

MINNEAPOLIS NEIGHBORHOOD REVITALIZATION PROGRAM

**CEDAR-ISLES-DEAN
NEIGHBORHOOD
ACTION PLAN**

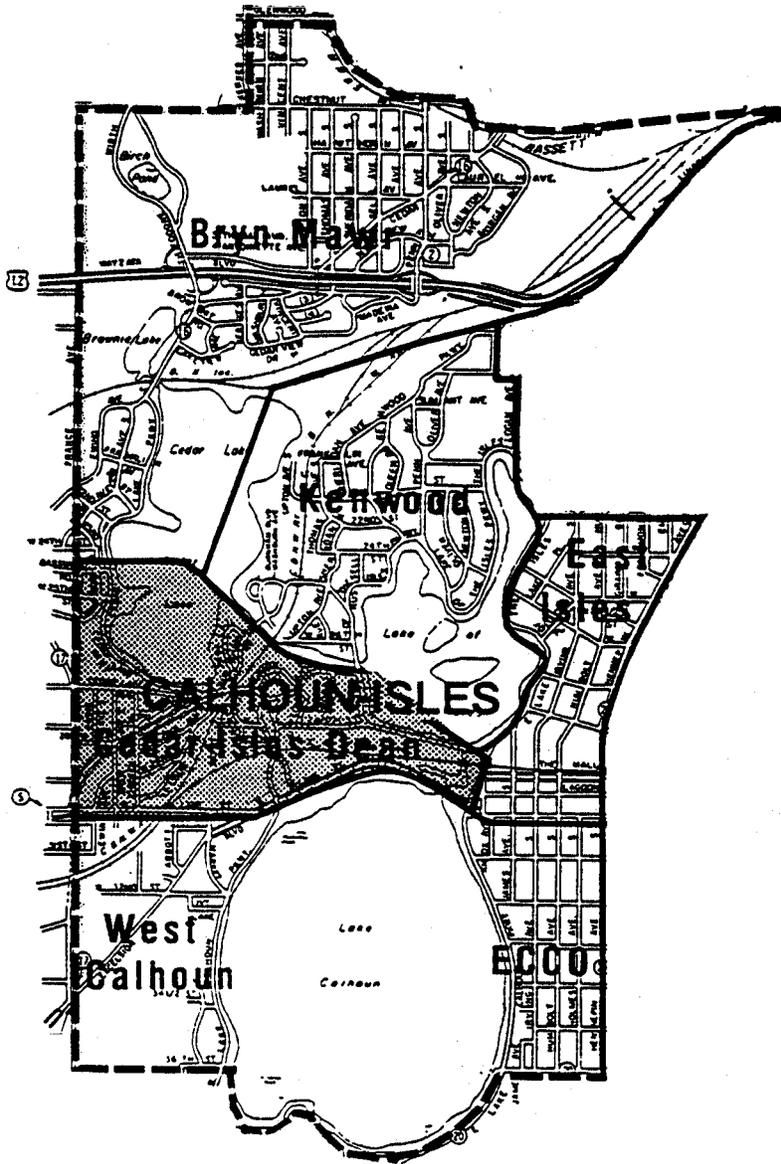
Date Adopted by the Policy Board: November 14, 1994

Date Adopted by the City Council: December 16, 1994

Document Number: 97-234M

Cedar-Isles-Dean Neighborhood Revitalization Program

NEIGHBORHOOD ACTION PLAN



**FINAL REPORT
DECEMBER, 1994**

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ACKNOWLEDGEMENTS

This plan is the product of many individuals in various committees who contributed hours of volunteer time throughout the project. The first of these was the committee that developed the Participation Agreement that began the program. This group was followed by a Steering Committee, and by three Interest Groups, and finally by a Plan Development Committee that met throughout the summer of 1994 to develop this document. The CIDNA Board has remained involved throughout the process, with many members serving on various committees, and CIDNA's President, David P. Shirley, has put in countless additional hours canvassing the neighborhood, attending meetings, and keeping the project moving.

City and NRP staff have offered guidance throughout the project, as have representatives from several agencies. The following list is an attempt to list all participants, but may inadvertently leave out some names, and if so, will be revised to include them.

CIDNA BOARD (former and current)

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Tom Dicks
Betsy Erskine
Miriam Feldman
Harriet Horwitz
Basil Ivanov
Ken Moritz
George Puzak
Martin Richmond
David P. Shirley
Fred Thorson
John Richter (emeritus)
Don Willeke (emeritus)

NRP COMMITTEE MEMBERS

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Larry Berle
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Jan Burke *
Thomas Dicks *
Andrea Edmonson
Tarek El-Akkad
Ann Marie Erb
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Public Works: Michael J. Monahan
Minnesota Green: Rick Bonnlander
Youth Coordinating Board: Kathy Wilken
MCDA: Kaymarie Colaizy
CCP/SAFE: Carol Oosterhuis
City Council: Council Member Pat Scott

I. NEIGHBORHOOD PROFILE

Cedar-Isles-Dean (abbreviated in this report as "CIDNA," the name of its neighborhood association) is a small, roughly wedge-shaped neighborhood in the lake area of Minneapolis. It lies north of Lake Calhoun, west of Lake of the Isles, and surrounds the south end of Cedar Lake. Its main boundaries are Lake Street to the south, France Avenue to the west, and the Kenilworth Lagoon and Lake of the Isles to the north and east.

Developed primarily in the 1920s, the neighborhood is laid out in relation to the lakes and the parkway system, and two existing railroad lines. The city's street grid is curved, angled, and otherwise altered by this framework. The odd angles where streets intersect have produced many small pockets of open space, including several "park triangles." Dean Parkway also contains substantial open space, and Sunset Boulevard has a planted median.

The Minneapolis Historic Preservation Commission has identified several historic buildings in CIDNA, including the Calhoun Beach Club, (built 1925) on the corner of Lake Street and Dean Parkway, and the Calhoun Beach Apartments, 2905 and 2915 Dean Parkway, also built in 1925. Other historic buildings include two Streamline Moderne style building built in the 1930s, and the Niles House (2801 Burnham Boulevard), designed by Frank Lloyd Wright in 1947.

LAND USE

Most of CIDNA's land area is devoted to single-family homes on fairly large lots. Multifamily buildings are concentrated along Dean Parkway and Xerxes Avenue; a few other apartment buildings are located on Cedar Lake Parkway and behind the Calhoun Village Shopping Center at the juncture of the two railroad lines. Townhouses are concentrated between St. Louis Avenue and the railroad tracks.

Commercial land uses are concentrated along Lake Street, many of them in the Calhoun Village shopping center. The center contains a wide range of service businesses, including a video store, a bookstore, a liquor store, two optometrists, a yogurt/coffee shop, and several restaurants. Calhoun Village serves both CIDNA residents and the community around Lake Calhoun, as well as pass-through traffic on Lake Street. Adjacent to the shopping center are several free-standing commercial uses (Nora's Restaurant and a miniature golf course) and a building with several industrial tenants. Further east along Lake Street are several office buildings, including the Weisman Enterprises building and the Minister's Life Insurance Building, currently for sale.

A small pocket of nonresidential uses is located on West 28th Street opposite Park Siding park and next to the railroad tracks; these include Pinewood Studio, a furniture and craft shop, two artist's workshops/residences, and a computer sign business.

The neighborhood's only institutional use is the Jones Harrison Residence, a retirement and nursing home located on five between Cedar Lake Avenue and Cedar Lake Parkway.

Originally established in 1888 on an 80 acre site as a home for elderly women and Christian ministers, it is now a non-denominational, non-profit institution providing elderly care. It has undergone substantial expansion over the years, and currently contains 163 beds; a recent addition included a parking garage. CIDNA and other neighborhood groups use the facility for their meetings.

CIDNA contains many parks and open spaces, although few are usable for active recreation.

Cedar Lake Parkland: includes Cedar South Beach, used seasonally for swimming, open space along shoreline, including wooded Cedar Lake Point, bicycle and walking paths (although these are not separated in the beach area). Another part of this area the large open field between Cedar Lake Parkway and France Avenue.

Park Siding Park: this small park lies between 28th Street and the railroad tracks; facilities consist of playground equipment, picnic table. The park's out-of-the-way location and the barriers created by the railroad tracks and several one-way streets (Xerxes Avenue and 29th Street) make it difficult for residents to get there.

Lake of the Isles Parkland: Part of the shoreline of the lake lies within CIDNA's boundaries; it includes the south shore of the Kenilworth lagoon, and the small lagoon between Lake of the Isles and Lake Calhoun. A soccer field is located just south of Lake of the Isles Parkway near 28th Street, next to a service area for park vehicles.

