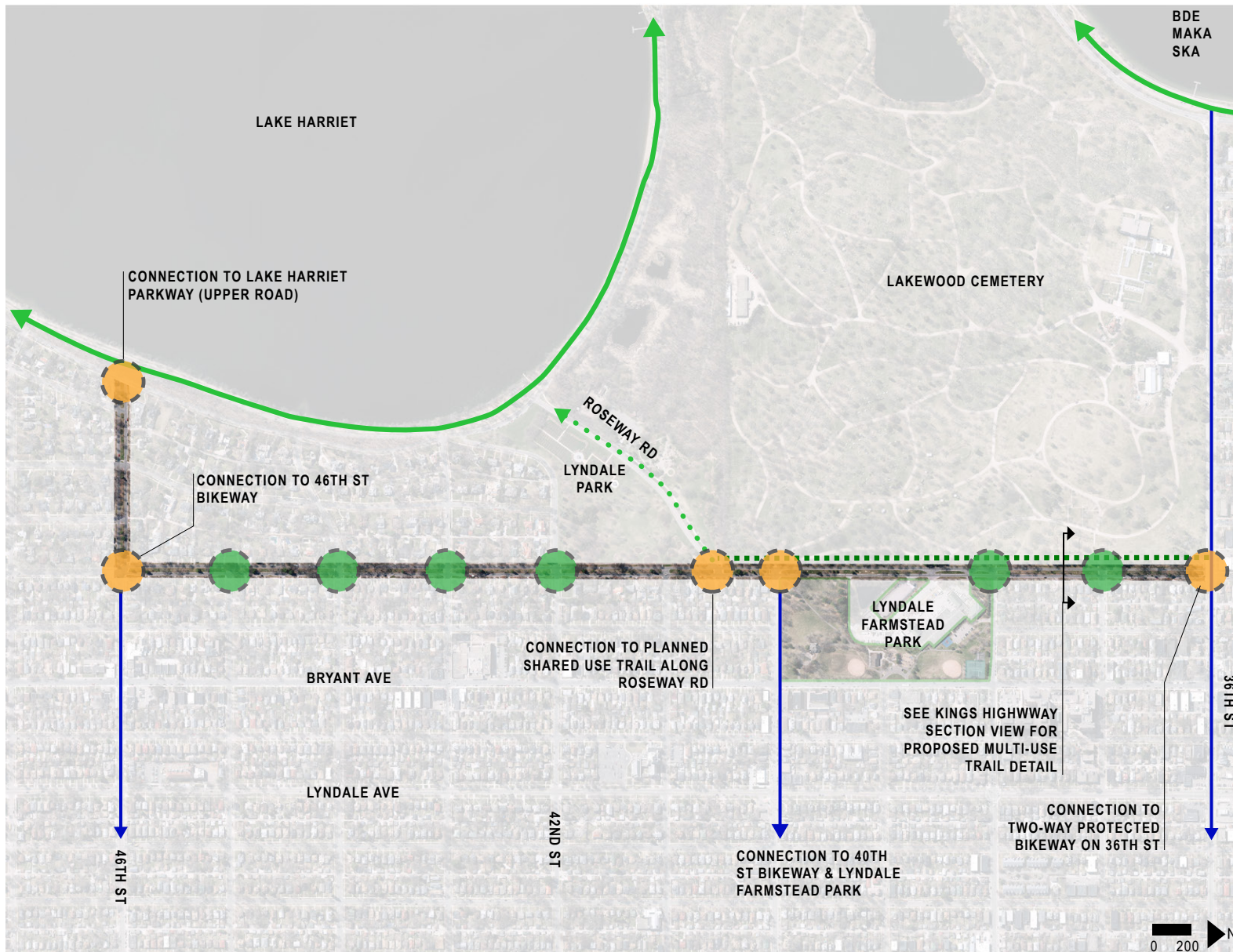
trail on the west side of the roadway, threaded around trees and replacing the existing sidewalk. This striped pathway will provide a safe route for bicycles and pedestrians from Bde Maka Ska and Grand Rounds trails to connect with 36th Street and the on-street bikeway network located there. Stormwater best management practices (BMPs) and pollinator gardens are incorporated throughout the median along with updated lighting. There is an opportunity here to collaborate with the watershed district and other partners on improvements.

CONNECTIONS BETWEEN PARKS

King's Highway connects directly to Lyndale Farmstead, Lyndale Park, the Rose and Peace Gardens, and ultimately Lake Harriet and the Grand Rounds. It is also less than a mile away from Rev. Dr. Martin Luther King Jr. Park and Painter Park. One of King Highway's key connections is to the existing city bike network at West 36th Street. Continuing north for another mile it is possible to connect to the Midtown Greenway.

KNOWN LAND USE AND COORDINATION ISSUES

The creation of stormwater BMPs including raingardens is best accomplished through partnership with the Minnehaha Creek Watershed District. Cooperation with the City is required for enhanced pedestrian crossings.



LEGEND

- ENHANCED WAYFINDING NODES AND CONNECTIONS TO ADJACENT PARKS/TRAILS
- ENHANCED PEDESTRIAN CROSSINGS
- PROPOSED OFF-ROAD MULTI-USE TRAIL
- PLANNED MULTI-USE TRAIL (part of Bde Maka Ska-Harriet Master Plan)
- EXISTING REGIONAL TRAILS
- EXISTING ON-STREET BIKEWAYS

DESIGN NOTES FOR ENTIRE KINGS HIGHWAY CORRIDOR

COLLABORATE WITH WATERSHED DISTRICT TO INCORPORATE INNOVATIVE STORMWATER FACILITIES IN BOULEVARDS AND MEDIANS WHERE POSSIBLE.

