

The committee continued to meet weekly throughout the summer to develop and refine the strategies listed in this plan. They went through a second round of meetings with agency staff in order to develop cost estimates and assess the feasibility of each strategy.

The Draft Neighborhood Action Plan (dated September, 1994) was circulated to the CIDNA Board and to other interested residents, while an 8-page summary report was mailed to all addresses in the neighborhood. The committee received many comments through three avenues:

- A reply form that was inserted into both plans and could be mailed back or dropped off at a local bookstore.
- Comments to CIDNA's voicemail line
- Comments at CIDNA's regular Board Meeting on September 7.

The committee reviewed all comments and discussed some of them at a follow-up meeting with interested residents. Committee members also held an on-site meeting with board members and residents of the Calhoun-Isles condo and townhome residents' association to look at options for a pedestrian crossing to Calhoun Village. Based on these meetings, revisions were made to the plan.

The Draft Action Plan, with revisions, was approved at a Neighborhood Ratification Meeting on October 1, 1994, with a unanimous vote of 43 in favor, none opposed. This revised plan incorporates those revisions and some additional budgetary adjustments made by the committee to stay within funding guidelines. The plan was approved by the NRP Policy Board on November 14, and by City Council on December 16.

### **III. NEIGHBORHOOD ACTION PLAN**

#### **A. VISION STATEMENT**

We recognize Cedar-Isles-Dean as one of Minneapolis' most livable neighborhoods, and as one whose resources and quality of life should be protected. As neighborhood residents, we have made a choice to live in the city, appreciate its resources, and are committed to protecting and enhancing neighborhood and citywide quality.

We envision a neighborhood where:

There is a strong sense of community and neighborhood identity:

- Residents feel safe from crime, from traffic hazards, and from pollutants;
- Through traffic is routed so as not to interfere with residential districts;
- Neighborhood amenities like the lakes, beaches and open space are shared with non-residents, while parking is managed to avoid congestion on residential streets;
- Connections with adjacent neighborhoods and with park and trail systems are created or enhanced;

- Existing housing densities are maintained under the zoning code;
- Substandard housing has been upgraded.
- City services are delivered in an efficient, appropriate and timely manner.
- The quality of public schools is such that families are induced to move into, rather than out of the city.

Environmental quality--of air, water, soils, vegetation and wildlife--is maintained or improved:

- Lake stewardship programs have brought restored water quality and overall health to area lakes;
- The urban forest is maintained and protected.

## **B. ISSUES, GOALS, OBJECTIVES AND STRATEGIES**

This section is organized into the three interest group categories to show the issues that each group picked to focus on, and the goals, objectives and strategies that resulted from their discussions. The following section describes the chosen strategies in the form of "worksheets" with detailed information on participants, cost estimates, and time frame.

### **Community and Urban Design:**

#### **Issues**

Compared to many city neighborhoods, CIDNA lacks a strong sense of community. It is divided into two separate enclaves by its railroad lines, making some of its parks, playgrounds and amenities difficult for some residents to walk to. Its commercial district is oriented away from the neighborhood (toward Lake Street) and is also cut off from the neighborhood behind it by the 29th Street rail line. As a result, while many residents know the immediate neighbors on their block or in their apartment building, there are no central gathering places within the neighborhood that would give residents an opportunity to meet--no park buildings, community centers, or cafes. (Park Siding Park, while centrally located, is difficult for many residents to walk or drive to.)

While there are a significant number of families with young children in the neighborhood, some express concerns about quality of public schools, uncertainty as to choice of school, and the lack of neighborhood schools. Retaining these families within the neighborhood after their children reach school age is seen as an important goal.

The rail lines that currently divide the neighborhood, however, also represent a potential opportunity, since both of them (the 29th Street line and the Kenilworth line) are planned for eventual conversion to bikeway and light rail use. These bikeway plans offer an opportunity to link the now isolated parts of the neighborhood and the commercial area on Lake Street.