Dean Parkway: Dean Parkway includes substantial areas of open space between tree lanes on either side of the 29th Street railroad bridge. This area is planted with trees; bike path runs through it.

Park Triangles: The neighborhood's west side includes three small "triangles" that part of the city park system: West End Triangle and Chowen Triangle, at either end 28th Street between Chowen and Cedar Lake Avenue, and the Alcott Triangle, at 29th Street and St. Louis Avenue.

Another unnamed triangle of vacant land (probably privately owned) is located where St. Louis Avenue meets Lake Street at Chowen; it was used as a volleyball court until trees were planted there as part of the Lake Street reconstruction.

NEIGHBORHOOD DEMOGRAPHICS

Much of the demographic information that follows is based upon the "Planning Information Base" report prepared for CIDNA in Summer 1992. However, this information has been updated with the final results of the 1990 Census, which were not available when that report was prepared. We have also tried to eliminate some inconsistencies and errors in that report. See tables on page 4-5 and the following summary.

Population

Neighborhood population increased by approximately 10.2 percent in the 1980s, from 2,035 to

2,243 in 1990. During that period, the population of Minneapolis declined by 0.7 percent. There were 1,164 households in the neighborhood in 1990. Not all persons were counted a living in households; 139 lived in "group quarters"-in this case, the Jones Harrison Resid, The accompanying tables show that CIDNA's average household size is less than the cityw average, and that families make up a smaller percentage of the neighborhood's households. reflects the large number of multi-family units, often occupied by one-person or other nonfamily households, in the neighborhood.

Age composition

If CIDNA's age composition is compared with that of Minneapolis as a whole, several fact stand out. It is generally an older neighborhood, with people over 35 making up a higher percentage of the population. The Jones Harrison Residence contributes to the number of persons 65 and over.

Cedar-Isles-Dean has a smaller percentage of children under 18 than the city as a whole: 1 percent versus 20.6 percent. The number of households with children under 18 is also smal 13.8 percent versus 23.8 percent. The number of children in the neighborhood declined dur the 1980s by about 25 percent, although the 0-5 age group increased slightly. It is interests note, however, that Health Department records showed 84 births within CIDNA in 1990-92 While this doesn't double the number of under-5 children (since many of the 83 counted in 1990 have moved into older age groups or may have moved away), it confirms the impress of many neighborhood residents that the number of young children has increased.

Racial composition

The neighborhood's racial makeup is predominantly white-97.5 percent--although the bla American Indian and Asian population all increased slightly in the 80s.

Income

The median household income of CIDNA residents in 1989 was \$50,307. Median household income citywide was \$25,324. (The median is the mid-point value; half of all values fall above it and half fall below.) Median family income in the neighborhood was \$78,791; the citywide median was \$32,998.

Poverty level

There were 9 families and 89 persons classified as below poverty level in 1990, or 2 percent all families and 4 percent of the neighborhood's population. While low, this figure shows a increase from the 1980 total: no families in poverty, and only 0.9 percent of the total population. In Minneapolis, 14.1 percent of all families and 18.5 percent of all persons fall below the poverty level.

Housing inventory

The 1990 Census showed 1,216 housing units in Cedar-Isles-Dean. Data from the City Assessor Property Management Files indicated that there were 1,865 units in the neighborhood however, this figure seems to be incorrect due to some double-counting of condominium units.

	CIDNA	MINNEAPOLIS
NUMBER OF FAMILIES	482	77,671
FAMILIES AS PERCENT OF HOUSEHOLDS	41.4	48.3
AVERAGE HOUSEHOLD SIZE	1.81	2.19
PERCENT OF HOUSEHOLDS WITH CHILDREN UNDER 18	13.8	23.8

AGE CLASSES: NUMBER AND PERCENT *

	CIDNA	PERCENT OF TOTAL	MINNEAPOLIS	PERCENT OF TOTAL
0-5 YEARS	83	3.7	31,972	8.7
6-17	134	6.0	43,978	11.9
18-24	126	5.7	49,786	13.5
25-34	550	24.7	85,827	23.3
35-54	744	33.4	86,358	23.4
55-64	203	9.1	22,744	6.2
65+	384	17.3	47,718	12.9

* Age count is based on sample; the 100% count showed 249 persons under the age of 18.

RACIAL COMPOSITION

	CIDNA		MINNEAPOLIS	
	NUMBER	PERCENT	NUMBER	PERCENT
White	2,186	97.5	288,967	78.4
Black	21	0.9	47,948	13.0
Amer. Indian	3	0.1	12,335	3.3
Asian/Other	31	1.4	19,133	5.2
Hispanic*	33	1.5	4,684	2.1

* Hispanic is not a racial classification; each resident is also included under the ra group they have designated.

TABLE 2: HOUSING STATISTICS

HOUSING TYPES OF	NUMBER: OWNER-OCC.	NUMBER: RENTER-OCC.	TOTAL	PERCENT TOTAL
UNITS				
Single-family Detached	334	0	334	27.5
Single Family Attached	82	0	82	6.7
Two Family (Duplex)	54	30	84	6.9
Multi-Family:				
Three-four units	0	11	11	.9
Five-nine units	0	105	105	8.6
10-49 units	76	195	313	22.3
50 or more	135	101	256	19.4
Other	0	30	31	2.5
TOTAL Units*	681	472	1216	

Owner- and renter-occupied units do not add up to total units because 62 vacant housing units were included in the total.

Single-family detached units, while occupying much of CIDNA's land area, actually make less than a third of all units, while just over half are located in multifamily buildings of five or more units. Most of these apartment buildings are located along Dean Parkway and Xerxes Avenue. Many apartment units and townhouses are condos; 309 units in all.

Census data show that 59 percent of all occupied units are owner-occupied, while the remaining 41 percent are renter-occupied. City Tax Assessor records show a homestead rate of 63.1 percent City-wide, 77.4 percent of all units are homesteaded, but according to the census, only 49.7 are owner-occupied.

The City Assessor's files show 15 units in the neighborhood that are classified as substandard; these are scattered widely through the neighborhood, and include some small bungalows that were originally built as summer cottages.

Much of the neighborhood's housing stock was built in the 1920s, and according to the Census 47.6 percent was built before 1939. The area west of Cedar Lake was developed in the 1940's. Housing construction continued in subsequent decades, although many of these units were in a few large multifamily buildings. Two townhouse developments along St. Louis and St. Pa Avenues were built in the 1970s and early 1980s, as was the high-rise Lake Point condominium.

Housing value and rent

The 1990 median value for owner-occupied housing (based on owner estimates) was \$186,300. This value is considerably above the citywide median of \$71,700. The average value (more influenced by very high or low extremes) was \$208,000. Median rent was \$553. The citywide median was \$390.

SCHOOL ATTENDANCE

In the 1990-1991 school year, there were 86 elementary and secondary school students in CIDNA. They attended schools throughout the city. The largest number of elementary school students, 17, attended the Kenwood School, and the largest number of high school students, 11, attended Southwest High. Fifteen students from all school levels attended private schools.

NEIGHBORHOOD CRIME DATA

CIDNA is part of the Fifth Precinct, (actually one of four precincts) which encompasses 2: neighborhoods in Southwest Minneapolis. The Fifth Precinct contains 30 percent of the city's population, but accounts for 23 percent of calls for police service and about 23 percent of serious crimes.

Although many CIDNA residents are concerned about crime, actual crime rates in the neighborhood are fairly low. According to Community Crime Prevention staff, most crimes in CIDNA and the surrounding Hill and Lake area neighborhoods are crimes against property. Burglary of dwellings, theft from motor vehicles, and damage to autos are the most frequent crimes; vehicle theft is also common. Between 1991 and 1993, crimes in the first three categories decreased, although vehicle theft did not. During that time period, Police Department statistics show that calls for service to police decreased by 19 percent in CIDNA and Kenwood combined.

A decrease in crime can be attributed to many factors, but one important factor is the work of block clubs and other neighborhood associations that maintain "eyes on the street" and help neighbors look out for each other. CCP staff have worked to develop an organizing committee for the Hill and Lake Area and to publicize crime prevention techniques.

II. NEIGHBORHOOD ORGANIZING EFFORTS

CIDNA was accepted into the Neighborhood Revitalization Program in December, 1991. Over the next few months, a committee prepared a Neighborhood Participation Agreement, which was approved in the Spring of 1992. The agreement included a description of the neighborhood, a preliminary organizing plan and budget. At this point there was a hiatus while the CIDNA board found a coordinator for the "pre-workshop phase." Organizing efforts picked up again in early 1993, with a direct mailing to all residents that included a return postcard survey.