INCORPORATE NATURALIZED PLANTINGS (*pollinator gardens*) WHERE POSSIBLE.

UPDATE LIGHTING.

ROADWAY CONFIGURATION AND PARKING BAYS REMAIN.

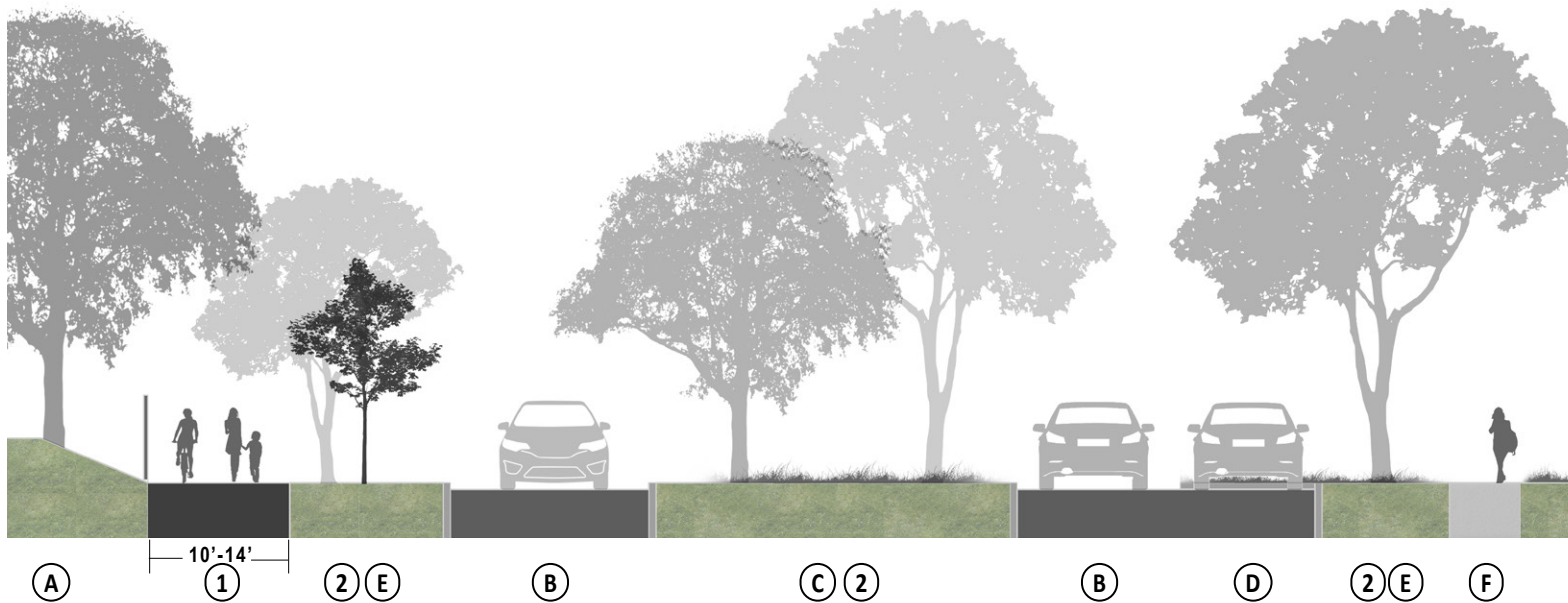
KING'S HIGHWAY - CORRIDOR PLAN

PROPOSED DESIGN FEATURES

1. STRIPED OFF-ROAD MULTI-USE TRAIL, TYP. (PRESERVING EXISTING TREES AS MUCH AS POSSIBLE)
2. STORMWATER FACILITIES, NATURALIZED PLANTINGS, AND UPDATED LIGHTING

EXISTING FEATURES

- A. LAKEWOOD CEMETERY & ORNAMENTAL FENCE
- B. ONE-WAY DRIVE LANES
- C. MEDIAN
- D. ON-STREET PARKING BAYS
- E. BOULEVARDS
- F. SIDEWALK

**Looking North**

Off-road multi-use trail is proposed from Roseway Road north to 36th Street on the western side of Kings Highway. Refer to Kings Highway context diagram.

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KING'S HIGHWAY - SECTION VIEW

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aquatics	No comments	No comments	No aquatics planned for this park
play	No comments	No comments	No play areas planned for this park
athletics	No comments	No comments	No athletics planned for this park
courts	No comments	No comments	No courts planned for this park
winter	No comments	No comments	No winter amenities planned for this park
landscape	Like green space Like tree canopy	Support for pollinator gardens Keep trees Support watershed collaboration for stormwater BMPs	Pollinator gardens added and trees retained wherever possible Text added to collaborate with watershed district to incorporate innovate stormwater facilities
other	Not enough room on road to bike now Interest in bike path/boulevard Interest in pedestrian path Needs to be safer for cyclists	Want to retain street parking Mixed support of on-street bikeway Accommodate bikes on off-road trail Improve safety Support improved lighting	Off-road multi-use trail added from Roseway Road to 36 th Street Roadway configuration and parking bays remain Updated lighting added

KING'S HIGHWAY PROCESSES

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
Kings Highway	Landscape	Naturalized Areas	\$ 28,358	To be used for innovative stormwater facilities
Kings Highway	Other	Enhanced Wayfinding Nodes and Connections to Adjacent Parks/Trails	\$ -	Implemented in collaboration with City
Kings Highway	Other	Off Street Multi-Use Trail	\$ 874,552	
Kings Highway	Other	Miscl. signs, trees, furniture	\$ 15,000	
Kings Highway TOTAL			\$ 917,910	

COST ESTIMATE