

**METROPOLITAN COUNCIL**  
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**DATE:** November 29, 2010

**TO:** Metropolitan Parks and Open Space Commission

**FROM:** Jan Youngquist, Senior Planner-Parks (651) 602-1029

**SUBJECT:** (2010-xxx) Grand Rounds Missing Link Regional Trail Master Plan,  
Minneapolis Park & Recreation Board (Referral No. 20523-1)

**INTRODUCTION**

The Minneapolis Park and Recreation Board (MPRB) has submitted a master plan for the Grand Rounds Missing Link Regional Trail. Two addenda were also submitted to clarify issues identified through the course of the review of the master plan. The regional trail will travel through northeast and southeast Minneapolis as it connects St. Anthony Parkway Regional Trail to Mississippi Gorge Regional Park.

This staff report contains a review of the Grand Rounds Missing Link Regional Trail master plan and addenda based on their consistency with the *2030 Regional Parks Policy Plan* and recommends their approval.

**AUTHORITY TO REVIEW**

Minnesota Statute 473.313, Subdivision 1 requires Regional Park Implementing Agencies to “prepare, after consultation with all affected municipalities, and submit to the Metropolitan Council, and from time to time revise and resubmit to the council, a master plan and annual budget for the acquisition and development of regional recreation open space located within the district or county, consistent with the council’s policy plan.” (i.e., the *2030 Regional Parks Policy Plan*)

Minnesota Statute 473.313, Subdivision 2 authorizes the Metropolitan Council to review, with the advice of the Metropolitan Parks and Open Space Commission, master plans for the regional parks system. Plans are reviewed for their consistency with the *2030 Regional Parks Policy Plan* and other Council policy plans. If a master plan is not consistent with Council policy, the Council should return the plan to the implementing agency with its comments for revision and resubmittal.

## **BACKGROUND**

The Grand Rounds is the nation's largest urban scenic byway, stretching 50 miles and circling three fourths of the city of Minneapolis. The Grand Rounds includes a series of regional parks and trails, including:

### Regional Parks:

- Central Mississippi Riverfront
- Mississippi Gorge
- Minnehaha
- Minneapolis Chain of Lakes
- Theodore Wirth

### Regional Trails:

- Minnehaha Parkway
- Victory Memorial Parkway
- St. Anthony Parkway
- Stinson Parkway
- Ridgeway Parkway

Planning for the Grand Rounds dates back to 1883, when Horace Cleveland proposed a series of parks and connecting parkways that would surround Minneapolis. Further vision from William Watts Folwell, Theodore Wirth, William Berry and others helped shape today's Grand Rounds.

There is one uncompleted section of the Grand Rounds system through northeast and southeast Minneapolis, which has been dubbed the "Missing Link." Plans for completing this Missing Link were prepared in 1910, 1918, 1930, and 1939 but did not come to fruition. A large and profitable gravel mine located south of what is now Gross Golf Course was an obstacle to development in the 1930s and 1940s. When gravel mining ceased in the 1950s, the area was developed with industrial uses. Active railroad lines and a large rail yard north of the University of Minnesota campus were also considered impediments, which still exist today.

The *2030 Regional Parks Policy Plan* includes a regional trail search corridor to connect St. Anthony Parkway Regional Trail to Mississippi Gorge Regional Park. The planning for the Missing Link and completion of the Grand Rounds includes a parkway, regional trail, and a local park. The focus of the Metropolitan Council's review of the master plan is for the regional trail corridor and its associated open space, which are the components of the plan that are eligible for regional parks funding. Road construction of a parkway and development of a local park are outside of the scope of the regional trail search corridor identified in the *2030 Regional Parks Policy Plan*. Since the regional trail will follow the parkway, and the parkway impacts regional transportation systems, there are references to the parkway in the review of this master plan.

## MASTER PLAN REVIEW ANALYSIS

The *2030 Regional Parks Policy Plan* requires that regional park and trail master plans address the eleven items listed below. Given the complexity and challenges of planning a regional trail through a developed urban area, it is inevitable to run into conflicts. The resolution of conflicts that were identified informed the other master plan criteria; therefore, the staff report will begin by outlining the conflicts faced in planning the regional trail corridor.

### 1. Conflicts

The following is a list of issues identified during the development and review of the master plan, followed by the MPRB responses:

- **Parkway Use:** Generally, freight vehicles and transit buses are prohibited on existing MPRB parkways. The master plan proposes to convert Industrial Boulevard, the planned Granary Road and 27<sup>th</sup> Avenue into parkways. In commenting on the master plan, the City of Minneapolis recommended that truck traffic should be adequately maintained on these roads.