The postcard survey elicited 77 responses, many from residents who were interested in serving on future committees or receiving more information. (See "What You Told Us" in Appendix for a summary of those responses.) A coordinator for the "workshop phase" was hired in

September 1993, and began, along with several board members, to recruit volunteers for a steering committee and interest groups. A notice was placed in the *Hill and Lake Press* and was sent to all those who had responded to the postcard survey, announcing a "kick off" meeting on October 20. At this meeting, a steering committee of about a dozen people was formed and the group brainstormed on important issues.

At the next steering committee meeting, in November participants developed a vision statement for the neighborhood and defined three major areas to be addressed by separate interest groups: environment, transportation, and community and urban design. A postcard was mailed inviting all residents an organizing meeting for these interest groups on December 1. This meeting drew about 20 participants who divided into interest groups, set some preliminary goals, and agreed upon a meeting schedule for the next few months.

The three interest groups met at roughly two-week intervals from January through March. Each group identified key issues, problems and opportunities, and began to develop some preliminary strategies. Representatives of a few key agencies--the Park Board and the Transportation Division of Public Works--helped to identify problems and potential solutions.

During this period, a bimonthly newsletter was produced and mailed to all residents and businesses in the neighborhood; issues appeared in December 1993 and February and April 1994. The newsletter provided updates on the NRP process and articles by CIDNA board members on topics of interest, such as profiles of local businesses and volunteers, the city removal system, and a series on lake water quality. A voice-mail number was also used to receive messages from residents and announce upcoming meetings.

In late March, members of all the interest groups attended a joint meeting to share the strategies they had developed and to discuss further outreach to other neighborhood residents. The problem they faced was that most of the NRP work to date had been done by a small group of volunteers--15 to 20 people--without feedback from other neighborhood residents. door-to-door survey was selected as a way to involve those residents and solicit some responses to the initial goals and objectives that each interest group had developed. This survey was prepared with suggestions from each interest group and distributed to selected blocks during May. Eighty responses were received; a summary of results is included in the Appendix.

Another outreach effort, organized by the Environment Interest Group, was a neighborhood clean-up on April 9, which drew about 30 participants. The clean-up focused on the shoreline and parklands along Cedar Lake, Dean Parkway, Sunset Boulevard, and lands along both railroad lines.

In June, an Action Plan committee was formed, comprised of representatives from each interest group, to combine the strategies developed by each group into a neighborhood action plan. To ensure that neighborhood residents had the opportunity for input at this stage, a flyer was distributed to all households listing goals, objectives, and preliminary strategies. Residents were invited to comment at CIDNA's July Board meeting or to the association's voicemail number; several comments were received.

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 at options for a pedestrian crossing to Calhoun Village. Based on these meetings, revision: were made to the plan.

The Draft Action Plan, with revisions, was approved at a Neighborhood Ratification Meeti on October 1, 1994, with a unanimous vote of 43 in favor, none opposed.. This revised pla incorporates those revisions and some additional budgetary adjustments made by the comn 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 whose resources and quality of life should be protected. As neighborhood residents, we h, made a choice to live in the city, appreciate its resources, and are committed to protecting 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 not residents, while parking is managed to avoid congestion on residential streets;
- Connections with adjacent neighborhoods and with park and trail systems are creak 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 the 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, 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 Department
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 1-394. Viewing the problem in a regional context, the morning congestion on 1-394 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^f 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 Boas
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 residen
streets.
- Strategy:** Transit study

CEDAR-ISLES-DEAN

Planimetric Data

A map of Cedar-Isles-Dean is included here in the original paper copy of the Cedar-Isles-Dean original action plan

However, the scanner we used to make all action plans available online did not like the map for some reason, so it refused to scan it properly

What is on this page is a map of the neighborhood showing where the neighborhood group was anticipating action, such as park improvements, traffic calming, pedestrian crossings, new bike lanes, sidewalk completion and a bikeway to be taken within the neighborhood.

It is a very nicely prepared map. It's too bad that the scanner didn't agree and wasn't a team player on this.

C. Strategy Worksheets

The remainder of this plan consists of summaries of specific strategies, outlined to emphasize the who, what, how and when of each. CIDNA recognizes that not all strategies may unfold as currently planned, and that the final form of others is as yet unclear. For example, many traffic calming and traffic management strategies will require additional studies before specific actions can be undertaken. Funding for the later phases of some strategies will also need to be obtained. However, the strategies intended as a starting point for this process of discussion and clarification.

1. GATEWAY SIGNS AND PLANTINGS

- GOAL:** Highlight neighborhood identity
- OBJECTIVE:** Identify entrances to neighborhood
- STRATEGY:** CIDNA will develop neighborhood gateways at the major entrances to the neighborhood. These will include:
- Dean Parkway at Lake Street
 - Cedar Lake Parkway (southbound) near Basswood Road
 - Dean Parkway at Lake of the Isles Parkway
 - France Avenue and Sunset Boulevard (in the median just north of Lake Street)
- Other possible locations are:
- Lake of the Isles Parkway at 28th Street
 - Lake Street near Thomas Avenue (near the Weisman Enterprises building)
- All the parkway locations are on Park Board property, where no free-standing signs are permitted. Therefore, Public Works metal signs (on poles) will be used. CIDNA will provide plantings at some of these locations. At the France Avenue and Lake Street locations (Public Works right-of-way or private land), CIDNA will explore the possibility of wooden free-standing signs, surrounded by planting beds.
- PARTICIPANTS:** CIDNA
CIDNA Garden Club
Public Works Department
- COST:** **NRP: \$3,500** -- to cover approx. 10 metal signs, 2 wooden signs, site preparation
Cidna Garden Club: will contribute plantings around wooden free-standing signs
Public Works Department: will contribute the time needed to install signs
- TIME FRAME:** 1995-97

PARK SIDING IMPROVEMENTS

- GOAL:** Encourage families to stay in the neighborhood/make the neighborhood more child friendly
- OBJECTIVE:** Improve neighborhood park facilities that serve children and families
- STRATEGY:** CIDNA will sponsor a park improvement plan to redesign and redevelop Park Siding Park as a true community center. The park is centrally located but difficult to access by car or on foot. Access can be improved through development of the Kenilworth bikeway, and the park can be redesigned to meet many of the neighborhood's needs.

Components will include:

- New play equipment/renovation of play area
- Benches
- Picnic tables and grills
- A small picnic shelter or gazebo
- A "mini-arboretum" -- a grove of trees, labelled as to species
- Access improvements: a pedestrian crossing across the "Kenilworth Bikeway" will be designed, but cannot be implemented until all rail service ends. In the meantime, the bikeway itself will provide improved pedestrian access from Cedar Lake Parkway (see "Bikeway Development" below)
- Consider renaming park as "Cedar-Isles-Dean Park" or something similar

CIDNA hopes to reach agreement with the Park Board on a cost-sharing method whereby the Park Board's capital budget allocation for Park Siding (projected for 1996-2000) will be used for play area renovation and equipment, while CIDNA's NRP funds will be used for all other improvements. The goal is for all improvements to take place simultaneously.

PARTICIPANTS: CIDNA
Park Board

COST: **NRP: \$150,000**
Park Board: \$150,000 (in existing capital budget)
Private contributions: CIDNA will seek contributions from area businesses and homeowners' associations in the Calhoun-Isles condos/townhomes, residents, and other stakeholders.

TIME FRAME: 1995: Planning/Design/Fundraising
1996-98: Construction

3. OTHER PARK IMPROVEMENTS

GOAL: Encourage families to stay in the neighborhood/make the neighborhood more child friendly

OBJECTIVE: Improve neighborhood park facilities that serve children and families

STRATEGY: **Park Triangles:** The three small park triangles on the west side of the neighborhood will be improved with the addition of benches and plantings. The parks are:

Alcott Triangle (St. Louis Ave. and 29th St.)

Chowen Triangle (Chowen Ave. and 28th St.)

West End Triangle (Cedar Lake Ave. and 28th St.)

Both Alcott and West End Triangles should also be looked at in terms of potential for expansion (discussed under "Traffic Calming Methods" below)

Cedar South Beach: A water pump or drinking fountain will be installed. This will not only serve park users but will enable community volunteers to water the plantings they recently installed at the beach.

PARTICIPANTS: CIDNA
Park Board
CIDNA Garden Club

COST: **NRP: \$10,000** (covers 6 benches, water pump and related amenities such as signs)
CIDNA Garden Club will provide approx. 100 hours of volunteer time to plant and maintain park landscaping

TIME FRAME: 1995-97

It is important to note that for each potential park improvement project listed above, CIDNA will work with the Park Board and other agencies to establish a design committee of neighbors and other interested residents. Each committee plays an important role in ensuring that the design has no undesirable impacts on neighbors.

