

Virtual Information Session

## **Kenilworth Channel Naturalization and Shorelines Stabilization**

August 20, 2020 from 4:00 – 5:30pm

Held Virtually through Zoom

**Members of the Public:** Approximately 16 members of the general public were present

**Staff, consultants, and speakers present:** Daniel Elias, Emma Pachuta and Madeline Hudek (MPRB); Jonathan Kusa and Maren Hancock (Inter-Fluve); Eric Nelson (Alliant Engineering)

### **1. Welcome**

Daniel Elias welcomed everyone to the Virtual Information Session and provided an agenda for the session.

[A copy of the Presentation is posted on the [project page](#)]

### **2. Questions/Comments and Answers followed the Presentation**

**Q: The channel has not frozen solid the last couple of years. Is this because it is too shallow? Will the proposed changes improve this and will the channel freeze solid in the future?**

*A: While MPRB is not able to guarantee that the channel will freeze completely solid, shoreline to shoreline, following the naturalization and stabilization project, this issue is considered part of the general scope of this project. MPRB hired a separate consultant in 2019 to analyze the shallow ice issue and the report was provided to our current consultant, Inter-Fluve. The area that doesn't freeze solid is impacted by a shallow sanitary sewer pipe and roadway discharge from Burnham Bridge. These impacts are compounded by the slow water flow from Cedar to Isles. In working with the City of Minneapolis, efforts will be made to provide more cover over the sanitary sewer pipe and relocate the roadway discharge from Burnham Bridge. Staff and our consultants believe that these fixes will significantly improve the ice thickness in this area.*

**Q: We think the dead-end trail on the east side of the lake should be continued on the public right of way around and along the channel to Burnham Road.**

*A: This comment relates more to the ongoing [Cedar-Isles Master Plan](#) than to the [Kenilworth Channel Naturalization and Stabilization](#) project and has been provided to the project manager for incorporation to the on-going master plan work.*



**Q: There is a sanitary lift station on the channel at the south end of the bridge that stinks badly. This should be repaired.**

*A: The sanitary sewer lift station noted in this comment is operated by the City of Minneapolis. While their Park Lane Sanitary Sewer project is being coordinated with the MPRB project, MPRB does not have information to provide relating to odor issues. Will Shutte's contact information (the project manager for the City's sewer project) is included in the presentation posted on the [project page](#).*

**Q: Will the channel be closed at any point during shoreline stabilization placement? For about how long?**

*A: The channel will be closed for 8-12 weeks during construction which is anticipated to occur in late fall of 2021.*

**Q: How far up the slope does private land begin?**

*A: Parkland on either side of the channel varies in width between the channel and private land. On the southwest side of the channel, the parkland is approximately 15-25 feet in width. On the northeast side of the channel, the parkland is approximately 50-150 feet in width.*

**Q: Will cattails be an issue - will they take over the shallow water planting areas?**

*A: Cattails are not likely to be an issue within the channel due to the planned preservation of the tree canopy and the sunlight cattails need to thrive. However, it is possible that cattails may work their way into the stabilization area closer to Cedar Lake where sunlight is more abundant.*

**Q: Is there a cost estimate?**

*A: The overall project budget is \$1,030,000. A construction cost estimate has not yet been created.*

**Q: Will the surface of the new shoreline be firm enough to walk on?**

*A: The shoreline that will be naturalized and stabilized (from the existing retaining wall to the bottom of the channel) will not be a stable surface to walk on. However, the land behind the current retaining wall will be mostly untouched by this project and will be walkable if it is walkable today.*

**Q: Will this project preclude the installation of walking paths around the lake? Can the path be rough graded to minimize disruption to vegetation IF it is decided have paths?**

*A: This project will not preclude the installation of walking paths around the lake or channel in the future if that improvement is included in an approved master plan. This project will not rough grade any new amenities into the project as those improvements are not guided by a Board approved master plan.*



**Q: When the closure of the channel is determined, how far in advance will the community be notified?**

*A: Staff intend to bid the project in the spring of 2021. Once a construction contract is awarded, staff will work to notify the public through existing email lists and onsite signage for boat rental users, boat rack permit holders and the general public. Staff hope to understand the closure timeline 2 months in advance of the closure.*

**Q: Can you speak to how SWLRT will impact this project? Will the project wait for bridge completion on their end?**

*A: While MPRB staff and consultants are coordinating with the SWLRT project, the scope of the two projects do not overlap. Coordination is limited to identifying construction access locations.*

**Q: How long has this project been a goal of the MPRB?**

*A: This project was identified in the Capital Improvement Program in 2014, when it was identified for funding in 2019.*

**Q: Will the private fencing around the channel be removed for the completion of this project?**

*A: Staff will request that private landowners remove any private fences on parkland adjacent to the Kenilworth Channel project area. If private fences are not removed by the private landowner, the construction contractor will be directed to remove the fencing as part of the construction project.*

**Q: What about the south side of the channel between Burnham Road and the railroad/SWLRT. Will anything done to reclaim park property for park purposes? Is anything going to be done between the end of the existing historic wall and the Burnham bridge?**

*A: The MPRB scope of work on the south side of the channel generally ends at the construction limit of the SWLRT wall/stabilization work. Any existing encroachments outside of the MPRB project area will be subject to the results of the [Cedar-Isles Master Plan](#) and/or a planned update to the MPRB Land Use Policy.*

## **Adjourn**