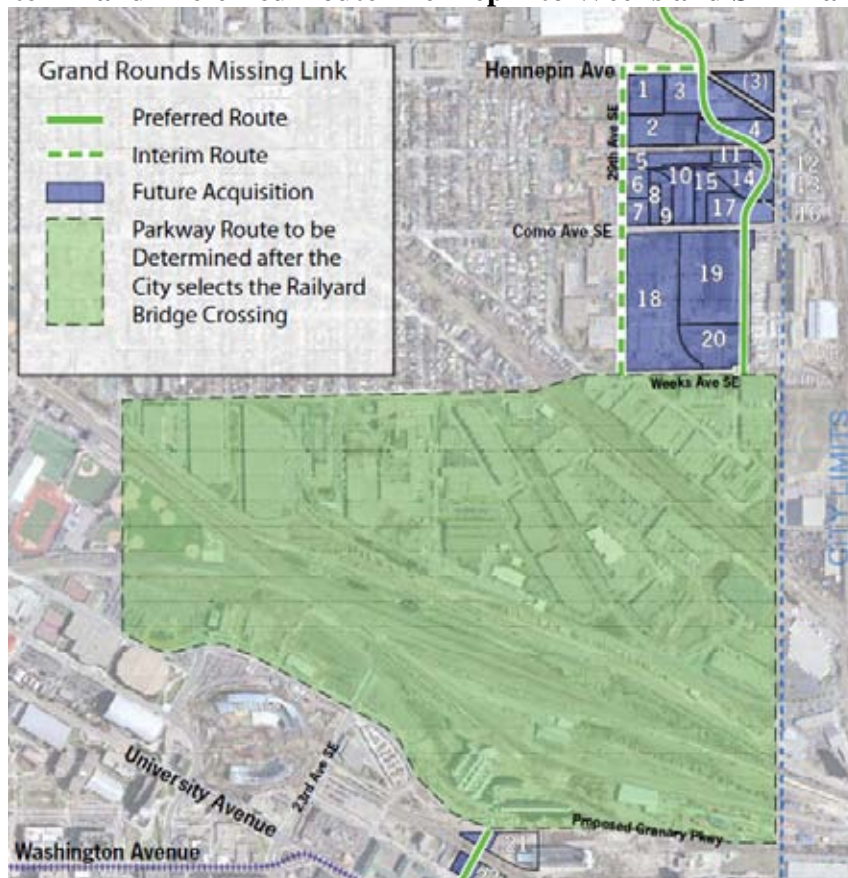
An existing Metro Transit bus route (#61) uses Industrial Boulevard. Once constructed, Granary Road will provide a critical relief route to Washington Avenue through the University of Minnesota campus, which will be converted to a transit mall for the Central Corridor LRT. Both of these roads must be accessible for transit buses.

Addenda 1 and 2 to the master plan indicate that the MPRB envisions the Missing Link to serve as a “business parkway” allowing truck, buses, and other vehicles used for public transportation.

- **Railroad Yard Bridge Crossing:** The master plan proposes a bridge for the parkway and regional trail crossing the large railroad yard located north of the University of Minnesota campus. The City of Minneapolis developed the Southeast Minneapolis Industrial Area (SEMI) master plan for this area, which also recommends a bridge crossing of the rail yard. Although the Grand Rounds Missing Link master plan proposes a location for the bridge, the City has indicated that it is not adequate to meet the needs of both the parkway and industry. The City and the MPRB agree that it is financially feasible to have only one bridge. The City plans to identify the location of a bridge crossing in the future as part of planning for Granary Road and indicates that it will include key stakeholders, including the MPRB and the University of Minnesota, in the conversation. The City wants to ensure that the bridge will serve the industry in the SEMI area by providing direct access to the major arterials in the area (Granary Road and Kasota Avenue) and also meet the needs of the University of Minnesota and the MPRB’s proposed parkway and regional trail.

Addenda 1 and 2 indicate that the parkway and regional trail route through the SEMI area will be determined after the City selects the rail yard bridge crossing (as shown on Figure 1).

**Figure 1: Interim and Preferred Route- Hennepin to Weeks and SEMI area**



- Industrial Land Uses:** The master plan proposes the acquisition of 20 parcels, totaling approximately 58 acres, for the parkway, regional trail and a local park. These parcels house existing industrial businesses and University of Minnesota facilities and are shown in blue on Figure 1. The City of Minneapolis has an Industrial Land Use and Employment Policy Plan that identified this area for preservation of industrial property and growth of industrial jobs.

The MPRB feels that the Missing Link parkway will generate commercial and industrial redevelopment opportunities. Understanding that the redevelopment of the area will take time, the MPRB has proposed an interim route for the parkway and regional trail within the existing right-of-way of 29<sup>th</sup> Avenue, which will leave existing businesses unaffected. The long term goal remains to develop the local park as well as the preferred route for the parkway and regional trail. The MPRB plans to achieve this by purchasing properties from willing sellers over a period of years. The City of Minneapolis concurs with the phased approach to implementation.