4. SOCCER FIELD IMPROVEMENTS

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 multi-purpose area for active recreation

STRATEGY: CIDNA will contribute to the improvement of the soccer field on Lake of the Isles Parkway. A primary purpose of these improvements would be to provide a high-quality neighborhood field to replace the "Cedar Meadows" field, slated for conversion to a wetland. Improvements would include:

- Regrading and improved drainage
- Benches
- Lighting may also be included, depending on cost and neighborhood concerns (the intent is to avoid impact on nearl homes)
- A bulletin board to display schedule of games and other information

The Park Board is currently conducting a citywide study of playing fields. CIDNA will work with the Park Board to implement this stud recommendations regarding the soccer field.

PARTICIPANTS: CIDNA
Park Board
Public Works Department

COST: **NRP: \$50,000**
Park Board: matching funds or in-kind services to be based on citywide field study results.

TIME FRAME: 1996-97

6. IMPLEMENTATION COORDINATOR

GOAL: Increase the neighborhood's sense of community

OBJECTIVE: Hold events and plan programs that will build community

STRATEGY: CIDNA will hire a part-time coordinator to plan and carry out events and programs and work on implementation of other aspects of this Action Plan. In addition to planning special events, the coordinator would be responsible for tasks such as:

- Neighborhood newsletter production
- Assisting with organizing for neighborhood planting projects
- Assisting with organizing volunteer groups such as a babysitting coop
- Acting as a liaison to agencies and other community groups
- Canvassing the neighborhood for new street light installation
- Referring residents to agencies, services, or other resources to meet their needs
- Arranging school tours and information meetings for families
- Setting up classes and workshops through Community Ed. or other sources
- Monitoring and keeping records of other NRP implementation activities

The intent of this strategy is to continue organizing the neighborhood and to continue supporting and encouraging current volunteer efforts.

CIDNA will also work with CCP/SAFE to organize more block clubs, McGruff Houses, and block club activities within the neighborhood.

PARTICIPANTS: CIDNA CCP/SAFE

COST: **NRP: \$45,000** (15,000/year for 3 years, \$10-\$15/hour)
MCDA Citizen Participation funding: ongoing non target neighborhood support of approx. \$2,300/year will help to cover administrative expenses

TIME FRAME: 1995 - 1997

7. EVENTS AND PROGRAMS

GOAL: Increase the neighborhood's sense of community

OBJECTIVE: Hold events and plan programs that will build community

STRATEGY: CIDNA will organize, sponsor, or assist with events such as:

- Annual neighborhood picnic or ice cream social at Park Siding
- Neighborhood clean-ups of parks, streets, open space
- Garden Club events
- Classes, workshops, etc. on topics such as sustainable lawn care, lake clean-ups, etc.
- Community Ed classes

CIDNA volunteers have already organized a spring clean-up, catch b: stencilling, and a garden club organizational meeting, and are plannin neighborhood picnic for the fall.

CIDNA will also attempt to locate year-round meeting space within tl neighborhood, possibly in Calhoun Village or another commercial are for classes, meetings and other events.

PARTICIPANTS: CIDNA (implementation coordinator and volunteers)
Park Board
Minnesota Green

COST: Implementation Coordinator (see Strategy 6)
NRP: \$10,000 (\$2,000/year for 5 years) for program costs (mailings, flyers, outreach)
NRP: \$25,000 (\$5,000/year for 5 years) for meeting space
Private contributions: CIDNA will seek contributions of office space and/or equipment from Calhoun Village and Lake Street businesses

TIME FRAME: 1995 - 2000 and ongoing (regular or annual events)

8. COMMERCIAL AREA ENHANCEMENTS

- GOAL:** Increase the neighborhood's sense of community
- OBJECTIVE:** Improve commercial nodes and link them with the rest of the neighborhood
- STRATEGY:** CIDNA will work with owners of nonresidential properties to inform them of MCDA loan and grant programs available to them for property improvements
- Calhoun Village: Pedestrian access from the neighborhood will be improved by creating a crossing of the Midtown Greenway (see "Bikeway Development" below). CIDNA will also work with the center's management to improve communication between businesses and neighborhood interests. For example, a CIDNA representative could attend tenants' meetings at the shopping center, and a business representative could attend CIDNA Board meetings. Calhoun Village should also be considered as a potential site for a small neighborhood office/meeting room, if space is available.
- PARTICIPANTS:** CIDNA
Calhoun Village management and businesses
MCDA
- COST:** Primarily covered by salary of CIDNA's Implementation Coordinator
Meeting space costs: see Strategy 7, Events and Programs
- TIME FRAME** 1995 and on-going

9. PROPERTY MAINTENANCE ASSISTANCE AND RESOURCES

- 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
- STRATEGY:** CIDNA will review and implement various strategies, including:
- Volunteer inspection teams that can offer assistance to homeowners to solve housing problems
 - Working with housing inspectors to take a more proactive approach
 - Providing an information packet outlining MCDA grant and 1, programs
 - Organizing a rental property owners committee
 - Instituting "Recognition of Quality" awards for well-maintained rental properties
- PARTICIPANTS:** CIDNA
MCDA
Housing Inspections
- COST:** Primarily covered by salary of CIDNA's Implementation Coordinator
MCDA: existing programs applicable to rental and single-family home improvements will be used.
- TIME FRAME:** 1995: Planning
1996-98: Implementation

10. COMMUNITY PLANTING PLAN

- GOAL:** Improve the neighborhood's natural and physical environment.
- OBJECTIVE:** Involve neighborhood residents in community planting efforts
- STRATEGY:** CIDNA, in conjunction with its new garden club, (now looking into affiliating with the existing Kenwood Garden Club) and with new technical assistance from Minnesota Green, will develop a landscaping and planting plan for neighborhood parks and open spaces, to include:
- Ornamental (perennial and herb) plantings on boulevards, medians, and various parks
 - Community garden to provide renters, condo owners and other residents with the opportunity to grow vegetables and other plants
 - Composting site
 - Plant exchange
 - Educational programs
- PARTICIPANTS:** CIDNA
CIDNA Garden Club (with Kenwood Garden Club)
Minnesota Green
Park Board
Sustainable Resource Center
- COST:** **NRP: \$30,000** for a three-year contract with Mn Green (\$15,000 for staff assistance, the remainder for plants, materials and supplies)
This amount would leverage additional contributions in plants and volunteer labor (approximately 300 hours) by Mn Green and CIDNA Garden Club
- TIME FRAME:** 1995-97 (contract) ongoing volunteer efforts

11. STREET TREE REPLACEMENTS/IMPROVEMENTS

GOAL: Improve the neighborhood's natural and physical environment

OBJECTIVE: Develop planting plan for street trees

STRATEGY: CIDNA will work with the forestry division of the Park Board to add new street trees to boulevards and other locations. As outlined in the Forestry Division's draft proposal, staff will develop a reforestation plan, trees and perform initial maintenance, and coordinate "Adopt A Tree" and educational programs. A reserve fund will cover replacement of: trees for first five years.

Initial estimate by Forestry Division includes:

16 balled-and-bagged trees @ \$90/tree

39 bareroot trees @ \$50/tree

Additional trees may also be needed along railroad lines (Kenilworth Midtown Greenways), in Park Siding Park, and elsewhere (Phase II of the project).

PARTICIPANTS: CIDNA
CIDNA Garden Club
Forestry Division, Park Board
Minnesota Green

COST: **NRP: \$5,500** (Phase I); **\$5,000** (Phase II)
Any of these monies left over after trees are planted will be used for watering and maintenance as needed (Park Board will provide mulching, pruning, first two waterings at no cost).
Volunteer assistance (through Garden Club) with maintenance of trees in parks and public spaces

TIME FRAME: Phase I: Spring 1995

12. EDUCATIONAL/CLEAN-UP PROGRAMS

GOAL:

OBJECTIVE: Educate residents and promote their involvement in lake water quality improvement
Improve maintenance of parks and public facilities

STRATEGY: This strategy includes several low- or no-cost programs to improve lake water quality.

CIDNA members have already participated in the "catch basin stencilling" program, stencilling "Do Not Dump, Drains to _____ Lake" next to catch basin grates in the neighborhood.

CIDNA's NRP Environment Committee sponsored a spring clean-up of lake shorelines and other areas. Clean-ups of Cedar South Beach, through the Teen Teamworks program, have also been initiated.

New projects may extend to actual lake clean-ups, shoreline erosion control through plantings, and possibly weed-harvesting. CIDNA will also sponsor workshops on sustainable lawn care and other landscaping techniques.