**Goal:** Highlight the neighborhood's identity, "sense of place."

**Objective:** Identify entrances to neighborhood

**Strategies:** Develop neighborhood gateways: signs and plantings at major entrances: Dean Parkway/Lake St., Cedar Lake Parkway, France Ave., Lake of the Isles/Dean Pkways

**Goal:** Encourage families to stay in the neighborhood/Make the neighborhood more child-friendly.

**Objectives:** Improve neighborhood park facilities that serve children and families  
Provide a multi-purpose area for active recreation

**Strategies:** Renovate and expand playground and other facilities at Park Siding  
Improve other neighborhood parks and park triangles  
Make improvements to soccer field at Lake of Isles  
Improve park bike and pedestrian paths

**Goal:** Support and increase awareness of neighborhood schools and the Minneapolis school system

**Objective:** Provide educational programs for children and adults within the neighborhood

**Strategies:** Seek a site for Neighborhood Early Learning Center to provide a variety of family services and community meeting space.

**Goal:** Increase the neighborhood's sense of community

**Objective:** Hold events and plan programs that will build community  
Develop meeting space for community events

**Strategies:** Neighborhood Early Learning Center (see above)  
Plan and implement events/programs such as:  
Neighborhood picnic or ice cream social  
Neighborhood clean-ups  
Educational programs  
Garden Club  
babysitting co-op  
Community Ed classes  
Develop part-time coordinator position for CIDNA to plan and organize events and programs  
Work with CCP/SAFE to organize more block clubs and activities

**Objective:** Improve commercial nodes and link them to neighborhood

**Strategies:** Work with nonresidential property owners to inform them of MCDA loan and grant programs  
Improve pedestrian access to Calhoun Village (*see* "Bikeway Development" below), improve communication between business and neighborhood interests

**Goal:** Ensure that property is maintained to the generally high standards found in the neighborhood

**Objective:** Assist homeowners and rental property owners by providing information on grant and loan programs for property improvements.

**Strategies:** Review and implement various strategies to assist homeowners and rental property owners through MCDA and the Housing Inspections department.

## **Environment**

### **Issues**

Of all the environmental issues identified by CIDNA residents through surveys and meetings, lake water quality is probably the most important. The periodic algae blooms, floating vegetation, and unpleasant odors in Cedar Lake, Lake of the Isles and Lake Calhoun are caused by the overabundance of nutrients, specifically of phosphorous, entering the lakes through stormwater runoff. The report of the

Water Quality Management Citizens Advisory Committee (July 1993), describes the problem in detail and proposes a number of solutions, including:

- construction of grit chambers in major sewers to reduce sedimentation
- treatment of Lakes Calhoun and Cedar with aluminum sulfate to remove existing in-lake phosphorous
- construction of several new wetland/stormwater detention complexes on Park Board land adjacent to Lakes Calhoun and Cedar.

The last recommendation is the most significant for CIDNA, since one of the proposed new wetland areas is proposed for a low-lying field (itself originally a wetland) at the southwest corner of Cedar Lake.

The neighborhood's public realm--its parks, streets and boulevards--is also in need of improvement. Specifically, while most street trees are well-maintained, many areas along roads and rail lines and the lake shore are overgrown with weeds, littered with trash, are eroded, or lack groundcover. In other words, there are many opportunities to improve the appearance of these areas through a community planting program.

**Goal:** Improve neighborhood's natural and physical environment

**Objective:** Develop planting plan for neighborhood open spaces, including street trees and ornamental plantings (perennials/herbs) on boulevards/islands

**Objective:** Involve neighborhood residents in community planting efforts

**Strategies:** Landscape plan and technical assistance by Mn Green  
Street tree replacement by Forestry Dept.  
Future community garden  
Composting  
Garden club -- share information

**Goal:** Improve lake water quality

**Objective:** Educate residents and promote their involvement in lake water quality improvement

**Strategies:** Workshops on lawn care  
Catch basin stenciling  
Lake shoreline clean-ups

**Objective:** Support and enhance proposed Cedar Meadows wetland

**Strategies:** Provide interpretive facilities: trails, boardwalks, signs etc.  
Add native plants  
Educational and outreach efforts to neighbors