- Realignment of Industrial Boulevard at Hennepin Avenue:** With the interim route identified in Addendum 1, the MPRB proposed to realign Industrial Boulevard at Hennepin Avenue to provide a more direct and safe intersection connecting to 29<sup>th</sup> Avenue. This proposal would be challenging to implement, since it would require the acquisition of two

businesses and the development of a new railroad crossing. Hennepin Avenue is a County road; therefore, this roadway realignment would have to be coordinated with both the City of Minneapolis and Hennepin County as well as with the railroad.

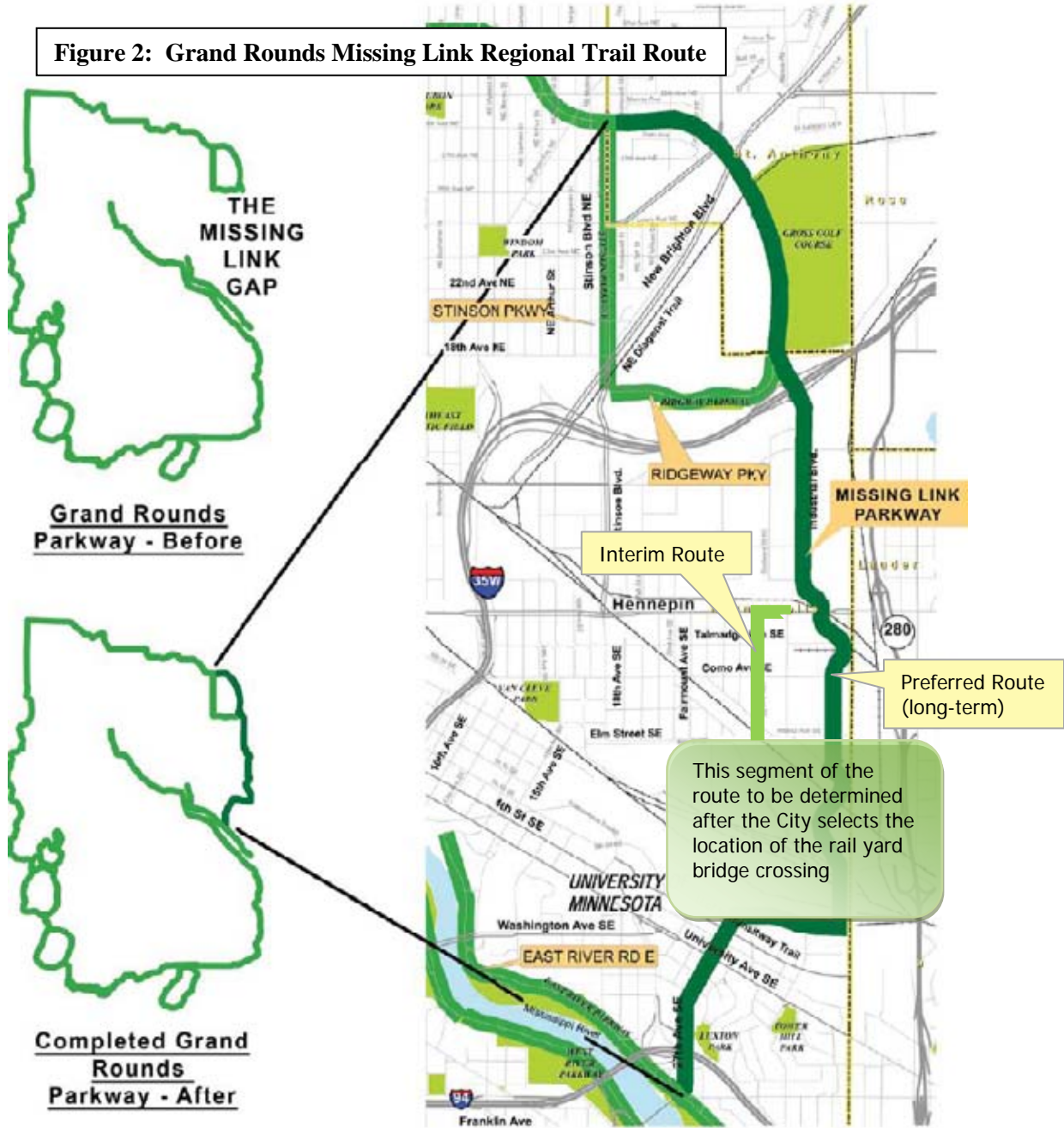
Addendum 2 indicates that the MPRB has determined that it will not be necessary to realign the intersection of Hennepin Avenue and Industrial Boulevard. The regional trail can be accommodated with pavement striping and signage. The MPRB has initiated conversations with Hennepin County Transportation staff regarding this issue.

- **City of St. Anthony:** The segment of the parkway and regional trail route between Stinson Boulevard and I-35W is located in St. Anthony. Elected officials in St. Anthony are currently not interested in major construction due to a concern for more traffic and impacts to adjacent homeowners. This segment has a wide right-of-way, including traffic lanes and sidewalks; therefore the need to make major upgrades to this segment may not be necessary for several years.