PARTICIPANTS: CIDNA
CIDNA Garden Club
Park Board
Minnesota Green
Sustainable Resource Center

COST: **NRP: \$15,000** for clean-up programs and plant materials (\$3,000/ye 5 years)
Volunteer contributions of approx. 250 hours/year
Park Board will assist with educational programs

TIME FRAME: 1995 - 2000 and on-going

13. WETLAND ENHANCEMENTS

GOAL: Improve lake water quality

OBJECTIVE: Support and enhance proposed Cedar Meadows wetland

STRATEGY: The Cedar Meadows wetland (a restoration of a previously existing wetland, now a poorly-drained field) is one component of a lake water quality improvement strategy developed by the Chain of Lakes Citizens Task Force. CIDNA will work with the Park Board to provide improved public access and interpretive materials at the proposed wetland restoration. These will include:

- A boardwalk or deck leading into the wetland (approx. 300 feet)
- Paths around the edge (paved or wood chip), linking to Cedar Lake paths (approx. 1,000 feet)
- Kiosk(s) with educational information
- Plantings of native wetland plants
- Bird houses and other wildlife habitat improvements

CIDNA will also sponsor educational workshops, nature walks, etc. for area residents, local schools, etc. on wetland functions and resources.

CIDNA hopes to play a continuing role in the wetland restoration through membership on the advisory committee for this project.

PARTICIPANTS: CIDNA Park Board
Minnehaha Creek Watershed District
other agencies

COST: **NRP: \$50,000**
Minnehaha Creek Watershed District: approximately \$886,000 is allocated for Cedar Meadows wetland and Minneapolis portion of Cedar Lake watershed.

TIME FRAME: 1994: Design
1995-96: Construction

14. TRAFFIC CALMING METHODS

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:

STRATEGY: CIDNA will work with the Public Works Department to implement traffic-calming methods (as tested by Public Works) at several locations:

Speed humps: This device is a low, gentle hump that keeps traffic speeds below 20 mph. Locations to be evaluated for speed humps include:

- **28th Street** between Dean Parkway and Lake of the Isles Parkway: speed humps would be appropriate on this local street, which experiences heavy commuter traffic (petition by residents will be needed)
- **Drew/Ewing Avenues:** Speed humps on both these streets would slow speeding traffic going to and from Lake Street.
- **Burnham Road:** Speed humps would deter traffic from speeding on this curving, narrow road.
- **St. Louis/St. Paul Avenues:** Some residents point to increased traffic volumes and speeds on these streets.

Sunset Boulevard: "Necking down" the intersections (i.e., narrowing the pavement and creating parking bays), in conjunction with the proposed bike lane (listed under "Bike Lanes" below) would help to slow traffic and improve pedestrian and bicycle safety. Feasibility of creating a landscaped island at the Drew/28th Street intersection should also be studied. An island would help direct traffic across the intersection and would break up a very wide expanse of pavement.

Park triangle expansion: Study feasibility of extending the Alcott and West End park triangles into the adjacent intersections in order to increase green space and slow turning traffic.

Parkways: CIDNA is also concerned about traffic speeds, congestion and safety on the area parkways and recommends that traffic calming methods be pursued through the Park Board's comprehensive parkway study.

Regional traffic: CIDNA has contributed NRP planning funds to the

Hennepin Avenue Task Force for a study of traffic management and street design, and continues to be involved in this process.

- PARTICIPANTS:** CIDNA
Public Works Department
- COST:** NRP: \$75,000 for speed humps (\$4,500 each) and other traffic calming measures
NRP: \$5,000 to study Sunset Blvd. and park triangle improvements (Phase I)
Phase II funding: Public Works Department will seek city and state (gas tax) funding for implementation of improvements
- TIME FRAME:** Speed humps, traffic calming: 1995
Sunset Blvd. Phase I Study: 1995

15. PARKING STRATEGIES

- GOAL:** Ensure adequate and safe parking for residents and guests
- OBJECTIVE:** Increase parking options and ensure safety in congested areas
- STRATEGY:** CIDNA has already informed residents through a newsletter article about permit parking options for areas where this is desired.

Cedar Lake Avenue in front of Jones-Harrison Residence: residents have expressed a desire to eliminate parking on the south side of this street, to avoid conflicts with turning cars. This can be achieved by submitting a petition to the Public Works Department.

Xerxes Avenue: This street is lined with older multi-family buildings and has a chronic shortage of parking. CIDNA will work with Public Works to try to locate and develop some off-street parking in this area (which could also serve Park Siding users). This approach may require removal of a building.

- PARTICIPANTS:** CIDNA
Public Works Department
MCDA
- COST:** NRP: \$5,000 for Phase I study of Xerxes parking options.
(Phase II to be determined)
- TIME FRAME:** Cedar Lake Ave. signage: when residents submit petition Phase I study: 1995

16. INTERSECTION STUDIES

GOAL: Improve traffic safety at "trouble spots."

OBJECTIVE: Redesign dangerous or confusing intersections

STRATEGY: CIDNA has been discussing potential solutions to specific safety problems at intersections with the Public Works Department.

France Avenue and Sunset Boulevard: This intersection was extensively redesigned in the past few years, but safety problems have continued. A stop sign is being considered by Public Works, and is awaiting approval by St. Louis Park. CIDNA recommends that studies and monitoring of this intersection continue until safety problems are resolved.

Sunset Boulevard/ Depot Street/ Cedar Lake Avenue/ Cedar Lake Parkway: This intersection is confusing and dangerous for both vehicles and pedestrians. CIDNA will sponsor a study to redesign this intersection, with the goals of

- greater control and more predictability of traffic movements through the intersection
- providing safer pedestrian and bicycle access to Cedar South Beach
- providing safer beach parking if possible
- keeping all traffic at residential speeds

Traffic patterns on St. Louis and St. Paul Avenues (which merge and intersect with Depot Street) should also be included in the study area.

PARTICIPANTS: CIDNA
Public Works
Park Board

COST: **NRP: \$5,000** for Phase I study
Phase II funding: Public Works Department will seek city and state (gas tax) funding for implementation of improvements

TIME FRAME: Phase I study: 1995

17. BIKEWAY DEVELOPMENT/PEDESTRIAN CROSSINGS

GOAL: Improve pedestrian and bicycle circulation and safety

OBJECTIVE: Advocate for rail-to-trail development of rail lines (29th Street and Kenilworth lines)

STRATEGY: CIDNA will contribute 100 percent of the amount that the city is requesting from neighborhoods (part of the local match) for the Kenilworth bikeway and will work with the Park: Board and Public Works to make it a neighborhood amenity. CIDNA also supports development of the Midtown (29th Street) Greenway.

Key elements for both bikeways would be development of pedestrian crossings that would improve circulation and eliminate current barriers. Crossings cannot be put in place until rail service ends, but they should be included in designs of both bikeways.

- Kenilworth bikeway: a crossing to Park Siding from Depot Street is needed.
- The existing crossing at Cedar Lake Parkway should be improved.
- Midtown Greenway: a crossing to the rear of Calhoun Village is needed. CIDNA will work with the residents' association of the Calhoun-Isles complex to ensure that this route does not infringe upon their property. It appears that the Kenilworth bikeway would provide the most direct route to the Midtown Greenway at the rear of the shopping center.

Note that if light rail use is planned, pedestrian crossings would need to be designed as underpasses.

- CIDNA's contribution is contingent on development of neighborhood amenities to serve the Kenilworth bikeway. These may include: Restrooms (permanent or satellites) and drinking fountain
- Safety lighting
- Screening of adjacent homes with landscaping and/or berms
- Community garden site (near Depot Street crossing) Connections to other bike routes, including Sunset Blvd., Dean Parkway and Cedar Lake bikeways
- Bike racks at Park Siding

PARTICIPANTS: CIDNA Public Works Department
Park Board

COST: **NRP: \$75,000** as part of local match for Kenilworth bikeway Federal ISTEAFunds for Kenilworth bikeway: \$484,000 City of Minneapolis: \$46,000 (part of local match)

TIME FRAME: 1995-97

18. BIKE LANES/BIKE PATH IMPROVEMENTS

GOAL: Improve pedestrian and bicycle circulation and safety

OBJECTIVE: Develop additional bike lanes and paths; improve existing ones

STRATEGY: **Sunset Blvd.:** CIDNA will work with Public Works to install a striped bike lane along Sunset Boulevard, which will connect to the Kenilworth bikeway (and from there to the Cedar Lake bikeway). Other potential bike lanes that should be evaluated are:

Burnham Bridge (both sides) -- the road is clearly wide enough for bicycles, and provides an important route to Lake of the Isles

Lake Street (north side) -- a bike lane could help to slow traffic speeds on this very busy street

CIDNA will work with the Park Board to study and redesign the existing bike and pedestrian path system on Dean Parkway, connecting to Lake of the Isles and Cedar Lake. Goals of this project are:

- To link the Dean Parkway bike path to the Cedar Lake bike path
- To make the pedestrian and bike paths on Dean Parkway more clearly marked and easier to follow.
- To widen and, if possible, separate the pedestrian and bike path from Dean Parkway along the Kenilworth lagoon to Lake of the Isles. Both pedestrians and bikes currently share a narrow sidewalk.