**Objective:** Improve maintenance of parks and other public facilities

**Strategies:** Beach-cleaning program  
"Adopt-a-Shoreline" program

## **Transportation**

### **Issues**

Many CIDNA residents consider commuter traffic through the neighborhood to be a major problem. They cite heavy traffic volumes, congestion, speed, and safety hazards on certain streets which function as "alternate routes" for major arteries such as Lake Street and I-394. Viewing the problem in a regional context, the morning congestion on I-394 and worsening congestion on Hennepin Avenue tend to encourage commuters to find "scenic" routes through residential neighborhoods. Many other Hill and Lake area neighborhoods are similarly affected.

Some of CIDNA's main streets are important parts of the city street system. France Avenue is considered an arterial street (on a par with Lake or Hennepin) while Cedar Lake Avenue and Sunset Boulevard are classified as collector streets. However, both of these streets, which once connected with Burnham Road (before traffic across the bridge was made one-way) now

terminate at Sunset Beach on Cedar Lake. The parkways--Dean, Cedar Lake, and Lake of the Isles--while part of the park system, also function as "collectors," because of the amount of commuter traffic they carry.

Sunset Boulevard is frequently identified as a traffic problem area. Other purely local streets which receive a disproportionate amount of commuter traffic are 28th Street between Dean and Lake of the Isles Parkways, and Burnham Road.

Another problem that is frequently raised, especially in the winter months, is that of on-street parking. Generally, parking across from alleys and driveways makes turning movements difficult in the winter, and parking too close to intersections can hamper visibility. The summer months also bring increased parking by beach-goers and other recreational users of the lakes.

**Goals:** Keep commuter traffic and through-traffic on main routes and out of neighborhoods  
Reduce traffic speeds and volume on the neighborhood's heavily-travelled streets

**Objective:** Implement "traffic calming" techniques to slow or reduce traffic on busy streets

**Strategies:** Use techniques such as speed bumps, islands, narrowing of streets at intersections, and other methods.

**Locations:** Include 28th Street, Sunset Blvd., Burnham Road.

**Goal:** Ensure that there is adequate and safe parking for residents and guests

**Objectives:** Make residents aware of permit parking and signage options, explore - options for off-street parking.

**Locations:** Cedar Lake Ave. in front of Jones-Harrison Residence  
Xerxes Avenue at Cedar Lake Parkway

**Strategies:** Inform residents about permit parking options  
Work to develop additional off-street parking in Xerxes Avenue area

**Goal:** Improve traffic safety at "trouble spots"

**Objective:** Redesign dangerous or confusing intersections

**Locations:** Sunset and France  
Sunset, Depot and Cedar Lake Ave./Parkway

**Goal:** Improve pedestrian and bicycle circulation and safety

**Objective:** Advocate for rail-to-trail development of rail lines

**Locations:** Kenilworth corridor  
29th Street corridor

**Strategies:** Bikeway development/development of additional amenities  
Pedestrian crossings at Calhoun Village and Park Siding

**Objective:** Develop additional bike lanes and paths, improve existing ones

**Locations:** linking Dean Parkway bikepath and Cedar Lake bikepath  
along Sunset Boulevard

**Objective:** Complete "missing links" in sidewalk system

**Locations:** North side Lake Street  
Sunset Boulevard

**Strategies:** Work with adjacent landowners, Public Works and Park Board to  
install sidewalks

**Objective:** Improve enforcement of traffic safety laws for bikes, motor vehicles and  
pedestrians

**Strategies:** Police on bikes--patrol bike paths  
Community policing--more contact with officers  
Bicycle safety education program

**Objective:** Improve street lighting

**Strategies:** Identify areas needing street or alley lights  
Develop plan for ornamental lighting and survey to determine  
resident interest

**Objective:** Assess the adequacy and frequency of transit service to ensure that it  
meets passenger needs without contributing to congestion on residential  
streets.

**Strategy:** Transit study

# CEDAR-ISLES-DEAN

Planimetric Data