## **2. Boundaries and Acquisition Costs**

The Grand Rounds Missing Link Regional Trail will be a five mile trail that will run parallel to a parkway from Stinson Boulevard to East River Parkway, as shown in Figure 2. The route for the regional trail begins at the intersection of St. Anthony Parkway and Stinson Boulevard in St. Anthony. It follows St. Anthony Parkway east and south past Gross Golf Course and then intersects with Ridgeway Parkway at I-35W. The trail will connect to the St. Anthony Parkway, Ridgeway Parkway and Northeast Diagonal Regional Trails. The right-of-way along this segment is 100 feet wide, which is sufficient for development of the regional trail; therefore there no land acquisition is necessary.

**Figure 2: Grand Rounds Missing Link Regional Trail Route**

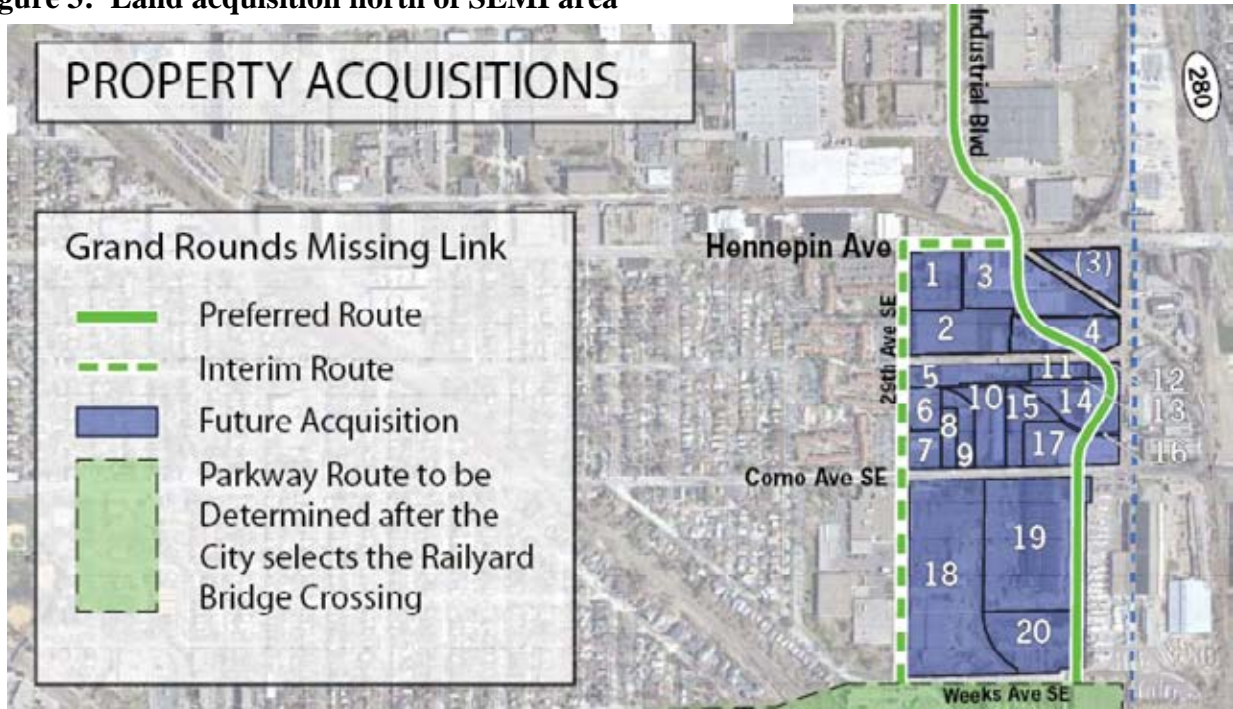


South of I-35W, the route follows Industrial Boulevard to Hennepin Avenue. The right-of-way along Industrial Boulevard is 80 feet wide, which the MPRB has determined can accommodate the regional trail. Heading south from Hennepin Avenue, the interim route has the regional trail following 29<sup>th</sup> Avenue to Weeks Avenue. Along the interim route, the regional trail will be an on-street bike lane designated with pavement striping and signage. There are sidewalks along 29<sup>th</sup> Avenue for pedestrian use. No land acquisition is necessary for the regional trail along the interim route.



The long range plans for the preferred route has the regional trail heading southeast along a newly planned parkway between Hennepin Avenue and Weeks Avenue, which will require the acquisition of several parcels. Figure 3 shows 20 parcels identified for acquisition in this area for the development of the parkway and regional trail, as well as a local park. Staff recommends that only the land associated with the regional trail corridor should be eligible for regional parks funding, however. These parcels are identified in Figure 4.