Separating pedestrians from bikes may require additional bike lanes:

- Cedar Lake Parkway between Dean and Cedar South Beach
- Dean Parkway segment along Kenilworth Lagoon
- 28th Street between Dean Parkway and Lake of Isles Parkway (most direct route to Uptown)

Note that for any bike path or bike lane improvements, as with the new bikeways discussed above, CIDNA will work with the Park Board and other agencies to establish a design committee of neighbors and other interested residents. Each committee will play an important role in ensuring that the design has no undesirable impacts on neighbors.

PARTICIPANTS: CIDNA
Park Board
Public Works

COST: **NRP: \$10,000** for Sunset bike lane
NRP: \$10,000 for bike path improvements
Park Board and Public Works: to be determined

TIME FRAME: 1995: Planning and design
1996-97: Construction

19. SIDEWALK INSTALLATION/BRIDGE RAILINGS

GOAL: Improve pedestrian and bicycle circulation and safety

OBJECTIVE: Complete "missing links" in the sidewalk system, improve sidewalk safety

STRATEGY: **Sidewalks:** CIDNA would like to see sidewalks installed in at least two locations:

- North side of Lake Street between Thomas Avenue and Lake of the Isles Parkway
- Sunset Boulevard between Chowen Avenue and Cedar Lake Parkway (on at least one side)

In each case, adjacent landowners must agree to maintain the sidewalk (snow removal, etc.). CIDNA will negotiate with landowners/businesses in each area (Park Board owns Lake Street land). The feasibility of a sidewalk on Sunset needs to be evaluated, since grade changes and curb cuts pose obstacles. It may be possible to widen the median or narrow the pavement to install a sidewalk. Installation will depend on feasibility, resident support, and availability of funding.

Bridge railing: The Lake Street bridge across the railroad tracks has raised many safety concerns because of the lack of guard rails on the sidewalk (the previous bridge had guard rails). CIDNA has received an estimate from Public Works for installation of a railing, and will contribute to the installation.

PARTICIPANTS: CIDNA
Park Board
Public Works

COST: Sidewalks: **NRP: \$25,000** for Lake Street
Bridge railing: **NRP: \$38,500** (approx. 50% of total cost)
Public Works Department will seek additional funding in 1996 Capital Improvements Program budget for matching funds

TIME FRAME: Bridge railing: 1996
Sidewalks: 1996-98

20. BIKE PATROLS/ BIKE SAFETY EDUCATION

- GOAL:** Improve pedestrian and bicycle circulation and safety
- OBJECTIVE:** Improve enforcement of traffic safety laws for bikes, motor vehicles and pedestrians
- STRATEGY:** CIDNA supports a citywide bicycle safety education program like the pilot project now underway in Uptown. Other potential actions:
- CIDNA will contribute funds for bikes to bring more police bike patrols into neighborhood
 - CIDNA will sponsor bike safety workshops for youth and adults
- Improving the existing bike paths, adding new bike lanes, and developing the Kenilworth bikeway will also improve bicycle safety.
- PARTICIPANTS:** CIDNA
Police Department
CCP/SAFE (bike safety programs)
Public Works
- COST:** **NRP: \$1,600** for bike equipment, maintenance, safety education
- TIME FRAME:** 1995

21. STREET LIGHTING PLAN AND SURVEY

GOAL: Improve pedestrian and bicycle circulation and safety

OBJECTIVE: Improve street lighting

STRATEGY: CIDNA will work with the Public Works Department to:

- Identify areas needing street or alley lights
- Develop a plan for ornamental street lighting, including locations and costs.
- Survey neighborhood residents to determine whether support for ornamental lighting exists in all or part of the neighborhood

Advantages of ornamental lighting include the placing underground of on-street electrical wiring, reduction of glare into second story windows, and a generally improved streetscape. However, residents must agree to lighting assessments (\$.33 per square foot of lot area, assessed over 20 years).

CIDNA will consider using NRP funds as a match, up to the maximum 25% allowed under the program, if residents agree to an assessment of the remaining 75%.

If the entire CIDNA neighborhood received streetlights, total cost would be \$1.3 million, of which NRP could contribute up to 25 percent, or \$325,000.

We recognize, however, that it is highly unlikely that all blocks in the neighborhood will wish to participate. Streets where ornamental lighting would be a priority are the main collector streets and those that act as "gateways" to the neighborhood:

- France Avenue
- Sunset Boulevard
- Cedar Lake Avenue
- Lake Street (north side)

(The parkways already have park system lighting.) Therefore, CIDNA would set aside a maximum of \$125,000, in order to concentrate on these high-priority streets. If these funds are not exhausted, other streets might be covered as well. If ornamental lighting is not approved by residents, CIDNA will work to have conventional lights installed in low-light areas, and to improve alley lighting.

PARTICIPANTS: CIDNA
Public Works Department

COST: NRP: up to \$125,000

75 percent match to be provided by residents

TIME FRAME: Plan: 1994, Survey: 1995
Construction (if approved): 1996-97

22. TRANSIT STUDY

- GOAL:** Reduce traffic speeds and volume on the neighborhood's heavily-travelled streets
Improve traffic and pedestrian safety
- OBJECTIVE:** Assess the adequacy and frequency of transit service to ensure that it meets passenger needs without contributing to congestion on residential streets.
- STRATEGY:** About a quarter of survey respondents used transit regularly, and had many comments on number of buses, bus shelter improvements, and quality of service (see Appendix II). Residents have also commented on the large number of buses on certain streets, such as Cedar Lake Avenue. CIDNA will work with the Public Works Department to study the bus routes that serve the neighborhood: frequency of service, ridership, locations of bus routes, bus shelter locations, and other relevant issues. This study may result in changes to existing bus routes, improvements to shelters, and so on.
- PARTICIPANTS:** CIDNA
Public Works Department
- COST:** **NRP: \$2,500**
Public Works: as with other traffic studies to be done by consultants, Public Works will assign a staff person to work with the neighborhood and monitor the project.
- TIME FRAME:** 1995 (study), follow-up timing to be determined

**CIDNA NRP REVISED
PRELIMINARY BUDGET**

1. Gateway signs and plantings	3,500
2. Park Siding improvements	150,000
3. Other park improvements	10,000
4. Soccer field improvements	50,000
5. Neighborhood Early Learning Center	50,000
6. Implementation Coordinator	45,000
7. Events and Programs	10,000
7a. Community meeting space	25,000
8. Commercial Area Enhancements	n/a
9. Property Maintenance Assistance	n/a
10. Community Planting Plan	30,000
11. Street Tree Replacement	10,500
12. Educational/Clean-up Programs	15,000
13. Wetland Enhancements	50,000
14. Traffic Calming	
speed humps, etc.....	75,000
Phase I study of Sunset Blvd.....	8,000
15. Parking strategies (Phase I)	5,000
16. Intersection studies (Phase I)	5,000
17. Bikeway development	75,000
18. Bike lanes/bike path improvements	20,000
19. Sidewalk installation	25,000
Bridge railing	38,500
20. Bike patrols/safety education	1,600
21. Street lighting plan	125,000
(represents 25% of total from NRP)	
22. Transit study	2,500
TOTAL	\$829,600

APPENDIX I
WHAT YOU TOLD US:
RESPONSES TO CIDNA'S POSTCARD SURVEY

The postcard survey was conducted in Spring, 1993; 76 responses were received. The numbers below show multiple responses.

Environmental issues

Park issues - 27 total

Bike/walk paths (around Cedar) - 4
Water quality (storm water runoff) - 8
Cedar Lake Park (coordinate with planning) - 3
Clean up Cedar shore, beach - 2
Parks and recreation (general) - 2
Park shelter near Cedar Lake Park
Siding improvements
Runners on bike path

Trees (need more) - 8

Landscaping (Sunset Blvd. island, street/park furniture, public art) - 4

Noise - 2

Airplane noise

Air pollution (traffic fumes, exhaust)

Utility wires (bury them)

Recycling

Services

Snow removal (on Burnham, Benton, St. Louis, St. Paul) - 10

Street maintenance (potholes)

Animal control

Transportation

Traffic (on Burnham, Sunset, Isles, cars receive priority over people)-18

Bike/walk paths (on railroad, to downtown, other neighborhoods)- 5

Parking (at Jones Harrison)

Light Rail Transit

Stop sign at Park Lane & Burnham Rd.