**Figure 3: Land acquisition north of SEMI area**



**Figure 4: Land acquisition related to regional trail north of the SEMI area**

Parcel Number	Address	Land Area in Acres	2010 Estimated Value
3	3100 Hennepin Ave E	6.95	\$3,500,000
4	3101 Talmage Ave SE	2.82	\$1,750,000
12	3260 Talmage Ave SE	.36	\$93,000
13	1047 33 <sup>rd</sup> Ave SE	.67	\$168,600
16	3000 Talmage Ave SE	.13	\$37,000
17	3225 Como Ave SE	2.7	\$3,575,000
19	3200 Como Ave SE	10.24	\$2,725,000
20	2951 Weeks Ave SE	4.14	\$1,825,000
<b>TOTAL</b>		<b>28.01</b>	<b>\$13,673,600</b>

Of the parcels identified in Figure 4, in some cases acquisition of the entire parcel is not needed for development of the regional trail, but the remainder of the property would be used for development of the local park. The typical right-of-way needed for separate bike and pedestrian trails and associated green space along a parkway is approximately 100 feet.

Therefore, Council staff recommends that future regional funding for land acquisition be related to the proportion of the site used for the regional trail, based on a 100 foot wide strip.

Since much of this land is currently in an industrial use, the MPRB should submit the results of a Phase 1 Environmental Site Assessment on parcels proposed to be acquired using regional parks funding. If the Metropolitan Council concludes that the land should be added to the regional park system and will help finance its acquisition, this does not imply that the Council will grant park funds to clean up the site. Funding for environmental cleanup will be subject to the criteria outlined in the *2030 Regional Parks Policy Plan*.

As described in the previous section, the regional trail route through the SEMI area will be determined once the City has identified the location of a bridge crossing the railroad yard. There may be land acquisition needs associated with that route, which are anticipated to be shared by all parties benefitting from the bridge.

Heading south from the SEMI area, the regional trail will follow 27<sup>th</sup> Avenue to connect to East River Parkway and trails within Mississippi Gorge Regional Park. Addendum 2 indicates that there is very little opportunity for construction in this section. The MPRB envisions pavement striping and signage to accommodate the regional trail. However, two parcels south of the SEMI area have been identified for acquisition, shown as Parcels 21 and 22 on Figure 5 and described in Figure 6.

**Figure 5: Land acquisition south of SEMI area**





<b>Figure 6: Land acquisition related to regional trail south of the SEMI area</b>			
<b>Parcel Number</b>	<b>Address</b>	<b>Land Area in Acres</b>	<b>2010 Estimated Value</b>
21	501 29 <sup>th</sup> Ave SE	2.87	\$874,400
22	2635 4 <sup>th</sup> St SE	1.64	\$1,500,000

Since the route for the regional trail and associated parkway through the SEMI area will be determined once the City identifies the location of the bridge crossing the railroad yard as part of the planning for Granary Road, the location of the parkway and regional trail connection to 27<sup>th</sup> Avenue may change. Therefore, staff recommends that any land acquisition associated with the bridge crossing and connections to Granary Road south of the SEMI area (such as Parcels 21 and 22) be identified in an update to this master plan. The master plan update should be submitted to the Metropolitan Council for review and approval to determine the eligibility for regional parks funding.

### **3. Stewardship Plan**

The MPRB Comprehensive Plan, adopted in 2007, states that the Minneapolis Park and Recreation Board is committed to providing leadership in natural resource management, connecting people to their natural environment, and fostering a sense of stewardship.

The regional trail route traverses a very urban environment, including residential, commercial, institutional and industrial areas. The stewardship activities will focus on using stormwater management practices that will improve water quality, planting boulevard trees, and assessing the scope of degradation of each site along the route to establish a restoration plan and monitoring program.

### **4. Needs Analysis**

The projected population growth for both the metropolitan area as well as for the City of Minneapolis will likely increase the demand for parks and trails. Regional parks and trails in the greater metropolitan area are very popular; therefore, the demand for regional trails is anticipated to increase as the population grows.

A survey completed by the Minnesota Department of Natural Resources found that nearly 82 percent of respondents indicated that outdoor recreation is “very important” or “moderately important” in their lives. When developing its Comprehensive Plan in 2007, the MPRB found that trail programming was ranked as very important to residents, who commonly requested more trails.

Additionally, studies conducted by the Metropolitan Council show that the baby boom generation uses the regional park system at rates higher than their actual percentage of the metropolitan area population. As baby boomers age, their recreation needs may change to be more low impact, such as uses provided by a regional trail. Popular trail activities include

walking, biking, jogging and inline skating, which will be accommodated by the Grand Rounds Missing Link Regional Trail.

## 5. Development

Although the Grand Rounds Missing Link master plan includes parkways and a local park in addition to the regional trail, staff recommends that only the development costs associated with the regional trail and its associated green space be eligible for regional parks funding.

The master plan included areas along the regional trail corridor for open space and amenities. Most of these areas are within the SEMI area, for which future planning will occur in conjunction with the City of Minneapolis and University of Minnesota. The Ridgeway Overlook area is located at the intersection of Ridgeway Parkway Regional Trail and the Grand Rounds Missing Link Regional Trail. This area is perched above I-35W and has exceptional views looking toward downtown Minneapolis. Improvements planned for this area include a formal entry gateway, a pedestrian overlook, turf trail through the existing prairie and landscaping, as shown in Figure 7.

**Figure 7: Ridgeway Overlook Development Concept**

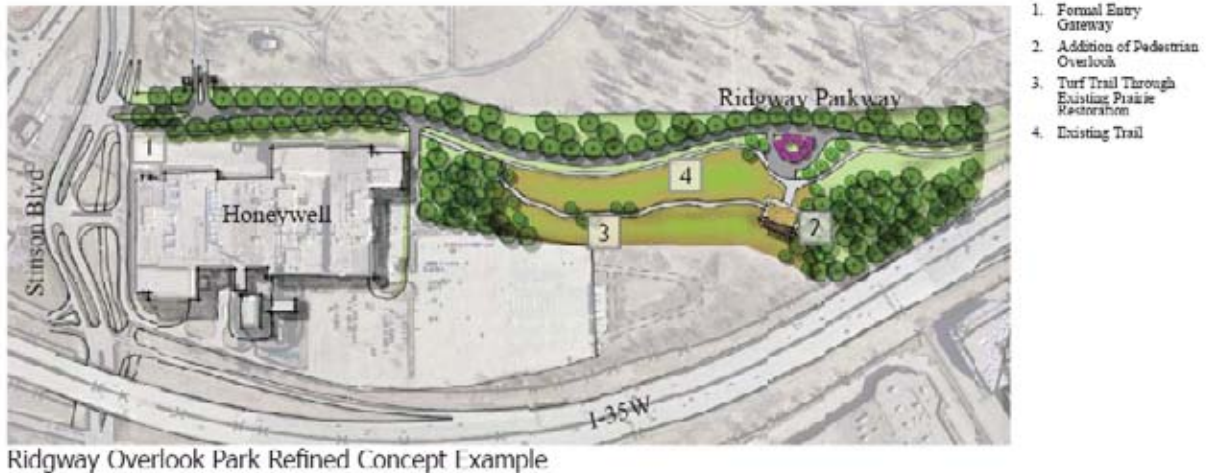


Figure 8 shows estimated development costs for the regional trail, which include signage and landscaping, as well as the improvements for the Ridgeway Overlook. Total master plan development costs are approximately \$1,270,000 in 2010 dollars.

**Figure 8—Estimated Development Costs**

<b>Segment</b>	<b>Estimated Cost</b>
Stinson Boulevard to I-35W	\$250,000
Ridgeway Overlook improvements	\$245,000
I-35W to Hennepin Avenue along Industrial Boulevard	\$450,000
Hennepin Avenue to Weeks Avenue	\$250,000
SEMI Study Area	TBD
Granary Road to East River Parkway along 27 <sup>th</sup> Avenue	\$75,000
<b>Total Estimated Development Costs</b>	<b>\$1,270,000</b>

Once the regional trail route through the SEMI area has been planned, revised development costs for this segment should be submitted in an update to this master plan for review and approval by the Metropolitan Council.

## **6. Public Services**

Development of the regional trail does not require a great deal of additional nonrecreational public services. Electrical service will be needed for lighting along the trail. Once the trail is operational, additional surveillance by the MPRB Police may be needed.

## **7. Operations**

All rules, regulations and ordinances adopted by the MPRB will be enforced for the Grand Rounds Missing Link Regional Trail.

The MPRB will be responsible for providing daily routine and long-term maintenance and operations of the regional trail and its associated open spaces. The MPRB will inspect the trails and provide any required long-term maintenance, such as bituminous overlays and crack sealing. Trail signage and sweeping will also be provided by the MPRB. Solid waste will be collected on a scheduled basis from waste containers along the trail.

Maintenance costs for the trail are anticipated to be \$20,000 annually. Revenue for the operation of the regional trail will come from the MPRB's annual operations and maintenance budget with supplementary funding coming from the Metropolitan Council's regional operations and maintenance grant program.

## **8. Citizen Participation**

The MPRB established a Citizens Advisory Committee (CAC) to recommend a preferred route for the Grand Rounds Missing Link. The CAC consisted of 21 members, including each Park Board Commissioner; Mayor Rybak; City Council members Hofstede, Ostrow and Gordon;

Hennepin County Commissioners McLaughlin and Stenglein; Senator Larry Pogemiller; as well as representatives from Marcy Holmes, Southeast Como and Prospect Park neighborhood organizations; the University of Minnesota and the Northeast Minneapolis Chamber of Commerce. The CAC met on a monthly basis between June 2007 and April 2008. In addition to the CAC, a technical advisory committee was also formed, which included staff from the Metropolitan Council, the University of Minnesota, Hennepin County and the City of Minneapolis.