Public transportation

Quality of life issues

Crime - 15

Development (Bliss property, United Development, impact of file station, high-rises near Lake Calhoun, etc.)

Property taxes - 6

Property maintenance - 6

RR property - 2

abandoned vehicles

Park Siding property

Cedar Lake Ave.

Schools (neighborhood, quality) - 4

Livability (image) - 3

Lighting - 3

Sense of community (more block clubs, decent pub) - 3

Graffiti - 2

"Welcome to CIDNA" sign

Commercial properties

Compell erchants to comply with agreements

Commercial node at 28th and Xerxes

Pedestrian access to rear of Calhoun Village

APPENDIX II
SURVEY OF RESIDENTS, MAY 1994
SUMMARY OF RESPONSES TOTAL
RESPONSES = 82 (8/1/94)

1. What do you think makes Cedar-Isles-Dean a good place to live? -

- close to lakes, downtown, Uptown, general convenience - 44
 - close to freeways, suburbs - 6
 - close to shopping - 4
- natural environment: lakes, parks, trees - 24
- quiet, secluded - 15
- well-maintained homes, yards, property values - 12
- attractiveness - 11
- friendly, nice neighbors, close-knit community - 13 -
- relatively safe neighborhood - 8
- cleanliness - 3
- quality, architectural character of housing - 3
- bike paths, walking paths - 4
- low traffic - 2
- good bus service - 2
- diverse population - 3
- urban yet pastoral
- lots of kids

2. If you could change one or two things about this neighborhood, what would they be?

GENERAL

- lower property taxes - 8
- no more commercial uses
- limit growth
- action, not complaints
- improve schools, school choice - 2

TRAFFIC

- congestion, reduce through traffic, commuter traffic - 7
 - on France Ave.
 - Super America
- reduce commuter traffic on parkways
- slow traffic speeds - 3
 - on Lake Street
 - Drew and Sunset
 - France Ave.
 - in alleys
 - Ewing and Drew
- lower speed limits by 5 mph on all streets
- enforce traffic laws - 2
- reduce traffic noise - 3
- increased traffic signage - green arrow turn signals
- bikeway development of railroads
- restrict bicycles to bike paths
- separate pedestrian and bicycle traffic
- lack of sidewalks (Sunset)

- sidewalk railings on Lake Street Bridge
- control parking - 3
 - for Jones-Harrison
 - ban parking 2:00 - 6:00 a.m.
 - around Cedar South Beach
- more stop signs
- better late-night transit service

NUISANCES

- reduce airplane noise - 4
- control barking dogs - 2
- clean up the few rundown homes
- graffiti
- summer crowding

LAKES, PARKS

- clean up lake pollution - 5
- repair lake shoreline erosion on Calhoun and Isles - better sidewalks to park areas
- restore lake walkways (Calhoun and Isles)
- closer park for kids, more facilities for kids - 2
- more accessible parks
- geese clutter
- prevent mountain bike damage (Cedar Lake Park)

COMMUNITY

- increased sense of community, neighborhood activities - 6
- fear of crime (burglaries) - 2
 - woods around Cedar Lake
- neighborhood school - 2
- build relationships with local police
- build relationships with kids in area
- neighborhood watch
- directory of neighborhood by street
- develop a meeting/voting location -
- friendlier neighbors

SERVICES, MAINTENANCE

- better street lights - 3
- improved home and yard maintenance, alley maintenance - 2
- improve snow removal
- improved litter control
- increased maintenance and improvement of boulevard and park landscaping

3a. Do you have concerns about any of the following traffic issues in the neighborhood?

- Traffic congestion - 21
- Traffic speed - 41
- Safety - 22
- Parking - 17

3b. Problem area locations and ideas for improvements

[NOTE: SOME OF THESE ARE DRAWN FROM QUESTION 2 AND ELSEWHERE]

- Alleys - speed

- France and Sunset - safety - 2
 - no stop sign
- France - speed, congestion - 4
 - restrict left turns from Lake to France
- Cedar Lake Ave.- speed, congestion - 2
- parking - north side only at Jones Harrison - MTC street -
- Jones Harrison vicinity (Drew, etc.) - parking - 2
- Sunset Blvd.- speed, safety - 5
- "No Right Turn" sign from France onto Sunset Blvd. 7-9 am.
- access to alleys off Sunset (traffic speed)
- Sunset, Drew and 28th Street - visibility
- Drew Ave. north of Lake St. - parking (restrict to one side), speed
 - problems with eastbound Lake St. traffic turning left on Drew
- Drew and Ewing - Super America traffic - 5
 - failure to stop at sign
 - create cul-de-sac
 - illegal left turns (onto Ewing) from SA
- Chowen Ave. - speed
- Cedar Lake Parkway - speed, traffic volume - 2
- Parkways - speed bumps - 2
- Burnham Rd. - speed - 5
- St. Louis Ave. - traffic from townhouses too fast
- St. Paul Ave. - no left turn allowed onto Lake St.
- Sunset/Depot crossing at Cedar South Beach - safety, congestion - 2
- "No Left Turn" during rush hours on Lake and Calhoun Parkway
- Dean Parkway at Lake Street - unsafe traffic pattern at intersection - 2
- Dean Parkway - p.m. peak - congestion - 3
 - difficult access to driveways at rush hour
- Dean Parkway - illegal parking
- Lake Street - speed, congestion - 5
 - difficult to enter/exit from alleys - 3
 - railroad bridge - noise, speed, railing needed - 2
- all lake parkways - congestion
- Lake of Isles Parkway - congestion, p.m.
- West 28th Street - one-way

4. What improvements could be made that would improve the safety of bicycle and pedestrian travel in the neighborhood? [ALSO INCLUDES SOME RESPONSES FROM #7]

- Reduce traffic speeds
 - Cedar Lake Ave. - 2
 - France Ave.
- more bike paths - 2
- more bike lanes on streets - 4
 - bike lane on Sunset Blvd. - 4
 - between Dean Parkway and Cedar Lake
- greenway/bikeway development - 3
 - Kenilworth railroad line along Burnham
- publicize one-way restrictions more clearly
- better maintenance (sweeping) of existing bike paths

- improve pedestrian crossing at Sunset/Depot/Cedar South - 9
 - close Depot Street "cut-through" to C.L. Parkway
- poor visibility for peds/bikes at bike path under RR bridge, Dean Parkway - separate the paths
- combined bike/walking path on Dean Parkway between W. Lake of Isles and Cedar Lake - Parkway is hazardous
- better marked pedestrian crosswalks - new sidewalks:
 - Sunset Blvd. (Chowen to Cedar Lake) - 4
 - across RR tracks on Cedar Lake Parkway - 4
 - North side of Lake Street (Calhoun Beach Club to E. Calhoun Parkway) - 3
 - France Avenue north of 27th Street - 2
 - along Minnekahda Golf Club, Excelsior Blvd. (outside CIDNA) - north side of Cedar Lake Avenue - 2
- lighting, north side Lake Street and on Lake Calhoun path (south of Lake Street) - railing on Lake Street RR bridge/ walkway across RR to avoid bridge
- pathway to lake from Jones Harrison
- need better sidewalk access to Siding Park - 2
- more signage re pedestrian crossings
- better enforcement of traffic laws for cyclists - 4
- keep cyclists off walking paths - 3
- keep cyclists on bike paths, off streets - 2
- separate bike, pedestrian traffic
- use of bike helmets - 2
- warning bells on bikes
- police bike patrols
- better enforcement of traffic laws for motorists - 2
- station police at Dean Parkway and Lake Street intersection - pedestrian hazard -
- improve existing sidewalks - uneven, buckled - 2
- longer traffic light at Drew and Lake

5. Do you use public transit? Are you satisfied with the existing bus service, and what improvements, if any, would you suggest?

34 respondents use transit: 21 regularly, 9 occasionally, 4 seldom
 17 are generally pleased/satisfied with service

COMMENTS:

- MTC is slow - 2
- more frequent service
- not enough buses in AM rush hour
- good service during rush hours, so-so at other times
- more late-night service
- University bus service good but inconsistent (not year-round) - buses should follow posted schedule more closely
- nice bus shelter at Lake and France
- heat/enclose bus shelter at Lake and Lake Calhoun, Lake and Dean - 2
- add shelters at West Calhoun Parkway/Lake and Calhoun Beach Club (westbound Lake St.) - add bus stop at Chowen and Lake, westbound
- too many buses on street (Cedar Lake Ave.)
- make #17 more of an express bus
- add #1 bus service to France on Saturdays

6. Which of the following parks do you use?

- Park Siding - 27
- Dean Parkway - 45
- Cedar Lake parkland - 50
- Lake of the Isles parkland - 56
- Park triangles - 20

Are there any improvements or new facilities you would like to see in these parks?