As a starting point for discussion, ten potential routes were identified within a general study area. The CAC members took a bus tour of the routes, which revealed flaws for some segments. Further conversations led to the elimination of some route segments. Through this discussion and vetting process, two potential alignments emerged as candidates.

A series of five public meetings/open houses were held to present the two potential routes. Each public meeting included informal interaction with the project team and members of the CAC, followed by formal presentations and then a question/answer session. Handouts explaining the study areas, project goals and route evaluation criteria were distributed, as well as surveys requesting information and opinions on the proposed routes. The preferred route for the Grand Rounds Missing Link identified in the master plan was selected by the CAC.

## **9. Public Awareness**

The Grand Rounds Missing Link Regional Trail Search Area was identified in the comprehensive plans of both the MPRB and the City of Minneapolis. Upon completion of the regional trail, MPRB will promote and encourage its use through media sources, maps, brochures, web pages and other electronic and print media. Information will be disseminated to all MPRB recreation centers and golf courses, city hall and local libraries. The MPRB also partners with *Meet Minneapolis*, the official convention and visitors association, and other tourism promoters to increase awareness of the regional trail. Since a portion of the Grand Rounds Missing Link Regional Trail is located in the Mississippi National River Recreation Area (MNRRA), the MPRB will also work with staff of the National Park Service and the Metropolitan Council to promote the regional trail. Additionally, the MPRB will apply to the Federal Highway Administration to have the Missing Link included in the Grand Rounds National Scenic Byway. If the regional trail and associated parkway are included in the national scenic byway program, additional promotion and awareness efforts, as well as funding sources, can be realized at the national level.

## **10. Special Needs**

MPRB strives to provide equal access and opportunities for all participants in its programs, facilities and recreational amenities. Strategies that guide MPRB's planning, development and programming include balancing the distribution of park and recreation features across the city, focusing on the recreation needs of the city's dynamic population, reducing physical and financial barriers to participation, ensuring that staff is prepared to engage a diverse population, and meeting the Americans with Disabilities Act requirements through infrastructure development and redevelopment.

## 11. Natural Resources

An inventory of the land cover based on the Minnesota Land Cover Classification System shows that the area is highly developed with industrial, commercial and residential uses. Gross Golf Course and Sunset/Hillside Cemetery can be considered open space along the route. They are not natural or native landscapes, however. Rather, they are manicured and maintained manmade landscapes. There are no known natural, unique or sensitive land cover types along the regional trail route.

Development of the Missing Link Regional Trail and the associated parkway will bring opportunities to establish new open space in the area. The addition of open space will provide benefits such as reducing water runoff and improving water quality.

### REVIEW BY OTHER COUNCIL DIVISIONS:

**Environmental Services – Sewers** (Roger Janzig 651-602-1119) – This trail project runs through the cities of Minneapolis and St. Anthony. It crosses the Metropolitan Council’s Gravity Interceptors at the following locations in Minneapolis:

- (1-MN-301) at Como Avenue Southeast. The interceptor was built in 1913 and is a circular 24-inch vitrified (fully baked clay) pipe at a depth of approximately 11 feet.
- (8255) at 27<sup>th</sup> Avenue Southeast. The interceptor was built in 1988 and is a 120-inch RCP pipe at a depth of approximately 73 feet.
- (1-MN-300) at Franklin Avenue Southeast. The interceptor was built in 1936 and is a 72-inch concrete pipe at a depth of approximately 65 feet.

To assess the potential impacts to the Council’s interceptor system, prior to initiating this project, final plans should be sent to Scott Dentz, Interceptor Engineering Manager (651-602-4503) at Metropolitan Council Environmental Services for review and comment.

**Transportation Planning** (James Andrew 651-602-1721) – The Implementation Strategy section of the master plan mentions possible inclusion of a roundabout intersection control design at various points in the corridor. Any roundabout in this location would need to be designed so as to accommodate large freight vehicles.

Transportation staff had concerns regarding the proposed realignment of Industrial Boulevard at Hennepin Avenue, which included a new railroad crossing. Addendum 2 to the master plan addresses these concerns by removing this proposed roadway realignment.

**Transportation Planning** (Karen Lyons 651-602-1703) – Completing the Grand Rounds is a worthy endeavor and has the potential of adding amenities to existing and redeveloping part of the community and enhancing pedestrian/bicycle access. The MPRB should work with the City of Minneapolis Community Planning and Economic Development and the Metropolitan Council’s Central Corridor Project Office to ensure that the Grand Rounds plan and



implementation are closely coordinated with community development and safe crossings of and connections with Central Corridor LRT.

**Metro Transit** (John Dillery 612-349-7773) – The master plan was reviewed with consideration of how the proposed new parkway links could impact regular route transit, existing, planned *or potential*. It is appropriate to consider even the potential transit service in the area of the “Missing Link” because of the fact that it intersects the planned Central Corridor LRT line on the eastern edge of the University of Minnesota main campus. It is appropriate to maintain as wide a choice as possible for new connecting cross-town bus service alignments to feed the planned Stadium or Westgate LRT stations.

There are segments of the “Missing Link” that are considered as existing, planned, or potential transit routes, as follows:

- **Industrial Boulevard:** Between I-35W and E. Hennepin Avenue is an *existing* bus route (#61) that must be maintained to continue to provide service to employees working in the northeast Minneapolis industrial area.
- **Como Neighborhood Parkway:** Between Kasota and Como avenues would be a superior *planned* alignment for the peak period bus (#3) that now serves Kasota Avenue employers but is routed via Highway 280 to/from Como Avenue. The grade-separated crossings that the new road would afford at the railroad tracks would provide valuable new connectivity for transit, serving the corporate office space shown on the map on page 35. With this new north-south road, Metro Transit would request concurrence to re-align route 3 Kasota Avenue buses off Highway 280 to the new road.
- **Granary Road/27<sup>th</sup> Ave SE:** Between Kasota and Franklin avenues would provide a direct *potential* link for a cross-town bus transit connecting with LRT service at the future Stadium Station. Metro Transit could develop plans for such a new cross-town bus service once LRT service is implemented. The section of 27<sup>th</sup> Avenue SE between Franklin and University Avenues was formally used by a Metro Transit bus route (#8).

The missing link mapped along the eastern edge of the City of Minneapolis would have great value as a reliever route and for access via all modes of surface transportation. In that, it is unique in the Grand Rounds.

**Community Development – Environment and Surface Water Management** (Jim Larsen 651-602-1159) – No concerns.

## CONCLUSIONS:

1. The Grand Rounds Missing Link Regional Trail Master Plan with Addenda 1-2, Minneapolis Park & Recreation Board (Referral No. 20523-1) is consistent with requirements of the *2030 Regional Parks Policy Plan*.
2. The estimated development costs are \$1,270,000 to implement the master plan. Acquisition costs for the parcels described in Figure 4 should be determined by apportioning the amount of the site needed for the regional trail, based on a 100 foot

wide right-of-way. The MPRB should submit the results of a Phase 1 Environmental Site Assessment on parcels proposed to be acquired using regional parks funding. If the Metropolitan Council concludes that the land should be added to the regional park system and will help finance its acquisition, this does not imply that the Council will grant park funds to clean up the site. Funding for environmental cleanup will be subject to the criteria outlined in the *2030 Regional Parks Policy Plan*. Metropolitan Council approval of the master plan does not obligate future funding from the Regional Parks Capital Improvement Program (CIP) to finance those costs. Plan approval only allows the MPRB to seek funding for projects in the plan through the Regional Parks CIP.

3. The acquisition and development costs for the regional trail through the SEMI area will be determined once the location of the railroad yard bridge has been selected. The MPRB should submit an updated master plan that includes these costs.
4. The proposed parkway crosses regional interceptors, one of which was constructed in 1913 and is only approximately 11 feet deep. Final plans for the parkway and regional trails should be submitted to Metropolitan Council Environmental Services for review and comment.
5. The Grand Rounds Missing Link may have an impact on future transit routes and access to the Central Corridor LRT. The MPRB should work with the Metropolitan Council to coordinate safe crossings and connections to the Central Corridor LRT and to accommodate future transit routes.

## **RECOMMENDATIONS:**

That the Metropolitan Council:

1. Approve the Grand Rounds Missing Link Master Plan and Addenda 1-2 (Referral No. 20523-1).
2. Require that the Minneapolis Park and Recreation Board submit an updated master plan with revised acquisition and development costs to the Metropolitan Council once the location of the railroad yard bridge has been selected and the trail route through the Southeast Minneapolis Industrial Area (SEMI) has been determined.
3. Require that prior to development of the regional trail and associated parkway, final plans be submitted to Metropolitan Council Environmental Services for review and comment to ensure the integrity of the regional interceptor system.
4. Require that the Minneapolis Park and Recreation Board submit the results of Phase 1 Environmental Site Assessment on parcels proposed to be acquired using regional parks funding. If the Metropolitan Council concludes that the land should be added to

the regional park system and will help finance its acquisition, this does not imply that the Council will grant park funds to clean up the site. Funding for environmental cleanup will be subject the criteria outlined in the *2030 Regional Parks Policy Plan*.

5. Advise the Minneapolis Park and Recreation Board to work closely with the Metropolitan Council during implementation of the master plan to coordinate safe crossings and connections to the Central Corridor LRT and to accommodate future transit routes.