GENERAL:

- baseball diamonds, tennis courts, basketball courts - 3 -
- soccer fields - 2
- better toilet facilities - 2 (esp. for families w/ young children)
- more benches, grills - 2
- volleyball court
- more tree plantings, landscaping
- continue seasonal plantings of flowers
- improvements will only bring in "outsiders"
- widen bike paths to allow safe passing; keep clean, smooth
- repave bike paths
- keep bikes off sidewalks
- better separation between bicycles and pedestrians - plant more daffodils
- decorative street lights
- more playgrounds, tot lots, better equipment - 3
- closer park for children (west side)--part of new wetland area?
- reduce fertilizer runoff to reduce aquatic plant growth
- more safety boxes (call boxes)
- a gathering spot--w/ benches, water fountain, ornamental fountain, outdoor art - 2
- litter control

PARK SIDING

- better access - 2
- more swings, lower monkey bars, cargo ladder (?)
- more play equipment, jungle gym
- pleased with park

CEDAR LAKE:

- more anti-litter/penalty signs at picnic/fishing sites on south and west Cedar Lake
- control mountain bike damage on north and east of Cedar Lake--insitute bike patrol - 2
- improve water quality
- lighting on Cedar Lake trail (Cedar Lake Park?)
- extend bike path around Cedar Lake; join with Lake of Isles path
- new wetland area: include playground, bike/walking paths to park paths - 2
- better plantings, eliminate buckthorn and [ligstrum??], restore wildflowers
- gazebo or shelter
- park building on southwest side (near Jones-Harrison)

LAKE OF THE ISLES

- minimize flooding at north end, reduce milfoil, improve water quality - 2
- better foliage maintenance, pruning around water's edge

PARK TRIANGLES:

- playground with swings, climbers, picnic tables
- play equipment on Alcott Triangle - 2

- better maintenance, dog waste pickup more seating--create gathering place
- better maintenance of Chowen Triangle

7. Circulation: Some neighbors have found that travel through the neighborhood is difficult because of missing sidewalks and barriers such as railroads, busy streets, etc. Have you found this to be a problem?

- yes in general ... slow traffic down - 6
- Sunset Blvd. near Cedar Lake (railroad tracks) - 9
- more sidewalks
- missing, damaged sidewalks - 5
 - damaged on Cedar Lake Ave.
 - east end of St. Paul Ave.
- rough, uneven bike and walking paths along Cedar
- Sunset Blvd. (missing sidewalk) - 6
- Lake Street sidewalk, Dean Pkway east - 2
- Lake Street RR bridge
- Dean Pkway sidewalk
- lack of bike path, Dean Parkway to Cedar Lake
- "No Left Turn" sign, Burnham Rd.
- Dean Pkway - light too short
- poor access to field on France (wetland site)
- poor access to Calhoun Village
- poor access to Park Siding
- road construction work a problem - trains park on tracks, hinder access

8. Do you have any suggestions for increasing the sense of community in the neighborhood?

- neighborhood events, block parties - 15
 - "two-block" parties
 - clean-up day/ block party
 - alley clean-ups/get-togethers
 - progressive dinners
- neighborhood-wide, community events--picnics, etc. - 9
- annual neighborhood clean-up
- neighborhood watch group - 3
- garden club, community planting efforts - 3
- small or medium-sized gatherings
- meeting place, park shelter, gazebo etc. for get-togethers - 2
- organize block clubs
- distribute lists of neighbors on each block
- neighborhood directory
- better neighborhood organization
- focus on one or two common problems that many people can help resolve
- newsletter is informative
- concert at Lake Calhoun
- assist neighbors in need of minor repairs, errands, etc.
- difficult, lack of time, etc. - 4
- already is a community
- neighborhood schools - 2
- decorative street lights

- take time to be human, friendly
- go to synagogue (church, etc.) together

9. Some neighbors are trying to develop an organized planting plan for boulevards and public areas in CIDNA, with plants provided at reduced costs. Would you be interested in becoming involved?

yes - 20 (names listed elsewhere)
 maybe - 5

10. Can you identify any areas in the neighborhood that you think need attention in terms of plantings of trees, flowers or other plants?

inject elm trees - 4
 Sunset Blvd. median, boulevards - 4
 park triangles
 Chowen Place (at Lake)
 Alcott
 Park Siding
 along railroad tracks - 2
 on Xerxes
 Burnham Road
 Dean Parkway
 Lake Street - buffer - 2
 around RR bridge
 Cedar Lake parkland
 - field
 - open areas
 Sunset and Chowen
 alleys

11. Do you have any concerns about water quality in Cedar Lake and Lake of the Isles?

64 (78 percent) expressed some concern
 COMMENTS: - Lake Calhoun as well
 - concerned about milfoil and its odors - has worsened in, last 5 years - 2
 - newsletter articles increased awareness
 - would like to swim in Cedar Lake again
 - continue to swim but are concerned

12. Do you own or rent your home?

73 (89%) own, 4 (5%) rent (remainder did not respond)

[FOR RENTERS] Do you have any **particular concerns as a renter** that we should incorporate into our planning?

- rents too high

13. Do you have any other concerns or suggestions about the NRP? Are you interested in

- attending meetings - 12
- attending a focus group - 10
- reviewing the draft of the Neighborhood Action Plan - 22
- participating in neighborhood events? - 26

CEDAR-ISLES-DEAN ACTION PLAN

ACTIVITY	1994-95		1994-95		1996		1996		1997		1997		1998		1998		1999		1999		94-99 TOTAL
	HOUSING	OTHER	HOUSING	OTHER	HOUSING	OTHER	HOUSING	OTHER	HOUSING	OTHER	HOUSING	OTHER	HOUSING	OTHER	HOUSING	OTHER	HOUSING	OTHER			
Gateway signs and plantings		3,500				0				0						0				3,500	
Park Sidling Improvements		150,000				0				0						0				150,000	
Other Park Improvements		10,000				0				0						0				10,000	
Soccer Field Improvements		0				50,000				0						0				50,000	
Neighborhood Early Learning Center						50,000				0						0				50,000	
Implementation Coordinator		15,000				15,000				15,000						0				45,000	
Events and Programs		2,000				2,000				2,000						2,000				10,000	
Community Meeting Space		5,000				5,000				5,000						5,000				25,000	
Commercial Area Enhancements		0				0				0						0				0	
Property Maintenance Assistance		0				0				0						0				0	
Community Planting Plan		15,000				10,000				5,000						0				30,000	
Street Tree Replacement		10,500				0				0						0				10,500	
Educational/Clean-Up		3,000				3,000				3,000						3,000				15,000	
Programs Wetland Enhancements		50,000				0				0						0				50,000	
Traffic - speed humps		75,000				0				0						0				75,000	
Traffic - Phase I of Sunset Blvd.		8,000				0				0						0				8,000	
Parking Strategies		5,000				0				0						0				5,000	
Intersection Studies		5,000				0				0						0				5,000	
Bikeway Development		0				75,000				0						0				75,000	
Bike Lanes/Bike Path Improvements		20,000				0				0						0				20,000	
Sidewalk Installation		25,000				0				0						0				25,000	
Bridge Railing		38,500				0				0						0				38,500	
Bike Patrols/Safety Education		1,600				0				0						0				1,600	
Street Lighting Plan		50,000				75,000				0						0				125,000	
Transit Study		2,500				0				0						0				2,500	
TOTAL	0	494,600	0	285,000	0	30,000	0	10,000	0	10,000	0	10,000	0	10,000	0	10,000	0	10,000	0	829,600	
APPROVED EARLY ACCESS	0		0		0																
PERCENT FOR HOUSING	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		

NOTE: 1. Allocations to activities within each year are subject to change depending upon timing and other project-related issues, but totals for each activity and for each year will not exceed approved levels.

2. Two shifts in funds have been made: fully funding the tree planting program in 1994/95 (shift of \$5,000) and fully funding Park Sidling Improvements in 1994/95 (shift of \$75,000). Funding has correspondingly been put off until 1996 for Bikeway Development (\$75,000) and Community Planting (\$5,000). These changes were made pursuant to a request by the neighborhood and approval of the NRP Director.

3. On March 2, 1995, a shift was made between the Sidewalk Installation from 1996 to 1995 and a corresponding shift in Wetland Enhancements from 1995 to 1996 of \$25,000.

CEDAR-ISLES-DEAN ACTION PLAN 11/14/95
Prepared By: Michelle Mueller 673-5070